

Cradle of Airpower

An Illustrated History
of Maxwell Air Force Base
1918–2018



Jerome A. Ennels Sr.
Robert B. Kane
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Foreword

As the commander of the 42nd Air Base Wing, Maxwell's installation wing, between 7 July 2016 and 14 June 2018, I had the privilege of participating in Maxwell AFB's 100th anniversary celebration as a military installation. From its inception as Aircraft and Engine Repair Depot no. 3 on 4 April 1918, Maxwell AFB has played a pivotal role in the development of American airpower doctrine, flight training, education, and airpower leadership over the last 100 years, during which it has continuously contributed to the defense of the United States and its many global partners. In addition, it has formed deep and lasting partnerships with Montgomery, Alabama, and the other communities in the Alabama River Region that have made Maxwell AFB "the best hometown in the United States Air Force."

Aviation in central Alabama actually began eight years earlier, when in February 1910 the Wright brothers, pioneers in manned flight, established the first civilian flight school in the United States on an abandoned cotton plantation near Montgomery. Although the school lasted only 10 weeks and trained only two pilots, it was the start of a 100-year tradition of aviation in Montgomery.

Over this century of history and heritage, Maxwell AFB has made a unique and significant footprint in American military aviation history. During World War I, it served as a maintenance depot to repair aircraft at the six Air Service airfields in the Southeast that trained American pilots for combat service in France. From September 1931 to late 1940, Maxwell hosted the Air Corps Tactical School, which provided professional military education to field grade air officers and developed the airpower doctrines operationalized in aerial combat during World War II. During that war, the Southeast Air Corps Training Center (later Eastern Flying Training Command), headquartered at Maxwell Field, oversaw the training of over 100,000 American and Allied flight cadets who significantly contributed to the defeat of the Axis powers. Following the end of that war, Maxwell resumed its prewar education and doctrine development missions through Air University, which today literally touches every Air Force officer, enlisted person, and civilian in some way during their Air Force careers.

However, Maxwell AFB has been more than a military installation. It has been an invaluable community partner that has significantly contributed (and still does contribute) to the economic, cultural, social, and educational life of the Alabama River Region, centered at Montgomery. It has formed invaluable and enduring relationships with these local communities. It has certainly been my distinct pleasure to have served as the Maxwell AFB installation commander during this most auspicious moment in its history.

ERIC K. SHAFI, Colonel, USAF
42nd ABW Commander,
7 July 2016–14 June 2018

About the Authors

Mr. Jerome A. Ennels Sr. is a former Air Force Intelligence Service and Air University command historian and currently serves as an archivist at the Air Force Historical Research Agency, Maxwell AFB. He graduated from the University of Maryland–Eastern Shore with a bachelor of arts degree in social science and in June 1972 earned a master's degree in history from Fisk University, Nashville, Tennessee. He has published numerous unit histories, studies, monographs, and articles in newspapers, various professional journals, and popular magazines. Ennels also co-authored *Wisdom of Eagles: A History of Maxwell Air Force Base* with Dr. Wesley P. Newton and *The Tuskegee Airmen: An Illustrated History, 1939–1949* with Mr. Joseph Caver and Dr. Daniel Haulman. His article “Setting the Record Straight Regarding Lieutenants White and McCullin, Tuskegee Airmen,” written with Joseph Caver and Dr. Wesley P. Newton, was published in the Fall 2008 issue of *Air Power History* and was selected by the journal as the article of the year. He is married and has three children.

Dr. Robert B. Kane holds bachelor's, master's, and doctorate degrees in European history. He spent 27 years in the Air Force between 1976 and 2003, retiring as a lieutenant colonel. An Air Force historian since July 2005, he presently serves as the chief historian, Air University, Maxwell AFB, Alabama. He has also served as adjunct faculty for various colleges and universities and presently teaches part-time for Troy University, Alabama, and the American Military University, West Virginia. He has received numerous Air Force awards and recognition in *Who's Who in America*. He has published two books, *Disobedience and Conspiracy in the German Army, 1918–45* and *So Far from Home: Royal Air Force and Free French Flight Training at Maxwell and Gunter Fields during World War II*, in addition to book reviews and short articles for various history encyclopedias. He presently resides in Montgomery, Alabama, is married, and has two children.

Dr. Silvano A. Wueschner holds bachelor's and master's degrees in human resource management and master's and doctorate degrees in modern American and European history. He served in the US Marine Corps from 1971 until 1980. He taught college social science courses at several American universities before entering the Air Force history program in 2004. He has served as a historian at Maxwell AFB and Ramstein Air Base, Germany, and deployed to Iraq in 2006 and 2009 and Afghanistan in 2013. At the end of his tour in Afghanistan, he received the Air Force Exemplary Service and North Atlantic Treaty Organization medals. He has published two books, *Ormanville: Life on the Iowa Frontier* and *Charting 20th Century Monetary Policy*, numerous articles, and book reviews and provided military history commentary on television and radio. He has been a member of the Civil Air Patrol since 2005 and currently serves as director of Aerospace Education for the Alabama Wing Civil Air Patrol. He is married and has four children.

Preface

The authors of this illustrated history of Maxwell AFB were once or are now historians of Air University (AU): Jerome Ennels (October 1977–November 1982 and March 1983–March 2006), Silvano Wueschner (July 2004–June 2011 and June 2016–present), and Robert B. Kane (December 2010–present).

They represent a total of almost 45 years of service as AU historians, with a great deal of corporate knowledge about Maxwell AFB and its organizations. During this extensive time, the authors have researched and responded to literally several thousand inquiries about Maxwell AFB and the host installation support wing, the 42nd Air Base Wing and its predecessors. These historians have written short summaries of the major historical events and historical facilities of Maxwell AFB from its inception to the present for former Maxwell commanders and most Maxwell organizations as well as many articles for publication in base and local newspapers since the late 1970s. They have also researched many topics of interest about Maxwell AFB and have written several short pamphlets about various aspects of Maxwell history.

Because of their significant corporate knowledge about Maxwell AFB, the authors felt it unnecessary to provide citations for much of the information found in this history. However, the authors did include pertinent information not found in their corporate knowledge and have provided citations to document the sources of this information.

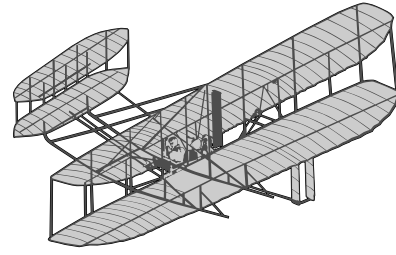
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The authors of this book would like to acknowledge the following individuals:

Col Barry A. Dickey served as the Air University director of staff from June 2016 to June 2018, when he retired from the United States Air Force. As the supervisor of the Air University history office, he graciously allowed Drs. Robert B. Kane and Silvano Wueschner a reasonable amount of duty time to work on this book—locating the right photos from the extensive Air University history office photo files, preparing the introductions for chapters 5–7, and preparing the captions for chapters 4–7. Dr. Charles O’Connell, director of the Air Force Historical Research Agency (AFHRA), Maxwell AFB, allowed Mr. Jerome Ennels, a former Air University historian and now a member of the AFHRA, some duty time to develop the introductions for chapters 1–4 and the selection of photographs and captions for chapters 1–3.

We would also like to acknowledge the efforts of former Air University historians who had collected and preserved the photographs used in this publication. The Air University history office has over 3,000 original photographs, dating back to the early 1900s, from which the authors made the selection for this publication.

Finally, the authors would like to thank Dr. Ernest Rockwell, director of the Air University Press (AUP), for accepting this manuscript for publication. The Press does not normally publish illustrated histories such as this, but Dr. Rockwell wanted AUP to be a part of Maxwell’s centennial celebration. For that, we graciously thank him and the members of the AUP.



Chapter I

The Early Years

On 5 September 1540, Spanish soldiers led by the legendary Hernando de Soto reached the small Indian village of Towassa, located on the south bank of the Alabama River. They were in search of gold and hoped to reap a rich harvest like Hernando Cortes had in Mexico and Francisco Pizarro had in South America years before. De Soto and his men spent a week at the small Indian town of about 200 residents, resting and allowing their horses to graze on the fresh green grass near the riverbanks. Their stay at the Towassa village marked the first recorded account of military occupation of the site, which centuries later would become Maxwell AFB.

For 200 years following de Soto's visit to Towassa, contact and trade between the Towassians and Europeans were frequent and friendly. In 1813, however, a civil war among the Creek Indians transformed into a war between the Creeks and American settlers in what was then the Mississippi Territory (present-day states of Alabama and Mississippi). Though the Creeks fought bravely, Maj Gen Andrew Jackson broke the power of the great Creek Indian Nation at the Battle of Horseshoe Bend on 27 March 1814. The subsequent Treaty of Fort Jackson, signed 9 August 1814, forced the Creeks to cede 23 million acres of their lands west of the Coosa River and west of an imaginary line drawn from about Fort Jackson to Eufaula, Alabama. As a result, the Towassians, along with other Creek Indians, were forced off their lands and expelled to desolate land in the Oklahoma Territory. Thus, the small Indian village known as Towassa for over four centuries disappeared.

With the end of the Creek Indian War and the opening of the new lands for settlement, tens of thousands of pioneers rushed into Alabama. The first settler in the area that would become Montgomery was Arthur Moore, who erected his cabin in 1814 on the bluffs of the Alabama River near the riverbend. Between 1815 and 1816 other settlers drifted in, and by 1817 numerous enterprising pioneers had joined them. In 1819, two towns situated along the Alabama River merged to form the town of Montgomery, named after Revolutionary War general Richard Montgomery. Before the Civil War, slaves worked cotton plantations throughout much of Alabama. As the cultivation of cotton as a commodity crop grew in importance and Mobile rose as a cotton-shipping port on the Gulf Coast, power shifted to south-central Alabama, marked by the movement of the state capital to Montgomery in 1846.

In February 1861, the newly established Confederate Congress selected Montgomery as the first capital of the Confederate States of America, but it moved the capital to Richmond, Virginia, in May after Virginia seceded from the Union. When the American Civil War ended, freedmen continued to work the cotton fields in the area, either as sharecroppers or tenant farmers.

By 1900, the city government of Montgomery wanted to refocus Americans' view of the city from its Civil War legacy and embraced modern technology as the means to do so. In 1886, for example, the city constructed the very first electric streetcar system in the Western Hemisphere. A major railroad hub for Central Alabama and commercial shipping on the Alabama River, Montgomery had become the commercial and industrial center of central Alabama.

By then, a small black community called Douglasville had sprung up in an area near Montgomery with most of its residents likely the sons and daughters of former slaves of the old Reese plantation. The community consisted of nearly a hundred households and had its own church, school, and general store. Frank Kohn, a prominent Montgomery businessman, later purchased much of the land that comprised Douglasville.

In early 1910, a strange new "bird" soared over the cabins of startled Douglasville residents and the cotton fields to the west of Montgomery. That bird was the biplane of the Wright brothers, Orville and Wilbur. Only seven years earlier, they had made the first successful heavier-than-air, powered airplane flight at Kitty Hawk, North Carolina. Since that time, they had conducted additional flying experiments in Dayton, Ohio, but weather conditions there had limited their flying to the warm summer months. As a result, in early 1910, Wilbur began touring the south in search of a site for a flight school where he could conduct flying activities in the late fall and early spring. After visiting Augusta and Atlanta, Georgia, and several places in Florida, his search led him to Montgomery by 20 February 1910. The next day, Wilbur selected an abandoned cotton plantation that Kohn owned, just outside the city limits, as the location to conduct his flying experiments and to open a flight training school.

Although Wilbur Wright returned to Dayton, preparations of the site for his flight school began almost immediately. By 10 March, workmen had completed the airplane hangar and workshop (called the "aerie"), installed lights, and improved the road leading from Montgomery to the airfield. They had also removed several trees and cleared the ground of all undergrowth within three square miles for the airplane's takeoff and landings. Sensing the commercial potential of the new flight school, merchants quickly covered the hangar with advertisements. In less than three weeks after Wilbur Wright's visit to Montgomery, the airfield was ready for use.

The Wright airplane, packed in seven large crates, arrived in Montgomery from Cincinnati on the Louisville and Nashville Railroad on 15 March 1910. On 21 March, Charles Taylor, the Wrights' mechanic and longtime friend, and two students, Walter Brookins and James W. Davis, began assembling what some called the "the great mechanical bird." By 23 March 1910, they had the airplane completely assembled and ready for its maiden flight in Montgomery. Orville Wright arrived in the city two days later. The following day, 26 March, he made the first airplane flights in Montgomery at what soon affectionately became known as "Wright Field."

Over the next 10 weeks, flying activities continued daily except on Sundays and when the aircraft was undergoing repairs. Flights lasted as long as 30 minutes and reached heights of approximately 2,000 feet. Orville Wright and two of his students returned to Dayton on 7 May, though flying activities at the field continued. Brookins, who had made his first solo flight just three days earlier, was left in charge of the school. Several days later, Brookins and student Archibald Hoxsey made what were arguably the first night airplane flights in history.

Shortly after these historic flights, the Wright flying school closed, and, on 28 May 1910, Taylor disassembled the Wright biplane and shipped it back to Dayton. Unseasonably high winds that spring and the protracted times to receive spare parts from the Wrights' workshop in Dayton led to the school's closure. Flying activities at Wright Field essentially ceased for nearly eight years—until the events of World War I brought aviation back to Montgomery.



In 1929, the Alabama chapter of the National Society of Colonial Dames donated this marker, commemorating Hernando de Soto's 1540 visit to the area, to the US government. The marker was placed on Bell Street at the junction of the Old Selma and Birmingham highways.



Years after the original de Soto marker was installed, this commemoration marker replaced it; initially it was placed on the outside of what is now Chennault Circle near building 1450. In 1995, Air University leaders had the marker moved to its current location in front of the entrance to the Air Force Historical Research Agency.



(Above and inset) Downtown Montgomery, Alabama, circa 1900. (Above) Looking east along Dexter Avenue toward the State Capitol. By the turn of the century, Montgomery had become the commercial center of central Alabama. Note the electric streetcar system—the first of its kind in the Western Hemisphere—constructed in 1886.



Left to right: Orville and Wilbur Wright made the first successful controlled, powered airplane flight on 17 December 1903 at Kitty Hawk, North Carolina. After visiting and considering areas in Tennessee, Florida, and Georgia, in early 1910 the brothers opened the first civilian flying training school at the site that would later become Maxwell Field. Genial climate, short winters, and suitable grounds were key factors in their decision.



After arriving in Montgomery on 15 February 1910, Wilbur Wright visited several sites around the capital city before selecting an old plantation Frank Kohn (*at right*) owned as the site for their flight training school and flying experiments. Kohn, a prominent Montgomery businessman, offered free use of his land for that purpose and agreed to clear and grade a nearly 3-square-mile area of trees and undergrowth.





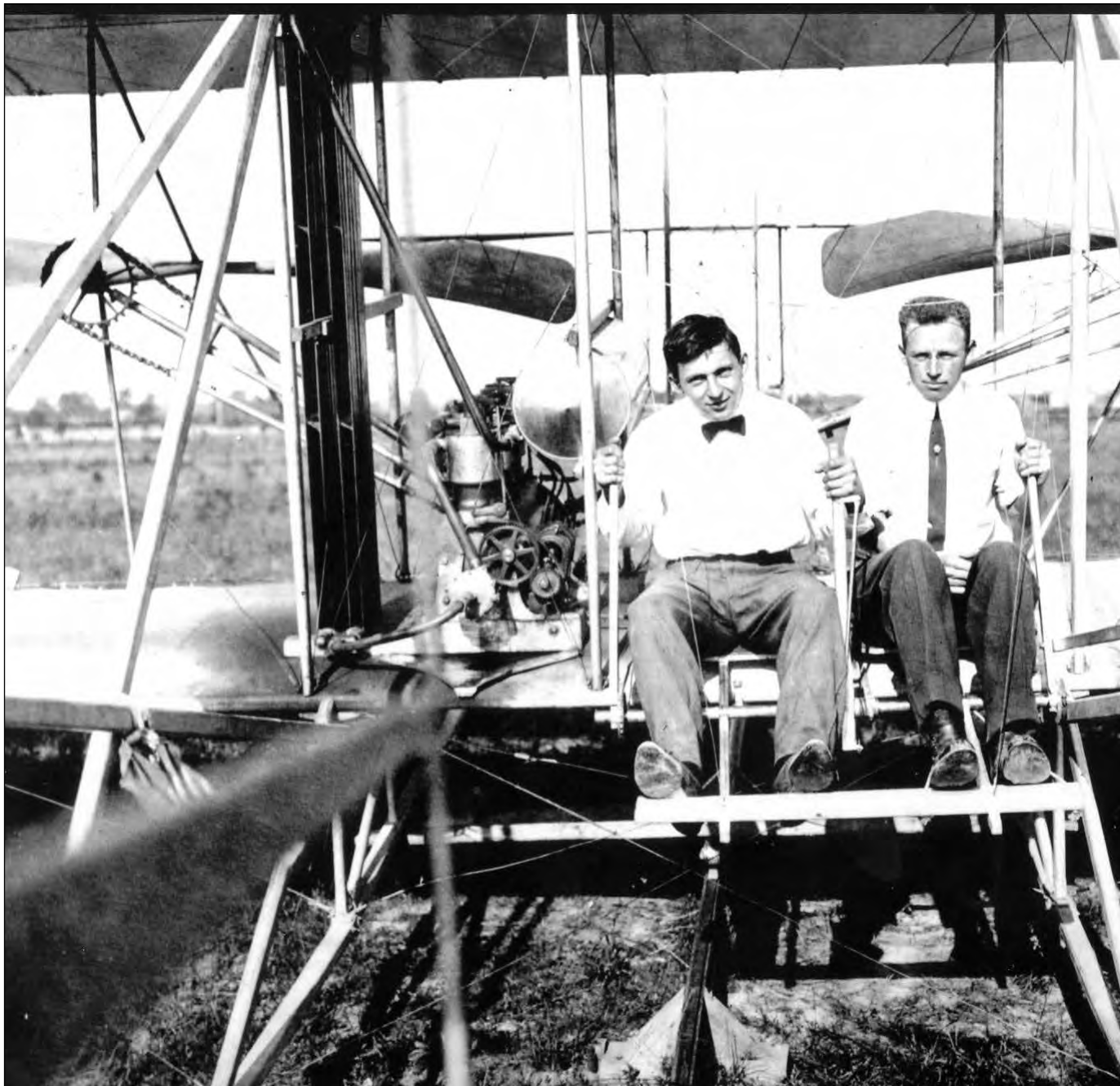
(Above and left) A local business, D. F. Gorrie & Son Lumber Company, agreed to construct the hangar, which became known as the "aerie," for the Wright airplane free of charge in exchange for the right to place advertisements on the building. "Our prices like 'Wilbur' are 'Wright,'" one of the advertisements stated, "but they are not 'up in the air.'" Another simply stated, "Erected by D. F. Gorrie & Son in Three Days." The hangar, completed 9 March 1910, was 45 feet wide, 36 feet deep, and had a 12-foot-high ceiling and was large enough for two airplanes. Visitors to Wright Field in March 1910 arrived by foot, horse and buggy, automobile, and a shuttle train. Train rides to the field were available every day except Sundays, because the camp was closed.

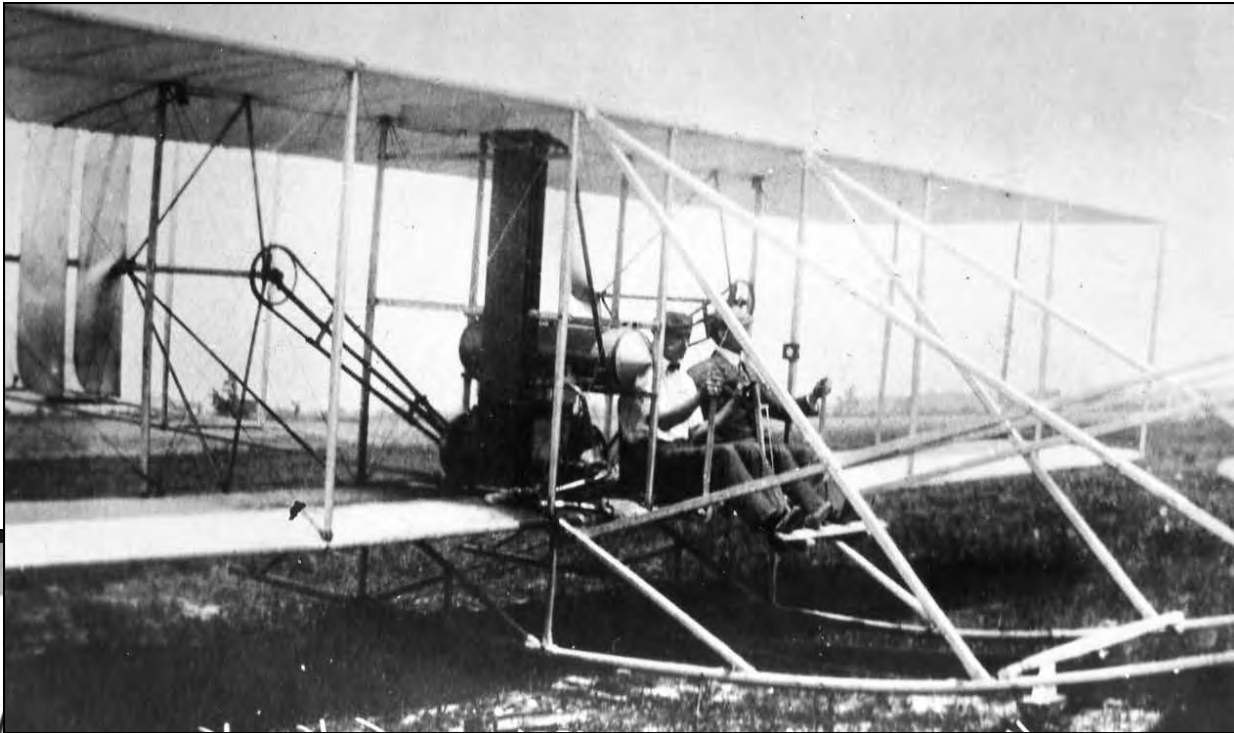


Orville Wright, his students, and his mechanic pose for a photograph at the Montgomery field in March 1910. *Left to right:* Arthur Welsh, Spencer Crane, Orville Wright, Walter Brookins, James Davis, and Archibald Hoxsey. The Wrights hoped to use these newly trained pilots to fly exhibition flights to promote the sale of their airplane.



Walter R. Brookins (11 July 1889–29 April 1953) was the first pilot trained by Orville Wright at the newly opened flight school near Montgomery and became the first instructor for the exhibition team. He was the only student to make a solo flight in Montgomery. Wright left him in charge of the school when he returned to Dayton, Ohio, in early May 1910.





(Above and at left) Left to right: Students Walter Brookins and Archibald Hoxsey (28 April 1879–31 December 1910) aboard the Wright Flyer, just before a training flight. On 25 May 1910, they made what was believed to have been the first night flight in history. Later, on 11 October 1910 at Kinloch Field, St. Louis, Missouri, Hoxsey flew ex-president of the United States Theodore Roosevelt in an airplane. Hoxsey died in December 1910 in Los Angeles, California, in an airplane crash while trying to set a new altitude record.



(Above) Spencer Crane, one of the student aviators at the Wrights' school, checks one of the propeller transmission chains. With no automated lubricating system, the chain drive system had to be lubricated at regular intervals.

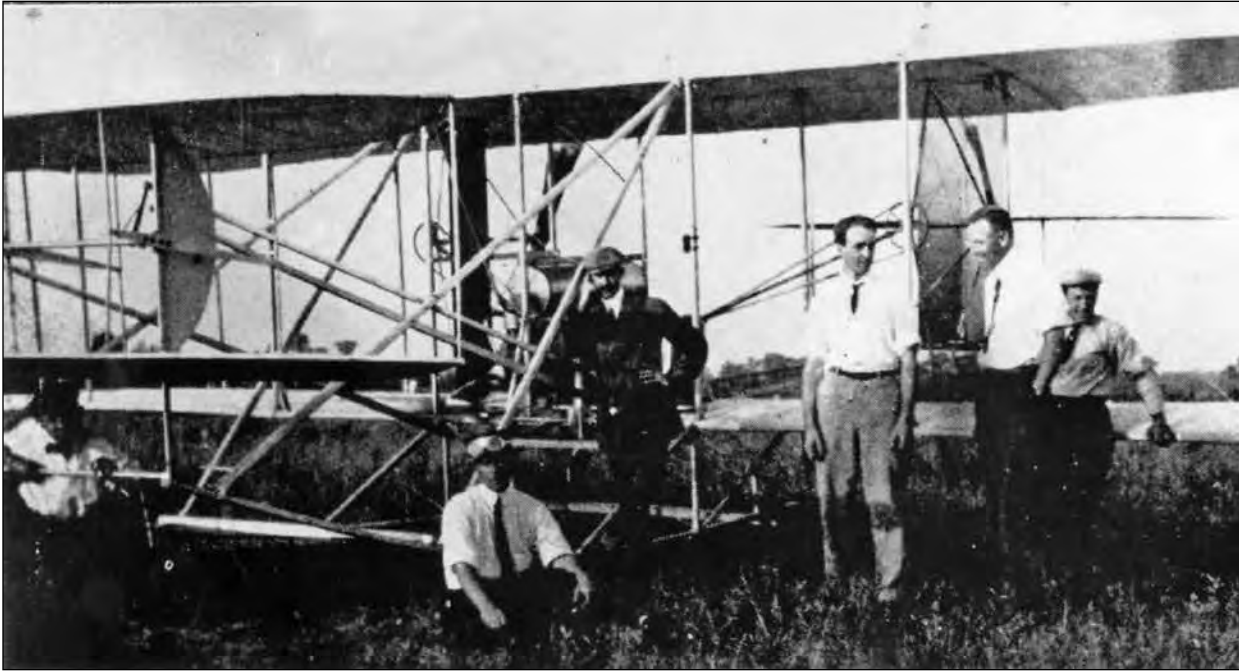


Positioning the Wright brothers' biplane on the monorail for takeoff. Note the rear horizontal stabilizer that was added for the first time prior to its maiden flight in Montgomery. It was one of the first and most important technological changes made to the Wright aircraft since its initial flight at Kitty Hawk, North Carolina. Takeoffs and landings were the most dangerous times during any flight. During periods of high winds, Orville taught his students how to balance the airplane on the monorail using the levers that controlled the rudders and wing warping device, in what many have viewed as an early form of flight simulation training.

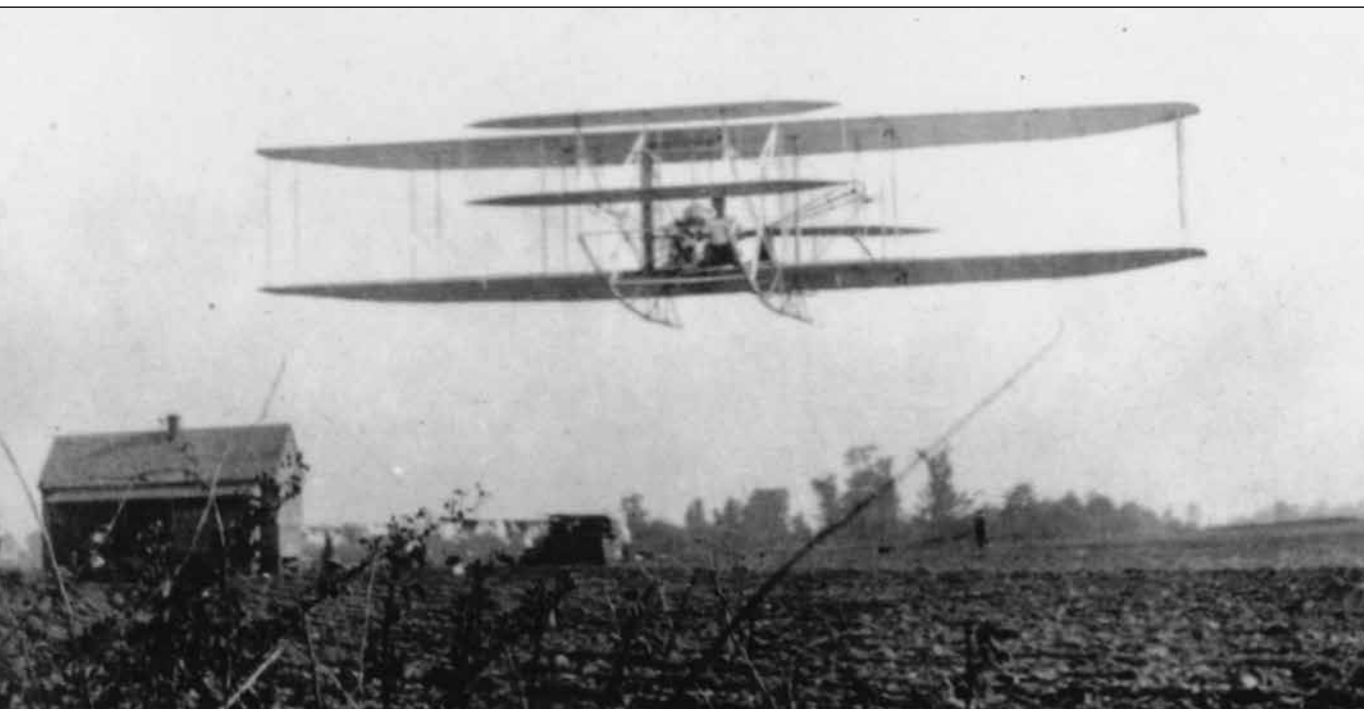


Spectators watch in amazement as Orville and one of his students zoom over their heads. During one of his flights, Orville decided to explore the upper atmosphere, reaching a height of up to 2,000 feet. As the aircraft descended, Orville performed several stunts, making the aircraft rise and dip at his bidding.

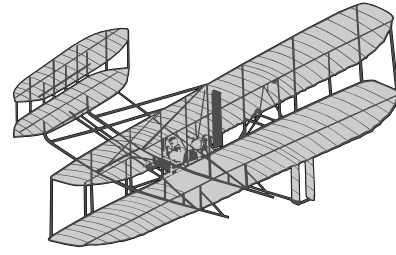




Orville Wright and his students pose in front of the Wright Flyer at the Montgomery flight school in 1910. Each man is wearing a shirt and tie, unlike the traditional garb worn by most pilots of that time. While in flight, Orville normally wore a pair of automobile goggles and a cap turned backwards.



The Wright brothers' biplane in flight in over the cabins of Douglassville, a African-American community located on the old Reese plantation. Residents there often charged spectators for the opportunity to observe the school's flying activities from the comfort and hospitality of their homes. The airplane was flown daily except on Sundays, when the aircraft was down for repair, or when weather conditions were not conducive to flying.



Chapter 2

World War I 1918–21

A viation returned to Montgomery to stay during World War I. The United States was woefully unprepared for the war it declared on Germany on 3 April 1917. The federal government worked feverishly to develop plans to expand its small military forces so it could prosecute a modern war. On 24 May 1918, Pres. Woodrow Wilson signed two executive orders that replaced the Aviation Section, US Army Signal Corps, with the US Air Service as the nation's air force. The new Air Service established 32 airfields across the country, six of them in the US Southeast, to provide basic flight training to prepare American pilots for combat in France. One of those airfields was Taylor Field, established in December 1917, southeast of Montgomery in the Old Pike Road community. The installation covered more than 800 acres of land and also served as an engine and repair depot and a temporary storage facility.

The Air Service, however, discovered that the centers' depot maintenance responsibilities adversely affected their primary flying training mission. As a result, the Air Service decided to establish three engine and repair depots in the United States, one of them in the Southeast, to free the flying training centers of their maintenance and repair responsibilities. Overtures to acquire 302 acres of land near Montgomery for this purpose began in early 1918. On 4 April, the federal government and the city of Montgomery consummated the deal. The War Department selected the land that the Wright brothers had used in 1910 for their flight school. The post's first official name was Aircraft and Engine Repair Depot no. 3, although that name was quickly changed to Aviation Repair Depot no. 3. By December 1918, the field's name was changed again to Aviation Repair Depot, Montgomery—or ARDMONT, as it was often referred to by both field and local personnel.

Construction of the depot facilities started on 8 April 1918 when the James Alexander Construction Company of Memphis, Tennessee, began erecting 52 temporary buildings on the site. These buildings were all made of wood since it was almost impossible to obtain structural steel during the national emergency, and it was considered inadvisable and inexpedient to use brick or concrete. More than 1,200 men were employed in the frantic effort to meet the wartime demand for completing this military airfield. Still, the contractor completed the project, which included three miles of Tarvia-surfaced roads, in only three months at a cost of approximately \$819,000.¹ On 20 September 1918, post commander Maj Stiles M. Decker and governor of Alabama Charles Henderson formally opened the installation with a flag-raising and the playing of the National Anthem with large numbers of Montgomery's leading citizens and businessmen.

Shortly after the depot became operational, it was a beehive of activity. The installation could repair and manufacture nearly every part of an airplane. Its woodworking shop, for example, produced fuselage struts, seat rail supports, floorboards, and joysticks. The depot's machine shop made thousands of aluminum castings for bolts, nuts, clevis pins, and numerous other parts. In addition, the depot's sheet metal shop made fittings of all kinds, including longeron clips, aileron terminals, oil tank supports, shock absorber guards, and cloth retaining strips. Hundreds of highly trained mechanics repaired or completely overhauled airplane engines as necessary. Manufactured or refurbished parts were taken daily to an assembly area where a rigger put them all together.

The flying field, used primarily to test repaired aircraft, was adjacent to the shops, and the repaired planes filled the skies daily. Most of those repaired at the depot were Thomas Morse Scouts, small single-seaters said to be as swift as an eagle. The Scouts were in constant use at various flying fields during the closing months of the war. The ones that arrived at the depot had usually been involved in minor accidents and had cracked wings, broken landing gears, or twisted fuselages. Nonetheless, repairing them required specialized, individual care and attention. As one depot member explained, "Each Scout had personality, so to speak, and the alignment of delicately-tapered fuselage calls for skillful fingers, intuition and finesse."²

The depot also repaired several de Havilland (DH)-4s, the first and only American combat plane to fly over enemy territory during the war. Repair of de Havilland planes, however, presented an even more delicate task since "its wings were so daintily fashioned" that they seemed to have been "made of holes, with just enough wood to bind the holes together."³ There were also a few Curtiss planes or Jennys (JN), primarily JN-4Ds, JN-4Hs, and JN-6Hs, repaired at the depot during those initial months. Much of the repair work on these aircraft, however, involved equipping the older Jennys with new types of controls. The number of Jennys arriving at the field grew steadily, and, by the end of 1918, nearly all the planes that were repaired were Curtiss planes of one type or another.

The depot's largest single project was the repair of a Handley-Page bomber, which wrecked about 60 miles from Montgomery. It arrived at the field severely damaged and loaded on three flatcars. With the exception of a new center section, the depot craftsmen replaced most of the broken parts with new ones manufactured at the depot, and the plane was quickly returned to flying status. Repeatedly, the local depot proved that it was fully capable of performing its mission of "keeping 'em flying."⁴

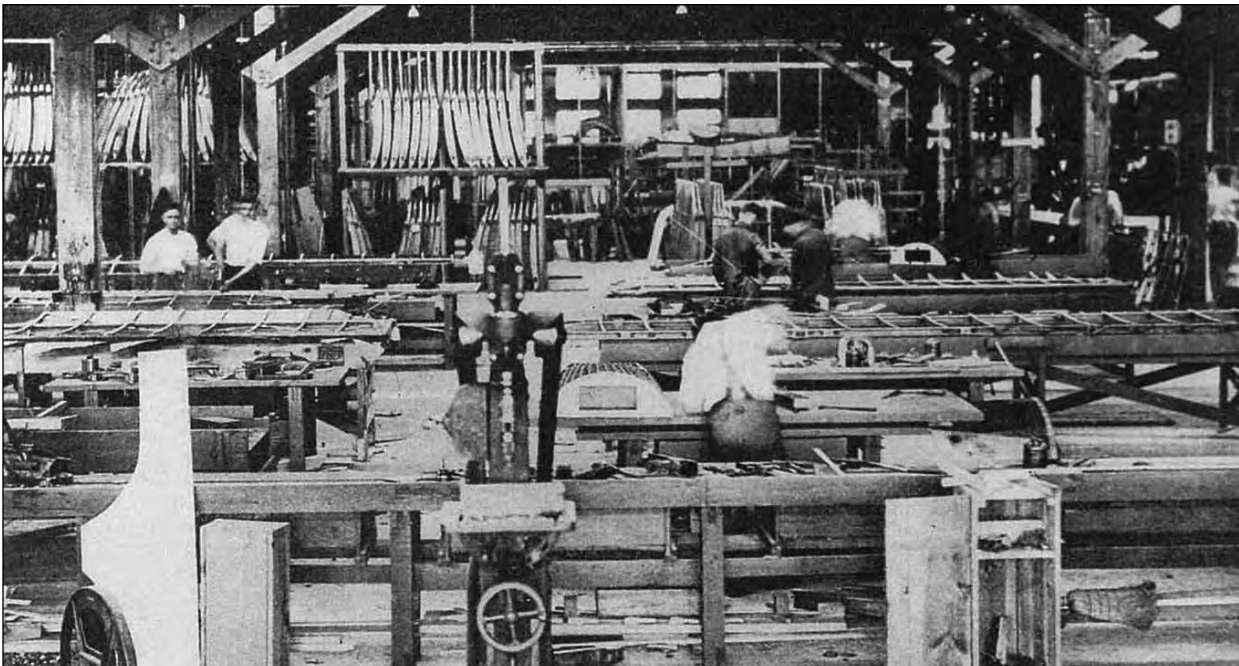
Just four months after the depot began operations, World War I ended. The armistice was signed 11 November 1918, and the Air Service began immediate demobilization efforts to discharge troops and to recruit for the peacetime service. The Montgomery depot continued to operate during the next two years, albeit on a much smaller scale. On 11 January 1920, the federal government purchased the leased property on which the depot was located, and the following year the name of the installation was changed to Montgomery Air Intermediate Depot. Despite this positive development, toward the end of 1921, the fate of the Montgomery depot still hung in the balance as it had little work to complete and had lost 50 percent of its assigned personnel.

By late 1918, Aviation Repair Depot no. 3 had officially been redesignated as Aviation Repair Depot, Montgomery and subsequently referred to as ARDMONT. This 1919 aerial view of ARDMONT shows additional facilities: the installation's first hospital is at the top center behind the circular driveway. The post swimming pool is also visible near the bottom center; a portion of the Douglasville community, in the upper left.



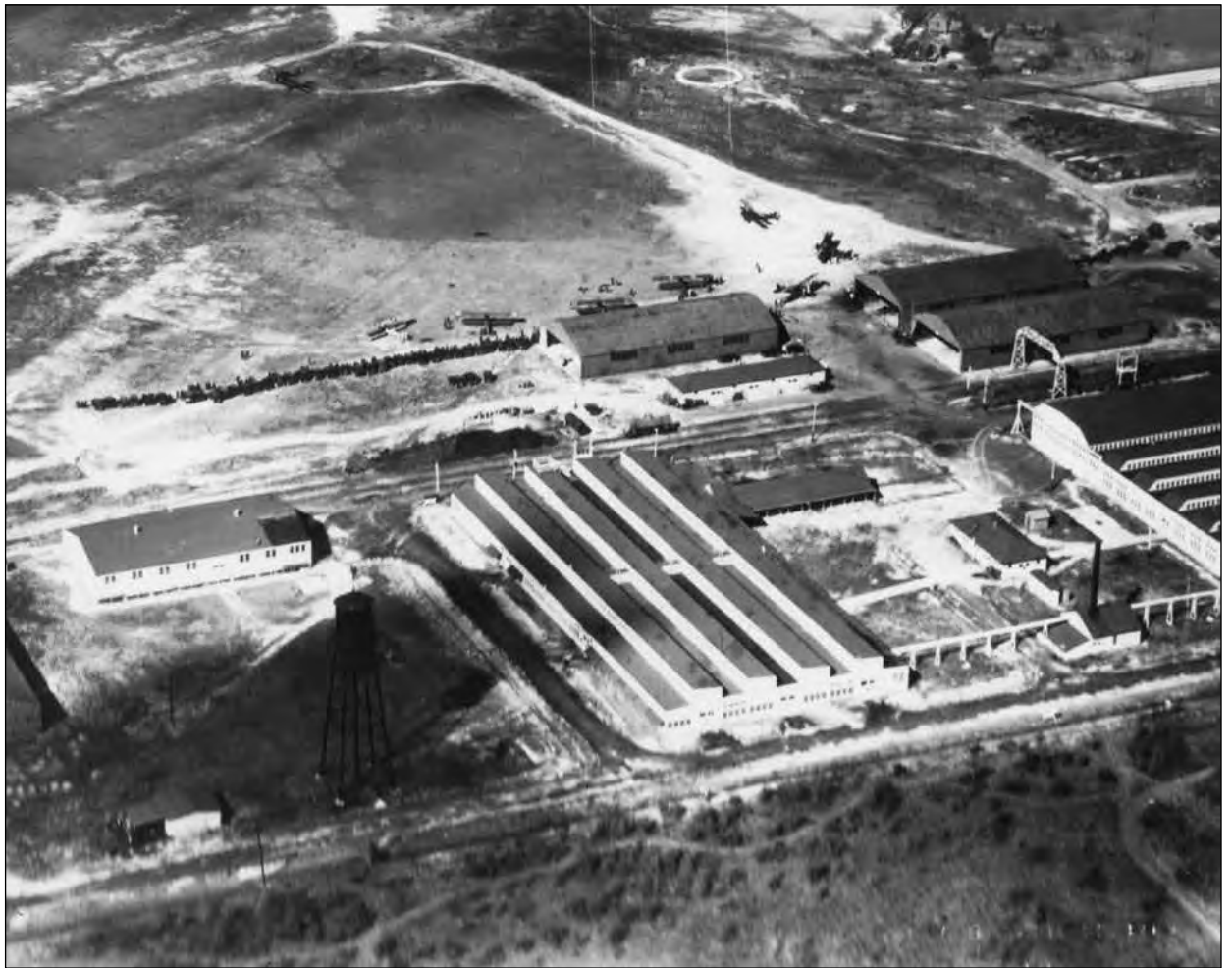
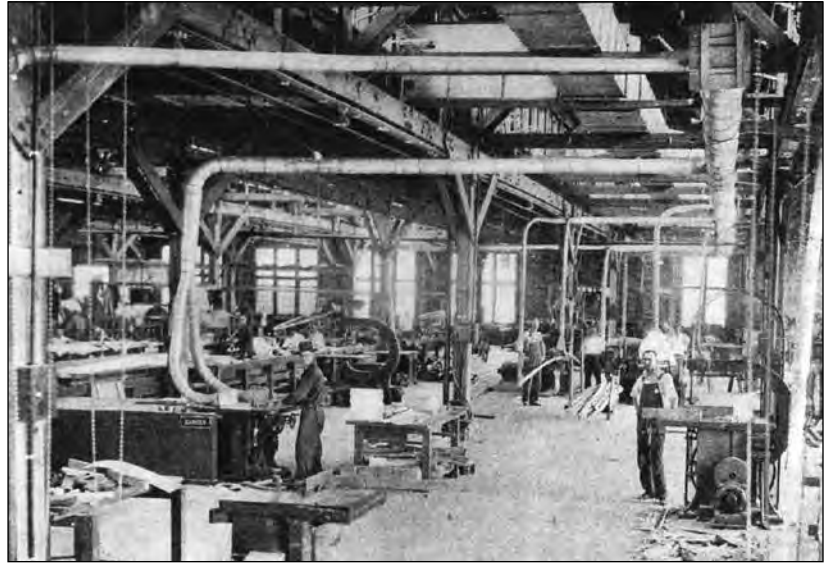


Aerial view of Aircraft and Engine Repair Depot no. 3 in about 1918. The depot's name changed to Aviation Repair Depot no. 3 soon after. Construction began on 8 April 1918 when the James Alexander Construction Company of Memphis, Tennessee, began erecting 52 wooden buildings on the site of the old Wright Field. The contractor completed the initial installation facilities, including three miles of Tarvia-surfaced roads, on 7 July 1918, just three months after construction began.



Interior of the aero repair building. Once completed and equipped, ARDMONT could manufacture and repair every single part of an airplane.

Inside view of the woodworking shop, about 1919. The woodworking shops produced fuselage struts, seat rail supports, floorboards, joysticks, and many other wooden components of an airplane.



Aerial view of the workshops in 1920. Among them were the machine shops where thousands of aluminum castings were made for bolts, nuts, clevis pins, and numerous other metal aircraft parts. The flying field adjacent to the shops was primarily used to test airplanes repaired at the depot.



Most of the airplanes repaired were Thomas Morse Scouts, de Havilland (DH)-4s, and (shown here) Curtiss Jennys. The largest aircraft repaired at the depot was a Handley-Page bomber that had wrecked about 60 miles away.



Depot personnel with one of the post's mail cars. Personnel from the field made daily runs to the post office in downtown Montgomery to pick up the mail and bring it back to the depot.



The ARDMONT guardhouse surrounded by a barbed-wire fence. The depot had a police and prison section with only one officer, called a provost marshal, permanently assigned to the organization. Additional members of the section were drawn from other organizations at the post on a temporary basis.



ARDMONT headquarters building. Four service squadrons were initially assigned to the headquarters. A quartermaster squadron, responsible for the buildings and grounds, the post commissary, rail transportation, the clothing warehouse, and the issuance of clothing and bedding supplies, was later activated at the depot.



One of the depot's primary roadways in about 1919. Note the wooden sidewalks and telephone and electrical poles.

Ceremony, possibly morning reveille, in front of the depot's headquarters building in early 1922.





Gatehouse in about 1919 at the Washington Ferry Road entrance. A wood-burning stove used to heat the building is visible through the doorway.



ARDMONT personnel stand beside one of the DH-4 airplanes repaired at the depot.



ARDMONT demonstration cars, trucks, and aircraft prepare to leave the airfield for an Air Service recruitment campaign. Note the sign on the side of one of the trucks proclaiming "Young Men Wanted for the Air Service."



ARDMONT baseball team in May 1920. The post also had football, boxing, and polo teams. Games and matches at the field were highly publicized at the base and in the Montgomery community and were usually well attended.

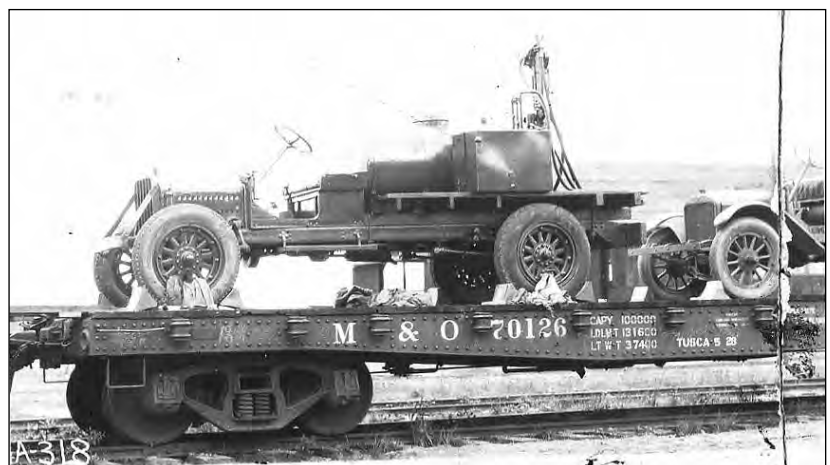


ARDMONT football team in 1919. This team won the Service Team Championship for the Montgomery District.

Military trucks and other equipment arriving at the depot during the early 1920s. At its World War I peak, the depot had four motorcycles with sidecars, 16 trucks, three cars, nine airplanes, 135 pistols, and 39 machine guns.



Fuel truck arriving at the depot by train.





ARDMONT trucks loaded with personnel and supplies headed for encampment during an annual field exercise.



ARDMONT personnel stand in formation near the post's Washington Ferry Road entrance.



Medical detachment truck and a motorcycle with a sidecar at the ARDMONT during the early 1920s. A medical squadron was assigned to the installation at the time of its activation. The post's hospital opened on 26 July 1918.

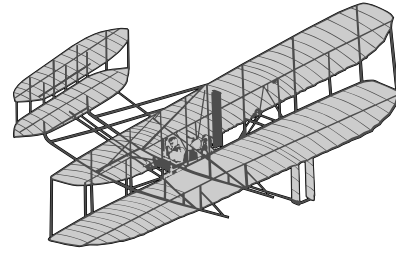
ARDMONT personnel at leisure



The mayor of Montgomery, the Honorable William Adams Gunter (*standing, second from right*), arrives at Maxwell Field, possibly for an aerial demonstration by two barnstorming pilots sometime in the early 1920s. (The officer facing Mayor Gunter is probably the post commander, but there is no way to identify which one.) Gunter served as Montgomery's mayor for three consecutive terms, 1910–39. In December 1940, a month after acquiring the Montgomery municipal airport, the Air Corps named it Gunter Field after Mayor Gunter, who had died on 4 December 1940. (For more about Gunter Field, see chap. 5.)

Notes

1. *Maxwell Field, Army Air Corps* (Montgomery, AL: Chamber of Commerce, 1929), 14.
2. Walter Moore, "Keeping the Planes in the Air," *Air Service Magazine* (March 1920): 22.
3. Moore, "Keeping the Planes in the Air," 23.
4. Moore, "Keeping the Planes in the Air," 25.



Chapter 3

Post–World War I 1922–30

Postwar shuffling of personnel and missions meant that by early November 1921, the War Department had transferred the 22nd Observation Squadron and the 4th Photographic Section from Post Field, Oklahoma, to the Montgomery Air Intermediate Depot. The 22nd Pursuit Squadron, organized at Kelly Field, Texas, and trained in Canada during 1917, had gained considerable fame for its action during World War I. The 4th Photographic Section, organized at Field No. 2, Garden City, New York, in March 1918, also had an excellent war record. Military personnel from Park Field, Tennessee, and Americus Air Intermediate Depot and Camp Benning, Georgia, were later used in May 1922 to reconstitute these two organizations at the Montgomery Depot. The reassignment of these units to the ARDMONT increased the number of officer and enlisted personnel at this post by over 200 Soldiers, and, once again, the depot showed promise of continuing as a viable military installation.

The depot's status became even more secure when the War Department renamed it Maxwell Field in honor of 2nd Lt William C. Maxwell, an Atmore, Alabama, native, on 8 November 1922. To the local citizens of Montgomery, however, the redesignation of the depot was more than a fitting memorial to a native son. For them it meant that the station would become a permanent military installation. The *Montgomery Advertiser* newspaper stated on 19 November 1922 that the "renaming of the field under the new orders puts an end to all doubt as to Montgomery having a flying field."¹ The paper continued that, according to local officers, the field would not have been renamed if "the War Department intended to close the field."² Most of Montgomery's citizens were convinced Maxwell Field would be around as long as there was a US military establishment.

With its mission stable and future relatively secure, Maxwell Field hosted only modest and routine activities during the next two years. Then, on 14 January 1925, at the urging of Alabama US Rep. Joseph Lister Hill of the Second Congressional District (whom the *Montgomery Advertiser* would later call the "godfather of Maxwell Field"), the War Department recommended that Congress provide \$380,000 to construct 13 permanent noncommissioned officer (NCO) quarters, single enlisted barracks, stables, a hospital, photographic shops, storehouses, and other buildings on Maxwell Field.³ Congress later approved a total of \$200,000 for this purpose, and Maxwell was poised to begin the first permanent construction program in the history of the installation. Although actual construction of these facilities would be delayed for several years, the passage of this bill into law saved the base from closure.

In mid-April 1925, Maxwell Field was selected to conduct an experiment to determine the feasibility of carrying mail by aircraft. Early on the morning of 17 April 1925, Maxwell pilot Lt Robert T. Knapp and his able mechanic, Sgt J. A. Liner, delivered to the city of Montgomery the first official airmail ever. Their epic journey was the first leg of a preliminary test to establish an airmail route between the Gulf Coast and the northern Great Lakes area.

Most of the other events at the field during the late 1920s were closely associated with the mission activities of the 22nd Observation Squadron and the 4th Photographic Section. The observation squadron, for example, towed targets for the Army's Coast Artillery at Fort Barrancas, Florida, and worked with organizations of the Army's Infantry School at Fort Benning, Georgia. The 22nd Observation Squadron conducted numerous observation missions, including infantry contact, infantry liaison, and artillery adjustment. Between 1921 and 1929, these missions involved over 267 flying hours and covered 28,000 miles. Moreover, practices at Maxwell for missions of this type resulted in over 632 flying hours and 63,500 miles of flying.⁴

The 4th Photographic Section, using DH-4Bs, also completed numerous major and minor photographic projects during this period. Among its major accomplishments was the successful photographing, in mosaic form, of the Tennessee River Valley project, later known as the Tennessee Valley Authority (TVA). This project, accomplished by taking exposure after exposure from an airplane and then painstakingly piecing the prints together from the successive plates, involved not only the long stretch of the river itself but many of its tributaries as well. During this project, the 4th Photographic Section also made the first aerial photos ever taken at night. The entire project spanned several months, required 1,003 hours of flying, and involved a combined journey of about 100,500 miles. In all, Maxwell aircraft mapped a total of 14,000 square miles.⁵ Other photographic mapping projects included, in Georgia, Fort Benning, Fort McPherson, and a large part of Atlanta; and in Alabama, Montgomery and surrounding territory; and along the Gulf of Mexico coast from Mobile, Alabama, to Port Royal, Florida. Altogether, the 22nd Observation Squadron and the 4th Photographic Section helped Maxwell Field live up to its billing as the "eyes of the Army."

In addition to normal mission activities, the post also held a field exercise for 10 days each year, usually during the month of December. With 22nd Observation Squadron and 4th Photographic Section personnel participating, Maxwell personnel deployed to the campsites with full equipment and all available transportation. Since most of the trucks used had been built during World War I, their performance left much to be desired. Too often they broke down, and frequently it was necessary to use one truck to pull another. Despite the hardships they endured, Soldiers usually looked forward to the exercise and viewed the outing as a welcome relief from routine day-to-day life.

Maxwell Field as an installation was taking shape. The A. C. Samford Company of Montgomery had begun construction of 13 sets of NCO homes in the fall of 1927 at a cost of about \$70,000. Less than a year later, in May 1928, these dwellings had been completed and turned over to the government for occupancy. On 8 October 1927, construction began on the 163-person enlisted men's barracks, part of a larger facility construction program that came under the Army Air Corps' Five-Year Expansion Program. O. P. Woodcock and Company of Jacksonville, Florida, received the contract to construct the barracks at a cost of approximately \$105,000.⁶ As Maxwell Field grew, family life expanded around the base and activities blossomed, with scouting groups, social clubs, and more.

Then, on 5 December 1928, the War Department announced it would relocate the Air Corps Tactical School (ACTS) from Langley Field, Virginia, to Maxwell. The TAC School, as the institution was sometimes called, was expected to have approximately 80 officers and 300 enlisted men. In addition, the school's relocation to Maxwell was expected to result in expenditures of approximately \$1,500,000 for officers' quarters, barracks for enlisted men, hangars, shops, warehouses, a school building, and other facilities. No fewer than 40 planes were to be assigned to allow the school to demonstrate and test the various tactics it developed.⁷ The relocation of the TAC School

to Montgomery meant that Maxwell would become the home of the only professional military education institution of its kind in the world.

Much of the hype surrounding the prospects of the TAC School's move to Maxwell was well founded. On 15 January 1929, for example, it was announced that the school would be twice as large as originally planned. By February 1929, the estimated costs for these new facilities had reached \$2,000,000.⁸ Moreover, additional expenditures of nearly \$320,000 were later approved at Maxwell at about that same time for the construction of NCO barracks and the school building. More importantly, the War Department gave the TAC School top priority in its construction program.

In March 1929, Maj Frank Kennedy, chief of buildings and grounds for the Air Corps; Maj Lyons of the school division; and Maj Walter H. Frank, Air Corps Tactical School assistant commandant, arrived in Montgomery to develop the plans for relocating the school. They were joined and assisted by Maj Walter R. Weaver, the Maxwell Field post commander; Alabama US Rep. J. Lister Hill; and Jesse B. Hearin from the Montgomery Chamber of Commerce. They completed their two-day trip at the field on 21 March 1929 and were expected to make their report in Washington shortly upon their return. The officers were highly pleased with Maxwell and the Montgomery area and indicated that the Air Corps would add other buildings to the field as funds became available.

However, other drastic events taking place in the southern part of the state somewhat overshadowed the visit of these officers. In early March 1929, flooding inundated several Alabama towns and cities and threatened many others. Alabama's governor, David Bibb Graves, quickly realized that the airplane was the only available means of providing food and other supplies so desperately needed for the survival of thousands of flood victims. As a result, at nine o'clock the evening of 14 March, he called Major Weaver and asked for assistance in providing relief to the flood victims. Weaver immediately pledged Maxwell's support and assured the governor that every resource at the field would be used to assist in the crisis.

The expedition began at 5:30 in the morning on 15 March. Eleven planes—Maxwell's entire aircraft inventory—left the field en route to flood-stricken towns 60–150 miles south of the station. For the next four days, the grueling mission ran from sunup to sundown, conducted with an intensity characteristic of a military campaign. Operations were halted just before dusk on 19 March 1929 after flying 281 missions, dropping more than 50 tons of food and supplies, and chalking up more than 600 hours of flying time. It was the first large-scale effort by the Air Service to airdrop food and supplies during a major civilian emergency.⁹ (Maxwell AFB today continues to support regional domestic disaster relief efforts; see chap. 7.) With the crisis over, Maxwell returned to the task of preparing for the arrival of the Air Corps Tactical School.



An aircraft of the 22nd Observation Squadron with an aerial camera, operated by a member of the 4th Photographic Section, assigned to Maxwell Field in the 1920s



Saturday morning inspection of 22nd Observation Squadron personnel in front of one of the temporary barracks at Maxwell Field in 1923

Some members of the 22nd Observation Squadron pose for a picture in the 1920s.



Lt Murray C. Woodbury, a 22nd Observation Squadron pilot, stands beside his aircraft at the depot's airfield in the early 1920s.





ARDMONT float in the Montgomery Armistice Day parade in 1921. Note the emblems of the 22nd Observation Squadron and 4th Photograph Section displayed on opposite sides of the sign attached to the truck. The truck is carrying a Thomas Morse Scout repaired at the depot.



2nd Lt William C. Maxwell stands in front of his DH-4. Maxwell had received his aviator's wings and officer commission in October 1919 and was assigned to Mitchel Field, Long Island, New York. In 1920, he was reassigned to the Philippines.



2nd Lt William C. Maxwell (*center right*) with his ground crew and DH-4 at an airfield in the Philippines. Maxwell was killed in an airplane crash there on 12 August 1920: His DH-4 aircraft developed engine trouble, and he attempted an emergency landing. However, after seeing a group of children on the road, he swerved to avoid hitting them and struck a flagpole.



In this view of the Maxwell Field flight line taken from the roof of a hangar, the aircraft of the 22nd Observation Squadron are lined up on the Maxwell ramp area. In the 1920s, the Maxwell Field flight line held at least 40 Curtis JN-4 “Jennys,” assigned to the 22nd Observation Squadron. Occasionally, the post commander would host an open house, usually on weekends, during which citizens of Montgomery and nearby communities could get a close-up look at Maxwell’s aircraft.



This view of Maxwell Field in the late 1920/early 1930s includes Douglasville, at the top of the photo. A perimeter fence separated the field and the community but did not keep residents from being able to view activity at the field.



The Maxwell Field front gate in the 1920s was a relatively simple entrance, reflecting a much less dangerous time period.

In the early 1920s, the boll weevil began spreading across the southeastern portion of the United States. The US Department of Agriculture Research Laboratory in the Mississippi Delta developed a pesticide to combat the weevil and worked with Huff-Daland Dusters Inc., the world's first aerial crop-dusting company, to test application methods. They requested from Maxwell Field two planes, two pilots, and a mechanic to assist in carrying out experimental testing, spreading the pesticide over thousands of acres of cotton fields using airplanes. An iron hopper was constructed and fitted inside the observer's cockpit; the powder was sifted through the outlet chute that projected from the bottom of the fuselage. The plane flew 5–15 feet above the ground at about 85 mph, and the air current created by the whirling plane propeller blew the dust downward and outward onto the cotton plants below. The aerial application process proved to be a highly effective technique. A few years later, Huff-Daland Dusters became Delta Air Service (later known as Delta Airlines).



Two-man crew on a plane from Maxwell Field, fitted with a hopper and chute for dispensing pesticide. Note the boll weevil depicted on the fuselage. A series of aircraft disperses pesticides in test runs conducted by pilots from Maxwell Field in collaboration with the US Department of Agriculture Research Lab and Huff-Daland Dusters (*inset*; photo courtesy of Delta Airlines).



Maxwell Field aircraft used to determine the feasibility of an airmail route from the Gulf Coast to the northern Great Lakes area. On 16 April 1925, an aircraft belonging to the 22nd Observation Squadron at Maxwell helped to determine the viability of establishing an airmail route between the Gulf Coast and northern Great Lakes area. The route included stations in New Orleans, Louisiana; Mobile and Birmingham, Alabama; Nashville, Tennessee; Indianapolis, Indiana; and Chicago, Illinois. The experiment was designed to see if mail could be flown on a daily basis from New Orleans via intermediate points to Chicago in time to make connections with the regular westward and eastward transcontinental airmail service.



Side view of the headquarters at Maxwell Field in 1927. Note the barracks under construction in the background, the field's first permanent building.



Some of the 13 permanent NCO housing structures on Maxwell Field as they neared completion in 1927



The two-story NCO duplexes after completion in September 1929. They still stand today on Mitchell Street.



The first of three two-story enlisted barracks built between 1927 and 1934, seen from the rear of the building. The War Department constructed two additional barracks in 1931 and 1934 in the same architectural style as the one constructed in 1928. Today, these buildings are all on the National Register of Historic Places and are still in use.

First Maxwell enlisted swimming pool, completed in May 1923 at a total cost of \$4,285.25, with surrounding fence and floodlights



Children of families living in Maxwell Field's on-base housing at the installation swimming pool

Maxwell personnel worked hard, but they also engaged in off-duty activities, such as this vaudeville event, with their families and those of other Maxwell personnel.





Maxwell Field's Girl Scout troop in the 1920s



Maxwell families enjoying time off with each other



Maj Walter R. Weaver, then post commander, at his desk in the Maxwell post headquarters in 1927. (See Weaver's continued service at Maxwell in chap. 5.)



In March 1929, torrential rains caused severe flooding in southern Louisiana, Mississippi, and Alabama. This photo, taken by the 22nd Observation Squadron and the 4th Photographic Section, shows the extent of the flooding at Elba, Alabama.



Alabama governor David Bibb Graves (*second from left*), 1927–31, 1935–39, asked Major Weaver (*behind Graves, in uniform*) to assist with disaster response.



Major Weaver and others directed the flood-relief missions from the Maxwell operations building. Weaver ordered the 22nd Observation Squadron to fly daily missions to take aerial photos to determine the extent of the flooding and to help determine where relief supplies were needed. Maxwell pilots flew dawn-to-dusk airdrop missions for five days to deliver food and supplies to residents of Montgomery and southern Alabama communities. Between 14 March and 20 March, the squadron flew 346 sorties and covered about 60,000 square miles, delivering 27,112 tons of relief supplies. This marked the first time food and supplies were airdropped by the US military during a major civilian emergency.



Flood relief stockpile in a warehouse on Maxwell Field



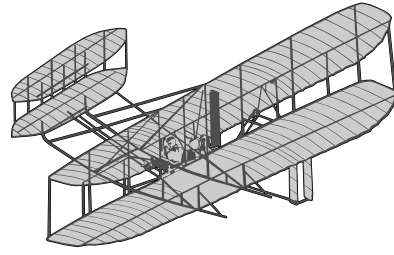
An outboard motor wrapped in a tarpaulin loaded underneath a Maxwell Field aircraft for delivery to southern Alabama



Maxwell Field personnel load bags of relief supplies onto an aircraft of the 22nd Observation Squadron.

Notes

1. *Montgomery Advertiser*, 19 November 1922, quoted in "Maxwell: The Man and the Installation," Air University (AU) / Historical Office (HO) Historical Study no. 29 (Maxwell AFB, AL: Air University, undated), 1–7.
2. George N. Dubina and Margaret M. Dixon, *Chronology of Maxwell Air Force Base, Including Principle Operating Units and Air University 1910–1957*, Air University History Office Study no. 1 (Maxwell AFB, AL: Air University History Office, 1964), 72.
3. Dubina and Dixon, *Chronology*, 72, 78.
4. *Maxwell Field History* (Montgomery, AL: Army Air Corps, 1929), 17.
5. *Maxwell Field History*, 15–16; and William J. Brian, et al., *A History of Maxwell Field, 1910–1938*, AU/HO Historical Study no. 10 (Maxwell AFB, AL: Air University, undated), 5–14.
6. Dubina and Dixon, *Chronology*, 78.
7. Dubina and Dixon, *Chronology*, 85.
8. Dubina and Dixon, *Chronology*, 87–89.
9. *Maxwell Field History*, 53–61.



Chapter 4

The Air Corps Tactical School Era 1931–40

The late 1920s relocation of the Air Corps Tactical School (ACTS) to Maxwell Field fueled a massive growth spurt. With an expected increase in personnel from 200 to 2,000, Maxwell required construction of an academic facility, additional officer and enlisted quarters, and other facilities. On 25 September 1929, the War Department's chief architect approved plans for the initial school building, a two-story, fireproof structure with a basement, originally estimated to cost \$150,000. A. C. Samford Company won the construction contract. On 15 September 1930, a groundbreaking ceremony—forced indoors because of inclement weather—took place for the new academic building, designed in the Italian Renaissance style. That building, still in use today, would later serve as the headquarters of the Southeast Air Corps Training Center / Eastern Flying Training Command during World War II (chap. 5) and as the headquarters for Air University (chaps. 6 and 7).

Other construction soon followed. By 12 November 1930, the War Department had already advertised a contract for the construction of another 163-bed barracks, essentially a duplicate of the one built in 1928. Plans at that time also called for the construction of four structural steel hangars, an observation and parachute building, and nine sets (duplexes) of NCO quarters. By the end of December 1930, contracts were let for the construction of all these facilities, and on 7 January 1931, work began as the base stood poised to begin its first professional military education (PME) mission. Construction of the officers' quarters began later that year.

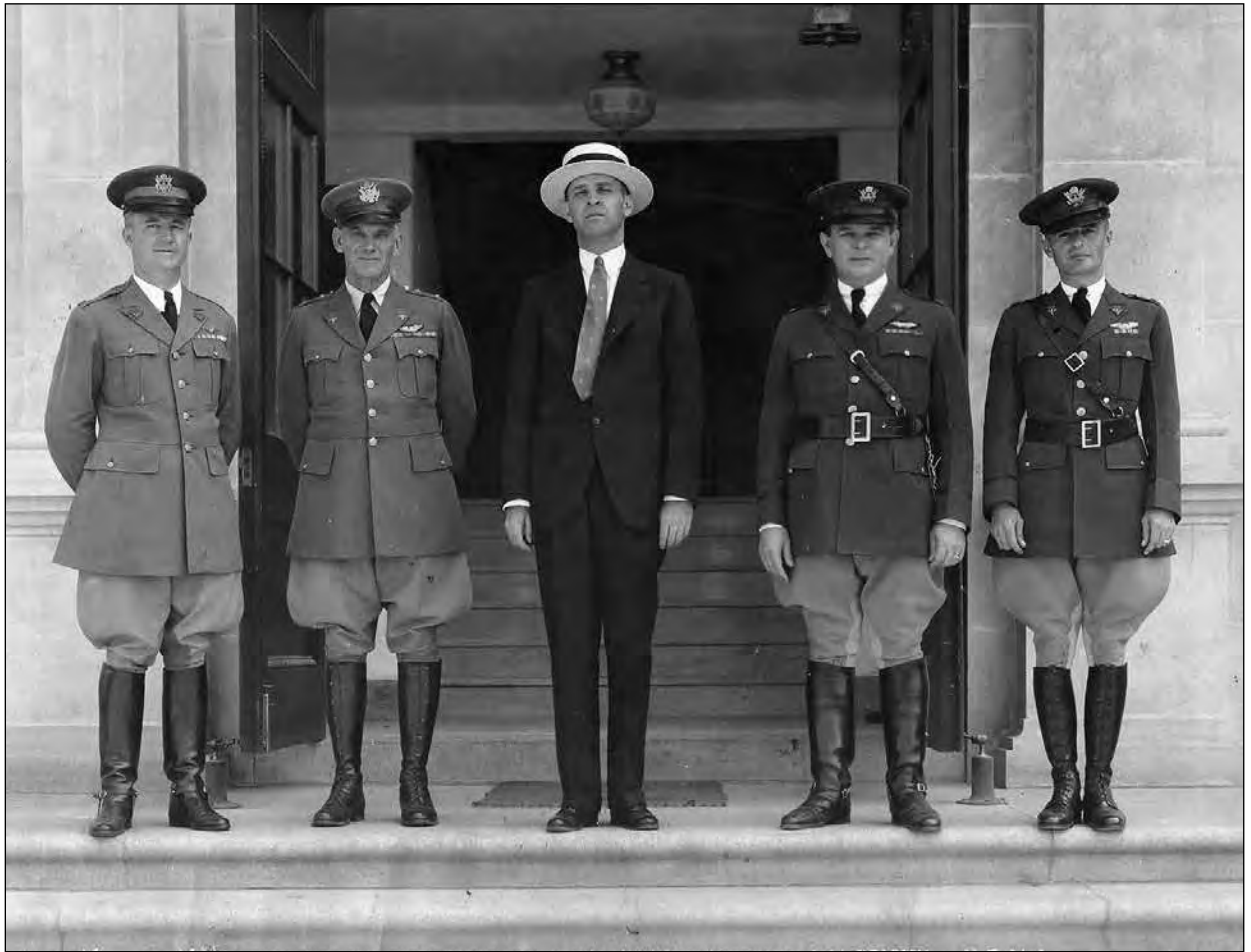
Through an agreement between the War Department and the Bureau of Prisons, the latter established the Maxwell Federal Prison Camp. Authorized at the post on 31 July 1930, it was first located in the old post stockade, just south of the post exchange. Established in part to solve the problem of overcrowding at other prisons and to provide grounds maintenance support for the post, the prison originated as a work camp for nonviolent offenders, primarily moonshiners and bootleggers, and initially held 150 prisoners. The Maxwell Federal Prison Camp still exists today on the west side of the base.

Once completed, the ACTS academic facility was modern in all aspects and included a conference room, classrooms, a map room, a library, offices, and an auditorium with a stage. It was named in honor of Lt Charles B. Austin, an ACTS instructor known for his brilliant teaching techniques. The building's completion was the first major milestone in the construction program associated with the school's relocation to Maxwell Field. However, the original Austin Hall building was not large enough to hold some of the school's administrative offices, which were temporarily located in the recently completed base operations building. An extension to

the original building in 1934 doubled the floor space and enabled the administrative section to relocate to Austin Hall.

In August 1931, US District Court Judge Charles Brent Kennamer signed condemnation proceedings, giving the government title to nearly 600 acres of the old Frank Kohn plantation, which included the Douglasville community, opening the doors for an even larger construction effort at the field. The condemnation documents contained no provisions for the US government to compensate these inhabitants or assist them in moving or obtaining new housing. Therefore, presumably, the Douglasville residents had to move themselves to housing in other African-American areas of Montgomery. The subsequent “certificates of taking,” signed by the Honorable Frederick Huff Payne, acting secretary of war, ended two years of litigation and allowed the government to proceed with its plans to construct 99 officers’ quarters at the field with an estimated cost of approximately \$340,000.

Meanwhile, throughout the summer of 1931, winds of change blew steadily at Maxwell Field. On 25 June, for example, the War Department transferred the 22nd Observation Squadron from Maxwell to Brooks Field, Texas. Though the 4th Photographic Section remained at Maxwell, it was thereafter reassigned to the ACTS during the fall of 1931. By that time, a detachment of 100 men had arrived from Langley Field, Virginia, in the initial wave of personnel associated with the



Opening of the Air Corps Tactical School (ACTS) at Maxwell Field, September 1931. *Left to right:* Maj John F. Curry; Maj Gen James E. Fechet, chief of the Air Corps; US Congressman J. Lister Hill; Maj Percy Van Nostrand, former ACTS instructor at Langley Field; and Maj Hume Peabody, assistant commandant. On 11 August 1931, the Air Corps appointed Major Curry as Maxwell Field post commander and the first commandant of the relocated ACTS. Later promoted to major general, Curry served as the first national commander of the Civil Air Patrol from December 1941 to April 1942.

ACTS. Less than two weeks later, Maj John F. Curry, commandant of both ACTS and Maxwell, arrived at the field, and during the days that followed, more ACTS faculty, staff, and students slowly drifted in. By September, there were 78 commissioned officers, 368 enlisted men, 700 civilians, 150 federal prisoners, and 16 federal guards at the field. By the end of 1931, there were more than 4,000 people, including military family members, at Maxwell Field.¹

For the next nine years, ACTS's functions and activities dominated nearly every aspect of life at Maxwell Field. The school conducted the Air Corps's PME programs for commissioned officers, developed and taught airpower doctrine, and prepared officers for attendance at the US Army's Command and General Staff College. Although the school's curriculum initially focused on pursuit aviation as the Air Corps's primary airpower doctrine, by the mid-1930s, daylight, high-altitude, precision bombing of military-industrial complexes, aimed at destroying a nation's ability to wage war, became the core of instruction at the school. Tied closely to this strategic doctrine was the "bomber invincibility theory," which postulated that high-flying bombers could safely penetrate deeply into enemy territory without fighter escorts and successfully drop their bombs on industrial targets like factories, dams, oil refineries, and hydroelectric plants. During World War II, the Air Corps (Army Air Forces) would test the strategic and tactical airpower theories and doctrines developed at the school in the hostile skies of Europe and Asia.



The original Austin Hall, constructed between 1930 and 1931. In 1930, the Army Quartermaster Corps contracted with the Algon Blair Company, Montgomery, Alabama, to design a 29,500-square-foot building in the Renaissance Revival style. A. C. Samford of Montgomery constructed the building. On 4 September 1931, the Air Corps formally dedicated the building in honor of 1st Lt Charles B. Austin, a former distinguished ACTS instructor at Langley Field who had died on 27 July 1928. On 17 September 1931, the first class of 41 students met in the building's operations office conference room for general instructions. In its first years, the ACTS's administrative offices were located in the base operations building. In January 1934, the War Department allocated additional funding to double the size of the building to accommodate administrative offices, classrooms, and a library. During World War II, Austin Hall served as the headquarters of the Southeast Air Corps Training Center and the Eastern Flying Training Command (see chap. 5). Since March 1946, the building, now on the National Registry of Historic Places, has served as the headquarters of Air University (see chaps. 6 and 7).



The base operations building, constructed in the early 1930s. The crenellated square tower originally served as the parachute packing facility for assigned aircraft. Between September 1931 and mid-1934, a portion also housed the administrative offices of the ACTS.



Aerial view of the new officer housing area under construction between 1932 and 1935. The officer houses exemplified the French Provincial architectural style to honor southern Alabama's colonial heritage as part of New France from 1702 to 1763.



The post commander/ACTS commandant's quarters, seen here in the 1940s, is the largest within this housing area. It later became known as the Curry House after its first occupant, Maj John Curry. Since March 1946, it has served as the residence of the Air University commander.



The Maxwell Field Officers Club, shown under construction in 1932, continued the same French Provincial style of the neighboring officer housing. In 2012 the club became an all-ranks club in response to declining membership and participation in both the officers and enlisted clubs at Maxwell.



The greatly increased post population from the relocation of the ACTS to Maxwell Field also led the War Department to authorize the construction of a new, modern hospital in 1932 at a cost of \$83,147.



The post hospital with additional facility modifications and a new wing on the south end of the building, shown in 1947.



Aerial view of Maxwell Field in 1932. In the late 1920s, US Army Quartermaster General Benjamin Cheatham thought it time to apply contemporary principles of city planning to Army post facilities. What became the “historic district” of Maxwell was designed to emulate the planning ideals of early twentieth-century civilian suburbs, reflecting the influence of the City Beautiful Movement in urban planning that extended throughout the twentieth century. This area featured curved streets, spacious areas of natural landscape, and recreational amenities convenient to housing. The arrangement of buildings reflected a conscious decision by the installation’s planners to order land areas according to function while keeping all buildings convenient to Austin Hall. In laying out the new facilities on Maxwell, the primary objective was to create “one great social organization,” which would provide healthful conditions and positive social interaction and meet more practical needs to properly train personnel. The hangars, warehouses, and flight line are at the top of the photo. Just south of the hangars in the center are the two enlisted barracks. Further south is Austin Hall before the 1934 addition, with the enlisted housing to the right. Right center are additional NCO housing and the post hospital, and to the lower left corner on the photo is the main entrance to Maxwell Field.

From September 1931 to June 1941, the ACTS provided PME in more than 20 areas to field grade officers and developed air-power doctrine. During the 1930s, a group of instructors and selected students, known as the “bomber mafia,” developed the airpower doctrine of daylight precision bombing. According to this doctrine, long-range, heavy bombers, flying at high altitudes during daylight in formation for self-defense, would attack critical targets of an adversary’s industrial infrastructure and, thus, defeat an enemy nation. Then-Capt Claire Lee Chennault, chief of pursuit aviation at the school, championed the development of pursuit (fighter) aviation, but his zealous advocacy combined with health issues led to his resignation from the Air Corps in 1937. As war clouds gathered over Europe and Asia, the War Department suspended classes in June 1940 and closed the school in October 1942 after the onset of World War II. By the end of the war, 261 of the 321 general officers of the US Army Air Forces had graduated from the ACTS.



As part of the course of instruction, students conduct a map exercise in one of two large classrooms on the second floor of Austin Hall. The classroom held desks that were large enough to hold a large unfolded map.



An assortment of textbooks used at the ACTS, printed by the Reproduction Department, located in the basement. Academics at the school included the study of air tactics and strategy, ground tactics, and command and logistics. By 1939, the Department of Air Tactics and Strategy had become the most dominant division of the school as it presented and explored current and emerging airpower doctrine.



An ACTS instructor teaches students about naval power in the naval operations course, which grew from 8 hours in 1932 to 25 hours by 1938. The course consisted of lectures and demonstrations of naval tactics in a game room with miniature models of various types of warships, including aircraft carriers, to simulate fleet movements and naval battles.



The ACTS library was located on the first floor of Austin Hall, in the north wing. With 8,000 volumes and 20,000 government documents by 1940, it was the best aerospace library in the world at the time.

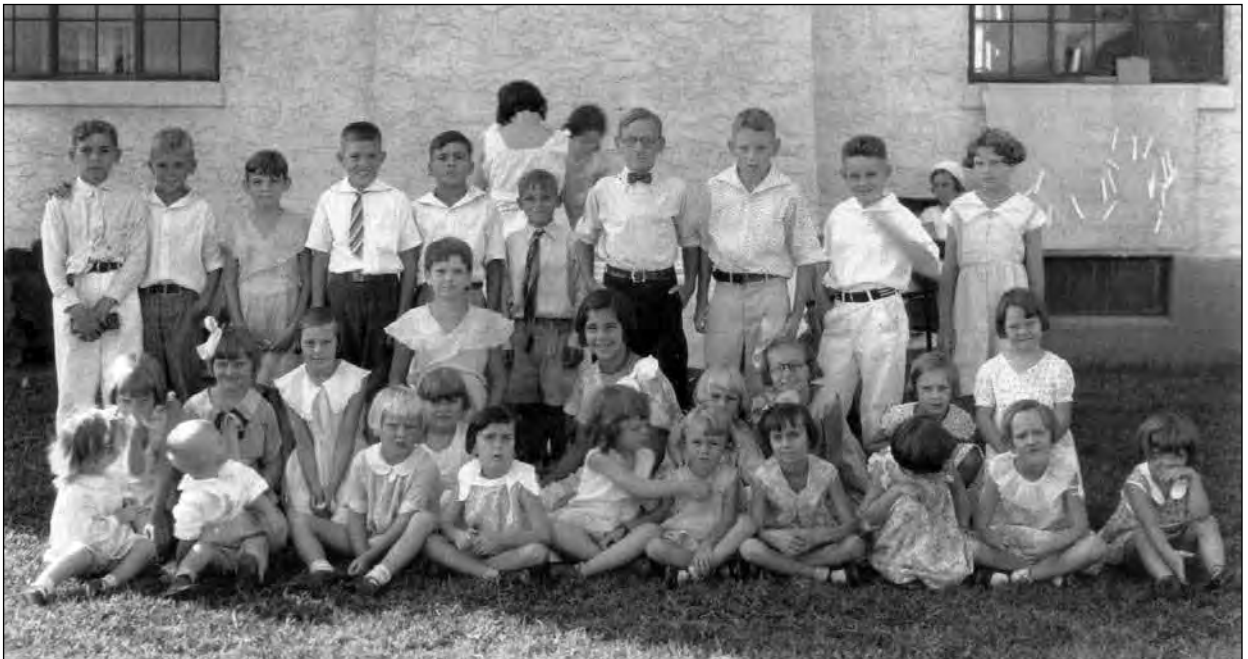




Enlisted men provided many types of support for the ACTS's faculty and students, including checking equipment such as these altimeters (*opposite page, bottom*), examining and trimming photographs (*top*), and checking photographic equipment (*above*).



Some of Maxwell Field's enlisted members dining in the enlisted mess hall



A group of Maxwell schoolchildren outside of the elementary school, built by the city of Montgomery in 1940 for grades 1 to 6 on Maxwell property and operated for children of base military personnel, civilian employees, and federal prison camp guards with oversight by the Montgomery County Board of Education.



In 1930, Maxwell Field received 16 horses from Nebraska for use in the ACTS equestrian arts program and eventually by the Maxwell Field polo team. As a result, the installation constructed a stable to house the horses in 1932 at a cost of \$20,000; eventually the stables held 45 government horses and five private horses. By the early 1930s, many senior Army leaders had recognized the industrialization of warfare as seen in World War I in Europe had made large units of horse cavalry obsolete. However, since many still believed that knowledge and skill in the equestrian arts helped Army officers to develop leadership, commitment, caring, teamwork, and discipline, horsemanship became a part of the training, social, and recreation routine of the ACTS students. They took riding lessons two or three times a week in groups and individually and rode over a prescribed course. The Maxwell horse stables in the 1930s had casement windows, hot water heaters, and a gas furnace. After World War II, the installation cleaned out the stables, filled in the windows and doors, and turned the interiors into offices, currently occupied by members of the 42nd Civil Engineer Squadron.

Maxwell soon fielded a polo team, the Reds, which played the Blues, a team representing the city of Montgomery. About 1,000 people gathered to watch the Blues beat the Reds.



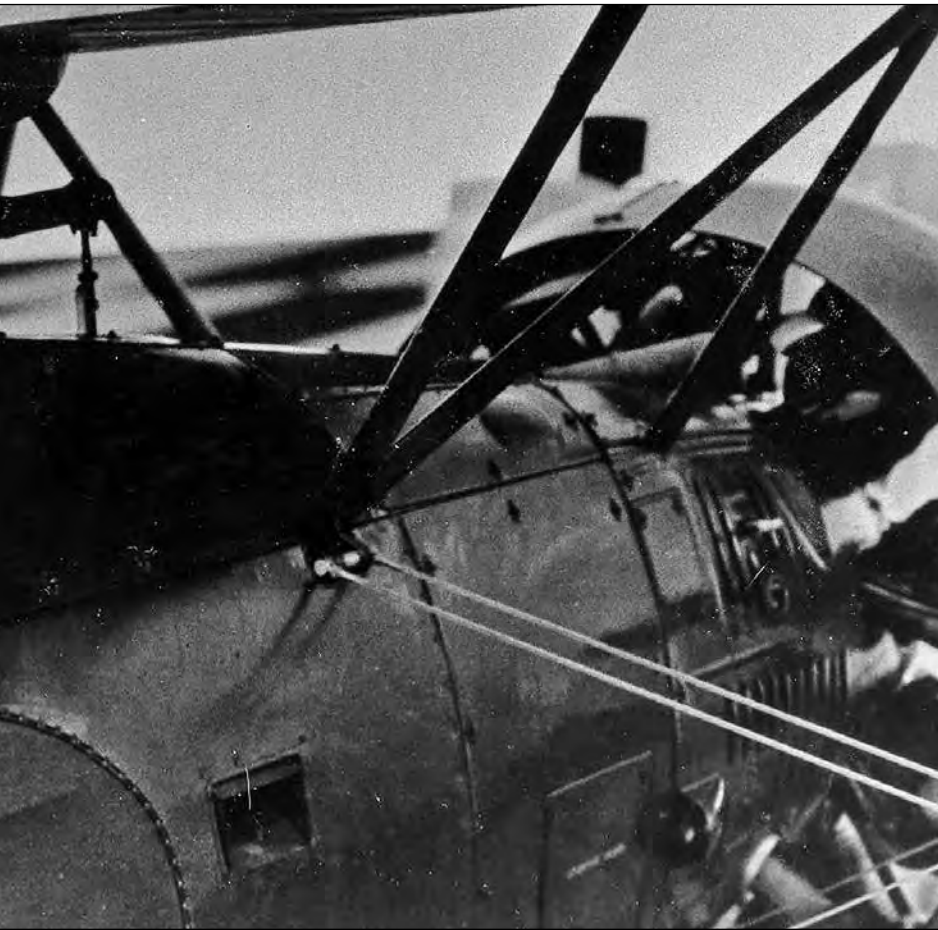
Between 1931 and 1937, Capt Claire Lee Chennault served as the ACTS chief of pursuit aviation. By 1937, he had increasingly clashed with the ACTS faculty and students who were developing high-altitude daylight precision-bombing doctrine. Because of these conflicts and personal health problems, Chennault retired from the Air Corps. In 1938, Chinese president Chiang Kai-shek invited him to serve as national air advisor and train the Chinese air force to fight the encroaching Japanese. In August 1941, Chennault formed the American Volunteer Group (AVG), consisting of former American military pilots who had resigned their commissions and come to China to fight the Japanese air force. Known as the Flying Tigers from the tiger shark mouths painted on the noses of their P-40 Warhawk aircraft, they shot down almost 300 Japanese aircraft with a roster of only 14 AVG pilots between December 1941 and August 1942 when the unit was inactivated. Chennault remained in China after the dissolution of the AVG in August 1942. He rejoined the US Army with the rank of colonel and, in March 1943, was promoted to major general and appointed as head of the Fourteenth Air Force, commanding all Army Air Forces units in the China-Burma-India theater of operations.



Capt Claire Lee Chennault, chief of pursuit aviation, ACTS, sitting in his Boeing P-12 pursuit aircraft



In 1932, the ACTS organized the “Three Men on a Flying Trapeze” aerobatic display team, flying Boeing P-12 pursuit aircraft. Capt Claire L. Chennault (*second from right*), the school’s chief of pursuit aviation, formed the team using a simple method to qualify members: anyone who could follow Chennault in his P-12 for 30 minutes of head-spinning aerobatics made the team. The other team members were (*left to right*) Sgt William MacDonald, 1st Lt Haywood Hansell, and Sgt John H. Williamson. The team disbanded in 1936 after the Air Corps decided not to commission Sergeants MacDonald and Williamson.



Skylarks performing aerobatic maneuvers

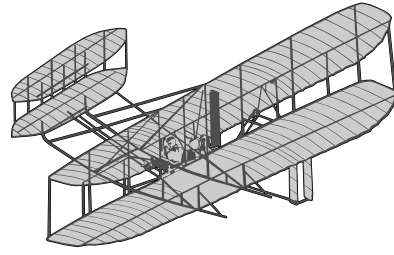


Left to right: In 1937, Carl R. Storie, Clayton E. Hughes, Wilbur Aring, and Capt Charles McAllister formed a second aerobatic team, called the Skylarks.



Notes

1. George N. Dubina and Margaret M. Dixon, *Chronology of Maxwell Air Force Base, Including Principle Operating Units and Air University 1910–1957*, Air University History Office Study no. 1 (Maxwell AFB, AL: Air University History Office, 1964), 128–29.



Chapter 5

World War II 1941–45

Shortly after the outbreak of war in Europe in 1939, the US War Department began preparations for expanding the nation's military forces. This monumental effort included plans to train 7,000 pilots and 3,600 bombardiers and navigators annually. To accomplish this colossal task, the Army Air Corps (AAC) established three flying training centers in different regions of the United States, one of which was the Southeast Air Corps Training Center (SEACTC) headquartered at Maxwell Field. Activated 8 July 1940, the SEACTC mission was to establish and oversee flight, navigation, and technical training in the Southeast region of the United States. Brig Gen Walter Weaver, a former ACTS commandant, became the center's first commander.

Throughout World War II, the Army Air Corps (after June 1941, Army Air Forces [AAF]) used the Aviation Cadet Program, a phased flight-training program originally established during World War I, to train and commission pilots and copilots. By 1944, the program consisted of the following phases:

- **Classification:** initial stage during which the AAC/AAF decided whether the cadet would train as a navigator, bombardier, or pilot;
- **Preflight:** ground training for all cadets after which successful completion resulted in assignment to a flying school for flight training;
- **Primary (phase 1):** formation flying, instrument flying or aerial navigation, night flying, and cross-country flying, using two-seat training aircraft;
- **Basic (phase 2):** more advanced flying techniques and formation flying, air navigation, and cross-country flying (Graduates of this phase would go to a single-engine school if destined to fly fighter aircraft or a multi-engine school if destined to fly bomber or transport aircraft); and
- **Advanced (phase 3):** more advanced techniques in various types of flying, ending with the flight cadet soloing to prove flying proficiency. The graduates from this school received their aviator's wings and commissions as second lieutenants and then went to a transition school where they learned how to fly the specific airplane that they would eventually pilot in combat.¹

Most cadets eliminated from each phase ("washouts") were usually returned to the regular Air Corps for reassignment or sent to a technical school for a specific type of flight crew training, such as navigator/bombardier, flight engineer, radio operator, or gunner, although a few were allowed to go through the course a second time.

The SEACTC established several subordinate organizations at Maxwell during the remaining months of the year. The first was an advanced single-engine flying school, activated in August

1940. In a 10-week program, students learned advanced aerobatics, cross-country flying, night operations, instrument flying, and gunnery practice. A basic flying school, which became operational at Maxwell in September 1940, taught primary flying training school graduates how to fly more advanced aircraft that were heavier, more powerful, and more complicated than those flown during primary training. In November 1940, after graduating only two classes, the basic flying training school was transferred from Maxwell to recently activated Gunter Field on land formerly occupied by the city airport, about nine miles northeast of Maxwell Field.

Meanwhile, the sudden influx of over 6,000 new enlisted personnel associated with the new flying training mission overwhelmed existing academic facilities and housing quarters on the installations. As a result, the AAC hurriedly completed plans to build numerous facilities at both fields. Within months, new structures such as mess halls, barracks, academic buildings, and warehouses were constructed. Recreational facilities included swimming pools, clubs, bowling alleys, a theater, and a gymnasium. In addition, the SEACTC began construction of buildings for the Federal Prison Camp and the West Barracks, a separate, segregated “mini-post” at the field for members of the African-American 4th Aviation Squadron. While these facilities were under construction, several large tent camps at different locations on the installation accommodated the rapid growth in military personnel. During the first several years that followed, over 1,000 Works Progress Administration workers labored frantically to complete a host of new academic and operational facilities.

On 9 August 1941, the SEACTC established a Replacement Training Center to provide cadets with basic military knowledge and to improve their physical condition prior to enrollment in a flying school. Subsequently, the Air Corps renamed the Replacement Training Center the Army Air Forces Preflight School. In November 1944, the Preflight School moved to Randolph Field, Texas, only to return to Maxwell during the summer of 1945, where it would remain until the end of the war.

The flight schools at Maxwell and Gunter Fields also trained thousands of Allied flight cadets. The first contingent of British cadets had arrived at Maxwell in June 1941. Because the Royal Air Force (RAF) had an urgent need for air crews and their training facilities, aircraft, and flight instructors in the British Isles were limited due to German Air Force attacks since August 1940, RAF cadets came to the United States through Canada for pilot training under the Lend-Lease Act. This act allowed the US president to offer goods and services to any nation whose defense he felt was vital to American security. As a result, British cadets poured into the schools at both Maxwell and Gunter (and other flight schools in the Southeast). Between 7 June 1941 and 28 February 1943, a total of 4,360 of the 7,860 Britons who entered the Army Air Forces flight training program graduated from the SEACTC’s advanced (phase 3) flight schools. From June 1943 to November 1945, flight schools, mostly located in Alabama, graduated 1,277 of 2,564 Free French flight cadets who came to the United States.² Other Allied air forces, such as the Mexican and Chinese air forces, also sent students to US flight schools, including those at Maxwell and Gunter Fields.

A different type of preflight trainee, known as Flying Sergeants, also began classes at Maxwell in 1942. Because of the shortage of college graduates or young men with two years of college to fill the planned aviation production requirements, Congress authorized an enlisted pilot training program in 1941 that allowed enlisted personnel to become aviation students and take the same primary, basic, and advanced flight training as aviation cadets. These students were initially housed at Maxwell in an area at the edge of the cadet barracks. They were later relocated to the Old Mill, an old cotton mill building located about a half-mile outside of the Bell Street gate. This three-story brick structure also served as a classroom facility until the program was discontinued at Maxwell in fall 1942.

During the war, Maxwell Field witnessed the arrival of two groups of women. On 27 April 1943, a group of 150 female Soldiers of the Women’s Army Auxiliary Corps (WAAC) (later Women’s

Army Corps [WAC]) arrived at Maxwell from a training camp in Florida. They served primarily as stenographers and clerks, relieving many of the male Soldiers of these administrative duties so that they could be sent overseas. In December 1943, a second group of women, civilian pilots of the Women Airforce Service Pilots (WASP), came to Maxwell to serve as copilots in the B-24 transitional training school, freeing the male AAF pilots for combat duty. Unlike the WAACs, the WASPs were under contract to the War Department, and the program was subsequently disbanded in December 1944.

In August 1942, the SEACTC closed Maxwell's advanced school and opened a flight instructors' school, which trained both RAF and American advanced school graduates to serve as flight instructors at SEACTC flight schools with RAF contingents. After a year of operations, this school closed.

In July 1943, the Eastern Flying Training Command (EFTC), the new designation of the SEACTC, opened a specialized four-engine pilot school at Maxwell to provide transition training in the Consolidated B-24 Liberator bomber for graduates of the advanced twin-engine schools. The following year, the EFTC moved the four-engine school to Courtland Field, Alabama, and replaced it with a pilot transition school for the Boeing B-29 Superfortress. To accommodate this massive aircraft, the runways at Maxwell were lengthened from 5,500 feet to 7,000 feet. The resulting five-week transition course trained flight crews in groups of three—two pilots and a flight engineer. In April 1945, the program had reached its peak production with a class graduating every two-and-a-half weeks. By the end of World War II, a total of 728 flight crews, who flew a total of 46,554 hours of flight training, had graduated from the course.

The B-29 Transition School was the last flight school to operate at Maxwell during World War II. On 15 December 1945, EFTC was inactivated, ending Maxwell's wartime pilot-training mission, and the field became a separation center for AAF personnel whose homes were within a 30-mile radius of the post.



Emblem of the Southeast Air Corps Training Center (SEACTC, later Eastern Flying Training Command). The azure shield symbolizes the clear skies of the Southeastern United States. The clenched, armored fist denotes defensive action. The seven shafts of lightning denote the seven total stages of instruction in the flight training program. The demi-griffin at the top of the shield with its wings outspread denotes watchfulness, courage, perseverance, and rapid execution.

Walter R. Weaver—post commander as a major in 1927 (see chap. 3)—returned as a colonel to reassume command of Maxwell Field and become commandant of the Air Corps Tactical School (ACTS) on 1 April 1939. With war clouds gathering over Europe and the Far East, the Army Air Corps (AAC) promoted Weaver to brigadier general and appointed him as the commander of the SEACTC on 8 July 1940. At the same time, the AAC suspended classes at the ACTS so base personnel could focus on building up the newly established training center; on 9 October 1942, the school was closed because of the ongoing war. In July 1941, Weaver was promoted to major general and, in December 1941, reassigned to Washington, DC, as the acting chief of the Air Corps until 17 February 1942, while Lt Gen Henry “Hap” Arnold, commander of the Army Air Forces, was in Europe. From 18 February 1942 to December 1943 when he retired, General Weaver served as the commander, Army Air Forces Technical Training Command.



Aerial view of Maxwell Field looking from south (*bottom of the picture*) to north (*top*) in mid-1942. The installation extended almost to the bend in the Alabama River (*center left*) and Montgomery, north of Maxwell Field and east of the river (*top half of the picture*). By then, the SEACTC had constructed training facilities and barracks in almost every open area of the prewar installation to fulfill aircrew training requirements.



North American AT-6 Texans, used at all SEACTC advanced schools from 1938 to the end of the war (and at the basic schools from mid-1943 to the end of the war), on the Maxwell flight line.



An American flight cadet (note the “prop and wings” Air Corps insignia on the flight cap, as opposed to an officer’s rank) training at Maxwell gets into the cockpit of a AT-6 Texan in 1942. Since apparently there is no one in the back seat of the aircraft, this cadet is possibly about to solo, the final flight in which the cadet flies without an instructor to show he has learned how to fly completely independently.



One of the two mess halls at Maxwell Field for the flight cadets. From the late 1930s to 1943, the cadets had to comply with very strict rules, similar to those at the two military academies at West Point, New York, and Annapolis, Maryland. The cadets marched to the mess hall and ate with their backs braced to the back of the chair. Many Americans, and later the RAF cadets, criticized these stringent rules to the point that in early 1943 Gen Walter Weaver, commander of Air Training Command, rescinded the rules. The building that served as this dining facility still exists.

The first of two chapels constructed in 1942 in the New England Congregationalist style. Before this was built, service members and families attended religious services at churches in the Montgomery area or in makeshift meeting spaces on the installation. However, the significant growth in installation population after mid-1941 led the installation commander to request funds to construct two chapels. This chapel was completed in August 1942 and the second one in the same style in November that year. In 1990, Maxwell AFB demolished this chapel, but the second World War II-era chapel is still in use.





Beyond flight training, AAF flight cadets at Maxwell Field (*left*) practiced with their pistols at a firing range and (*below*) participated in instructor-led physical fitness training.





In late November 1942, renowned musician and big band leader Glenn Miller (*standing at center, with trombone*), then a captain in the AAF, arrived at Maxwell Field as the assistant services officer, managing nonflying functions related to morale and welfare programs. Between late November and late December 1942, he gave several live concerts and local radio broadcasts with Maxwell Field's Aviation Cadet Orchestra (known unofficially as the Rhythmaires), which included a former band member of his, Jerry Yelverton. On Christmas Eve 1942, Miller and the band gave a concert for the installation's enlisted personnel. In June 1944, Miller took 50 musicians to England, where he gave live concerts and radio broadcasts to US and Allied forces in England and liberated France. On 14 December 1944, Miller boarded an aircraft headed to Paris, but the plane apparently crashed into the English Channel. In December 1982, Lt Gen Charles Cleveland, the Air University commander at the time, along with Montgomery mayor Emory Folmar, hosted a Christmas concert in Montgomery to commemorate Miller's 1942 Christmas concert. Since then Maxwell AFB and the city of Montgomery have hosted a Glenn Miller Christmas concert every December, except in 2013.

Like most Army Air Forces airfields in the US, Maxwell Field had civilian women pilots, known as Women Airforce Service Pilots (WASP), like these six women. They flew almost every type of military aircraft in virtually every noncombatant function, such as training, target-towing, transport of dignitaries, and ferrying of aircraft. These women pilots freed hundreds of men for combat duties overseas.





These four pilots, wearing the uniform of the Royal Canadian Air Force (RCAF), were at Maxwell Field sometime in early 1942 to receive phase 3 flight training before leaving the RCAF and receiving commissions as second lieutenants in the US Army Air Forces. In summer 1940 (well before the United States entered the war in December 1941), former World War I American pilot Clayton Knight had created a program that provided additional flight training for American civilian pilots who desired to fight the Germans in Europe. After completing the flight training, they then crossed into Canada to join the RCAF and subsequently were sent to England to fight alongside the Royal Air Force. After the United States entered the war, many returned to the United States for advanced flight training and then joined the AAF.



RAF flight cadets in formation return to their barracks after graduation exercises from the Maxwell Field advanced flight school.



RAF flight cadets from Maxwell and Gunter Fields march in the November 1941 Armistice Day parade in downtown Montgomery. The local newspaper reported that the British cadets, marching at a brisker pace than the Americans, received louder cheers than the American cadets in the parade.



Far left, Edward Frederick Lindley Wood, Lord Halifax, British ambassador to the United States, participated in a wreath-laying ceremony at Oakwood Cemetery, Montgomery, in August 1942. Between June 1941 and February 1943, 78 RAF cadets died in training accidents at SEACTC flight schools. In October 1941, the RAF delegation and the commander of SEACTC decided to bury all of the deceased cadets in a special section of Oakwood Cemetery.



Center, with hands shielding eyes, Sir Anthony Eden, British Foreign Secretary; (at Eden's left, holding gloves) Gen George Marshall, US Army Chief of Staff; and (at Eden's right) Field Marshal Sir John Dill, chief of the British foreign mission in the United States, visited Maxwell Field just before graduation of the last RAF flight class on 26 February 1943. Other officers in this photo are unknown.

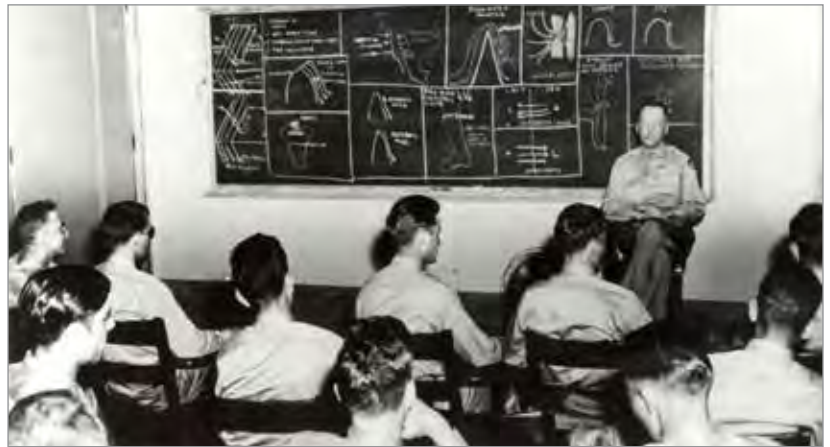
In fall 1940, Lt Gen Henry Arnold directed Brigadier General Weaver to establish a basic (phase 2) school close to Maxwell Field. With the agreement of the mayor of Montgomery and governor of Alabama, Weaver chose the city airport, about nine miles northeast of Maxwell Field, and named it Gunter Field in honor of Montgomery's longtime and recently deceased mayor William A. Gunter.



Aerial view of Gunter Field in mid-1942



Several BT-13s on the Gunter Field flight line



Classroom instruction for a group of cadets at the Gunter basic school



A BT-13 undergoing an engine overhaul in a Gunter Field hangar



A group of American flight cadets and several two-seat Vultee BT-13 Valiants in the background, known fondly as the Vibrator, at Gunter Field in 1941. The BT-13 and its re-engined variant, the BT-15, served as the two-seat trainer for the basic (phase 2) schools until mid-1943, when the AAF began replacing the BT-13s and BT-15s with the AT-6 Texan.



A group of RAF flight cadets pass in review during their graduation parade from the Gunter basic school in August 1942. Between June 1941 and February 1943, this school received about 2,387 RAF flight cadets, with 2,114 graduating and moving onto an advanced school.

Following the liberation of North Africa by June 1943, the US government, the AAF, and the Free French National Committee, led by General Charles de Gaulle, agreed to train Free French flight cadets at AAF flight schools in the Southeast. All of the Free French flight cadets trained at flight schools in Alabama (primary, Van de Graaf Field, Tuscaloosa, and Craig Field, Selma; basic, Gunter Field; and advanced single-engine, Craig Field) except for those who were sent to Turner Field near Albany, Georgia, for advanced two-engine training. Of the 2,564 sent to the United States, 1,300 completed the basic school at Gunter Field by November 1945 when the United States terminated the training of French cadets.



A group of Free French cadets during a parade at the Gunter basic school



On 12 January 1944, a French military mission from the French embassy in Washington, DC, visited Gunter Field.



A group of Free French flight cadets on the Gunter Field flight line in 1944. Each class of Free French cadets numbered about 100.



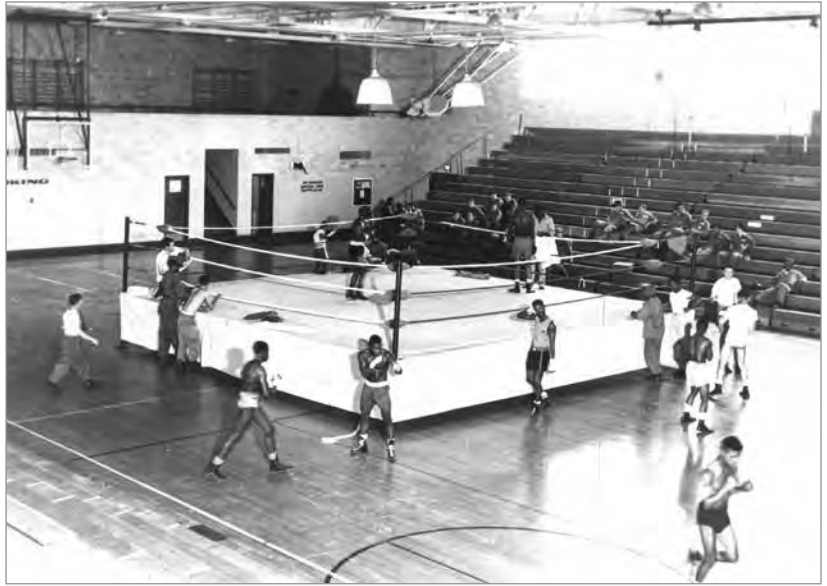
Three flight cadets from the Mexican Air Force report into the senior Mexican Air Force officer at the Gunter School.

During World War II, the AAF trained over 31,000 flight cadets from 29 Allied countries. The RAF flight training program was the largest, followed by the Free French, second, and the Chinese, third. In addition to the British and Free French, the flight school at Gunter Field also received flight cadets from Mexico and China.



A group of Chinese air force flight cadets arrives by train at the Montgomery train station.

During World War II, 2.5 million African-Americans registered for military service, and about half of them served in the US armed forces. While most Americans are very familiar with the Tuskegee Airmen, most African-Americans of the AAF served as enlisted members of 48 segregated aviation engineer battalions and over 250 segregated aviation squadrons, each with about 400 African-Americans, including the 4th Aviation Squadron, activated on 10 June 1941, at Maxwell Field and the 22nd Aviation Squadron, activated on 8 May 1942, at Gunter Field, both led by white officers. Although the members were supposed to perform installation security duties, they usually performed a variety of administrative and semi-skilled functions, such as installation maintenance, janitorial work, and official transportation. Since the US military services were segregated during the war, the African-American Airmen had their own quarters, exchange, swimming pool, and theater in a separate area on the west side of Maxwell Field. In 1944, the AAF inactivated the 4th and 22nd Aviation Squadrons and assigned the African-American Airmen at Maxwell and Gunter Fields to Squadron F of the 2132nd AAF Base Unit, activated on 1 May 1944 at Maxwell Field.



Members of the 4th Aviation Squadron, Maxwell Field, practice boxing in the Maxwell Field gymnasium.



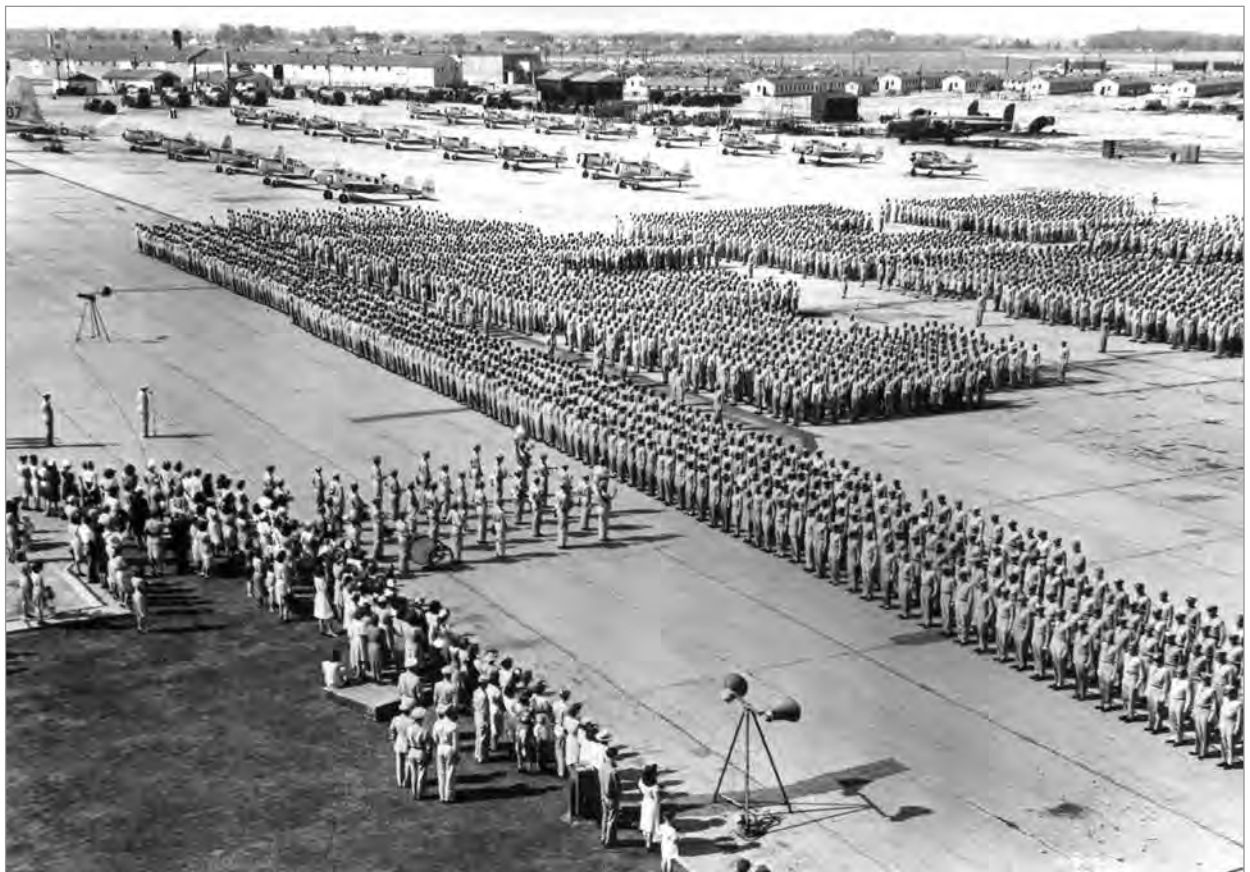


The barracks at Gunter Field, for members of the 22nd Aviation Squadron only



The post exchange subdepot at Gunter Field for African-American members of the 22nd Aviation Squadron only

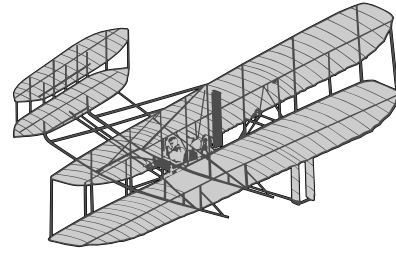
A very long-range, very high-altitude Boeing B-29 Superfortress flying over the Alabama River near Montgomery. In July 1943, the AAF opened a specialized school for pilots of four-engine aircraft. A month later, the first B-24 Liberator landed at Maxwell, but in early 1945 training for pilots and copilots of the B-29 Superfortress—used in the very long-range strategic bombing of the Japanese home islands from airfields in the Marianas—replaced the B-24 program.



Several days after Pres. Franklin D. Roosevelt died on 12 April 1945, the Maxwell Field commander, Col Robert E. Choate, held a memorial ceremony, shown here. Arrayed behind the assembled troops are many of the aircraft assigned to Maxwell Field in spring 1945, including a B-24 Liberator and several AT-6 Texans. At the top left corner of the photograph one can see a portion of the tail of a B-29 Superfortress.

Notes

1. Thomas H. Greer, "Individual Training of Flying Personnel," chap. 7 in *The Army Air Forces in World War I*, vol. 6, *Men and Planes*, ed. Wesley F. Craven and James Lea Cates (Chicago: University of Chicago Press, 1955), 557–75.
2. Robert B. Kane, *So Far from Home: Royal Air Force and Free French Air Force Flight Training at Maxwell and Gunter Fields during World War II* (Montgomery, AL: NewSouth Books, 2016), 51, 71.
3. "Huge Parade Moves Down Dexter Today," *Montgomery Advertiser*, 11 November 1941, 1, <https://montgomeryadvertiser.newspapers.com/image/414132756>.



Chapter 6

The Cold War 1945–91

When World War II officially ended with the formal surrender of Japan on 2 September 1945, large portions of Asia, the Pacific, and Europe lay devastated. The war in the Pacific had ended with the use of two atomic bombs against Japan and ushered in the nuclear age with its uncertainties and, for the first time, the power to destroy humanity. From 1948 to 1991 during the Cold War, the United States and its allies and the Soviet Union and its satellite states, formerly the two largest partners in the wartime Grand Alliance, contended for supremacy and control throughout the world in a new war, an ideological war, what became known as the Cold War. Although US military forces and Soviet military forces did not fight each other directly, the two superpowers continually battled through political maneuvering, military coalitions, espionage, propaganda, arms buildups, economic aid, and proxy wars between other nations. The first “action” of the Cold War was the Berlin Airlift, May 1948–May 1949, followed by the Korean War, June 1950–May 1953 and later US involvement in Southeast Asia from 1960 to 1975 with episodic flare-ups in remote places of the world.

During this Cold War period both sides created large strategic nuclear forces (long-range intercontinental bombers and, after 1960, intercontinental ballistic missiles) with the combined explosive power to destroy the world. As both sides recognized the destructive power of nuclear weapons and delivery systems, the United States and the Soviet Union developed nuclear deterrence doctrines that essentially kept them from initiating a first strike. The faculty and students at the Air Force professional military education (PME) schools at Maxwell AFB played a significant role in the top-level discussions about airpower doctrine and nuclear war during the Cold War period.

By the middle of 1943, when it had become increasingly apparent the American-led Grand Alliance would win the war, Army Air Force (AAF) leaders began planning for a postwar independent air force. These forward-thinking leaders envisioned a “university of the air” to educate future Air Force members in airpower and its applications. In November 1946, the AAF moved the AAF School from Orlando, Florida, to Maxwell Field, renaming it Air University (AU) on 12 March 1946. The US Air Force was formally established 18 September 1947, and two months later it activated the 502nd Air University Wing (AUW) as the host unit at Maxwell Field. The following year Maxwell Field became Maxwell Air Force Base (AFB), and, shortly thereafter, the 3800 AUW replaced the 502 AUW as Maxwell’s host unit. (The 3800 AUW remained the host unit until 1992, when the Air Force replaced it with the newly activated 502nd Air Base Wing [ABW]. In 1994, the

Air Force inactivated the 502 ABW and replaced it with the 42 ABW [previously the 42nd Bombardment Wing, Loring AFB, Maine]).

During the Cold War, Maxwell AFB experienced significant overhauls to meet the growing needs of the evolving Air University. The first major project was the construction of an academic campus for AU's major schools, beginning in February 1954. The new university's Academic Circle, renamed Chennault Circle in March 1972 to honor Maj Gen Claire Lee Chennault, encompassed the Squadron Officer School; the Air Command and Staff College; the Air War College; Leadership and Management Development Center (later the Ira C. Eaker Center for Professional Development); and the College of Airpower Doctrine, Research, and Education (later the Curtis E. LeMay Center for Doctrine Development and Education). In the center sits the Air University Library (later renamed Muir S. Fairchild Research Information Center [MSFRIC]).

In contrast to the more decorative Spanish Mission, French Provincial, and Italian Renaissance styles of Maxwell's older buildings, the buildings around Chennault Circle were designed in the American International Style. This architectural style rejected the European approach, which used ornamentation and the placement of a building on a site as if it were a sculpture, and sought to integrate the building into the landscape. Features of the American International Style included multilevel flat roofs and smooth wall surfaces. Steel frames and reinforced concrete allowed the buildings to hold large expanses of glass for the first time. To soften the original appearance of these concrete buildings, contractors added a buff-colored veneer in the 1960s. Characteristic of the Cold War period, underground tunnels connected the main campus buildings and served as a command post, an alternate Headquarters US Air Force, and a bomb shelter.

The growing base population also required new medical facilities to replace the outdated facility first constructed in 1931 and added onto until the 1950s. In 1960, Congress authorized the construction of a new hospital for Maxwell AFB, and contractors completed the new 225-bed hospital in May 1964. The new medical facility consolidated most of the medical functions under one roof, but administrative functions, laboratories, and the aero-evacuation mission remained in the old facility. In 1976, after the Air Force reassigned the Civil Air Patrol–Headquarters US Air Force (the Air Force oversight organization for its civil auxiliary, Civil Air Patrol [CAP]) to Air University, CAP's national headquarters moved from Ellington AFB, Texas, to Maxwell AFB and located its offices in the old hospital building. In 2013, Congress awarded the Congressional Gold Medal to CAP's World War II members.

Social changes sweeping the South had an impact on Maxwell as well. With the growing civil rights movement of the early 1960s, the federal government noted that children attending segregated schools did not obtain an equitable education. Since the end of World War II, Maxwell's primary age schoolchildren had attended an on-base school operated by the Montgomery County School District. The issue of operating it as a segregated school (Alabama law) or an integrated school was moot until a survey of the base population conducted in late 1962 noted the presence of seven elementary school-age African-American children in Maxwell base housing. Consequently, the US government announced on 16 March 1963 that it would build an elementary school on Maxwell AFB, among other installations in the segregated South, that would operate as a fully integrated school.

During the Cold War period, Maxwell AFB also witnessed the dedication of several memorials and the establishment of the Maxwell-Gunter Air Park. Among these were the memorial to Capt Karl Richter, who died after he was shot down over North Vietnam. It serves as an anchor point for the Maxwell-Gunter Air Park, which contains eight static display aircraft of the 1940s to the 1990s. Displays include a near full-size sculpture of the Wright brothers' Flyer, dedicated in 1985 to celebrate the Air Force's 38th birthday and the 75th anniversary of powered flight. In 1982, Lt Gen Charles Cleveland, the AU commander, had directed the establishment of the Air Park to

help make Maxwell personnel more conscious of the historical roots of the Air Force, and Maxwell acquired most of the aircraft in the Air Park between 1982 and 1994. The park has continued to remind today's Airmen of the valor, service, and sacrifice of those who came before them.

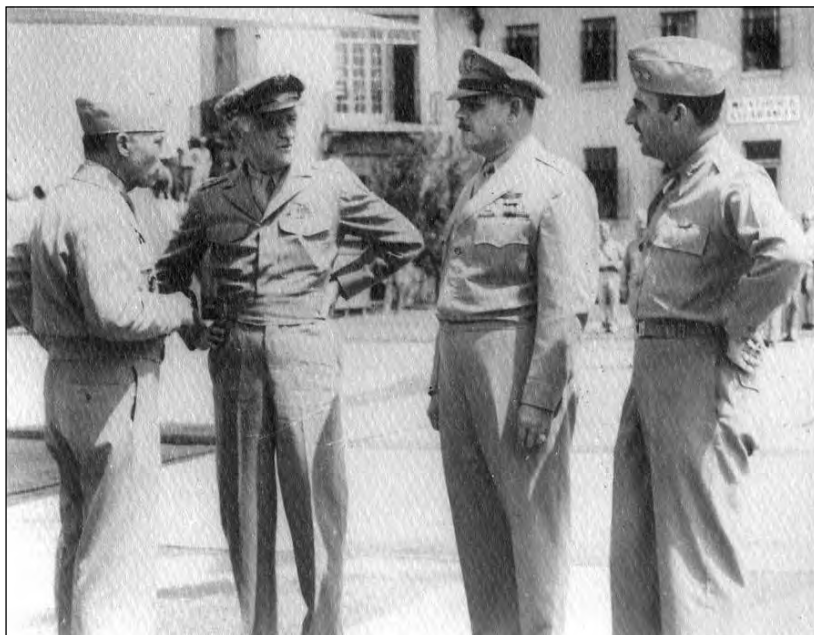
Gunter Field (later AFB, Air Force Station, and Annex after March 1992) witnessed a similar expansion during the Cold War. After a short inactive period, in 1950 Gunter became the home of AU's Extension Course Institute and a branch of the School of Aviation Medicine. In 1957, the Air Force constructed a three-story concrete, windowless "cube" to house a Semi-Automatic Ground Environment (SAGE) Data Center, an early generation computer network linking Air Force (and later Federal Aviation Administration) general air surveillance radar stations in the Southeast into a centralized center under the Aerospace Defense Command to provide early warning and response for a Soviet nuclear attack. However, by the mid-1960s, the introduction of intercontinental ballistic missiles and satellites had rendered the SAGE systems obsolete. After finding that the building would be too expensive to demolish, the Air Force modified the interior to house the Air Force Data Systems Design Center, activated 26 October 1967 at Bolling AFB, Washington, DC, and relocated to Gunter in 1971. The building is now the home of the Montgomery Area Defense Information Systems Agency.

On 7 June 1972, the Air Force established the Senior Noncommissioned Officer Academy (AFSNCOA) at Gunter; this program offers the third level of enlisted PME. The Air Force First Sergeant Academy (FSA), activated initially at Keesler AFB, Mississippi, on 24 June 1984, develops selected senior noncommissioned officers, through education and training, to serve as advisors to commanders on issues that impact enlisted Airmen in successfully accomplishing the Air Force mission. In July 1993, the Air Force moved FSA to Gunter Annex, assigned first to the Ira C. Eaker Center for Professional Development and later to the Thomas N. Barnes Center for Enlisted Education, which also oversees AFSNCOA and other professional military education curricula. In 1979, the Air Force moved the Community College of the Air Force, activated 1 April 1972 at Randolph AFB, Texas, to Gunter. It is the largest community college in the world and annually awards thousands of accredited associate's degrees in applied science.

In 1985, the Air Force moved the Air Force Systems Command's Headquarters Air Force Teleprocessing Center (now the Business and Enterprise Systems, Air Force Life Cycle Management Center) to Gunter. The directorate develops and acquires data processing and communications computer systems and capabilities for major commands and Air Force bases around the world.

By 1990, Gunter had become the home to most of the Air Force's enlisted education organizations under the College for Enlisted Professional Military Education established in 1993 (since 2008, the Thomas N. Barnes Center for Enlisted Education).

On 12 March 1946, Gen Carl A. Spaatz (*left center*), commanding general of the Army Air Forces, and Lt Gen Muir S. Fairchild (*right center*), newly appointed commander of Air University, officially established Air University (AU) at Maxwell Field.



On 12 September 1949, the Air Force moved the US Air Force Historical Division, now Air Force Historical Research Agency, to Maxwell AFB so that the AU's professional military education could take advantage of the agency's extensive collection of official Air Force organizational histories and documents on Air Force history going back to World War I. It is presently located adjacent to the Muir S. Fairchild Research Information Center between the Air War College and Air Command and Staff College buildings.



Aerial view of Maxwell AFB in the mid-1950s. Note that the base still had many of the World War II barracks built for the flight cadets attending schools at Maxwell during the war. At the upper left, one can see the start of the academic campus for AU's schools.



Maxwell AFB main gate in the 1950s. Compare to photograph of Maxwell Field entrance circa 1930, page 27.

In the first years of Air University, its various schools were located in buildings across Maxwell AFB. Between 1954 and 1958, contractors built facilities for Air University's major schools on a separate campus, ringed by Academic Circle. In May 1975, AU renamed this ring Chennault Circle to honor Maj Gen Claire Lee Chennault.



Aerial view of Academic Circle in 1958 after completion of the main schools along the circle and the Air University Library in the center and before landscaping



Underground utilities placement in front of the Air War College building



Aerial view of Academic Circle in late-1960s after about a decade of tree growth



Leadership and Management Development Center in late 1970s, now the Ira C. Eaker Center for Professional Development. The center provides a wide variety of professional development course for commanders, financial managers, force support (personnel management) professionals, and Air Force members in related areas.



The College of Airpower Doctrine, Research, and Education in the late 1970s, now the Curtis E. LeMay Center for Doctrine Development and Education, developed airpower doctrine for the chief of staff of the Air Force and provides Air Force, joint, and combined warfighting education courses to American and international air force officers.

Air War College in the late 1970s. AWC provides professional military education for senior field-grade military officers and civilians in equivalent grades.



Original Air Command and Staff College facility from 1946 until 1958, when the college moved to its new building



Air Command and Staff College (facility shown in the late 1970s) provides professional military education for field-grade military officers and civilians in equivalent grades.



Original auditorium of the Squadron Officer Course. The program was called Air Tactical School from 1947 to 1949 when it was at Tyndall AFB, Florida. In 1949 the course moved to Maxwell AFB and was renamed Squadron Officer Course. Its new building was completed in 1958, and over the years since the course has been upgraded to Squadron Officer School.



Squadron Officer School in the late 1970s. SOS provides professional military education for company-grade military officers and civilians in equivalent grades. The facility also holds the faculty offices and classrooms for the School of Advanced Air and Space Studies, which offers an accredited master's and doctorate degree in military strategy.

On 1 April 1946, Air University established the Air University Library, later named the Muir S. Fairchild Research Information Center, to honor Lt Gen Muir S. Fairchild, the first commandant of Air University. By 2000, it had become the largest library in the Department of Defense and the largest federal library outside of Washington, DC.



In 1940, the city of Montgomery built the Maxwell Field/AFB elementary school, shown here in the mid-1950s, on Maxwell property. The school served children of Maxwell military, civilian, and Federal Prison Camp personnel in kindergarten through sixth grade. The Montgomery County School System “officially” operated the school as a segregated school in accordance with Alabama state laws. However, the situation was moot, as at the time there were no African-American primary school-age children in base housing.



A survey in autumn 1962 revealed that there were seven primary school-age African-American children living in base housing. The Montgomery County School System would not allow these children to attend the current school as to do so would violate state laws. As a result, in March 1963, Maxwell AFB began construction of a new elementary school on base property, funded by the US Department of Health, Education, and Welfare for operation by the Department of Defense Dependent School System. It opened in fall 1963 as a fully integrated school with seven African-American children enrolled, the vanguard of all local public schools later in the 1960s.



In May 1964, a new 225-bed hospital was completed to replace the old medical facilities. The new medical facility consolidated most of the medical functions under one roof, though administrative functions, laboratories, and the aero-evacuation mission were slated to remain in the old buildings.



In 1976, the Air Force assigned the Air Force Civil Air Patrol (CAP) oversight headquarters to Air University and located the national headquarters in the former Maxwell AFB hospital. In late 1965, the Air Force directed the relocation of the CAP national headquarters from Ellington AFB, Texas, to Maxwell AFB and reassignment to Air University. The university located this organization in the old hospital building after appropriate renovations to the building's interior. That building, still in use as the CAP national headquarters, is now on the National Register of Historic Places. In 2013, Congress awarded the Congressional Gold Medal to CAP's World War II members.



Maxwell AFB and local citizens welcoming home some of the former American prisoners of war held captive by North Vietnam, some for up to seven years. The North Vietnamese government returned the captive Americans after representatives of the United States, South Vietnam, China, and North Vietnam signed the Paris Peace Accords in January 1973.





Aerial view of the Maxwell-Gunter Air Park. Starting from the upper right corner and moving clockwise around the Wright brothers' Flyer sculpture in the center, the static display aircraft include an MH-53M Pave Low special operations helicopter; a B-52 Strato-fortress; a group of four Vietnam War-era aircraft—an RF-101 Voodoo, F-4D Phantom II, an F-105D Thunderchief, and an F-100D Super Sabre; a Korean War F-86A Sabre; and a World War II B-25J Mitchell medium bomber. The park is a reminder for today's Airmen of the valor, service, and sacrifice of the Airmen who came before them, many of whom had studied at Maxwell at some point in their service to the nation.



The Richter Memorial is an eight-foot statue of 1st Lt Karl Richter created by nationally recognized sculptress Glenna Goodacre of Santa Fe, New Mexico, and funded entirely by private donations. Air University dedicated the statue in 1992; it is located on Chennault Circle in front of the Vietnam War-era aircraft. A 1964 graduate of the Air Force Academy, Richter became the then-youngest US Air Force pilot to achieve an aerial victory in the Vietnam War when, at the age of 23, he shot down a MiG-17 on 21 September 1966. On 28 July 1967, during the 198th mission of his second combat tour, Richter was forced to eject when his F-105D Thunderchief was hit by enemy ground fire over North Vietnam. Mortally injured, he died in the rescue helicopter on the way back to safety.





Across the street from the Richter statue is a near full-sized replica sculpture of the Wright brothers' 1909 Military Flyer, constructed primarily of stainless steel and weighing about two tons. Funded by the city of Montgomery and fabricated by Larry Godwin of Brundidge, Alabama, it was created to mark the Air Force's 38th birthday and the 75th anniversary of powered flight. On 18 September 1985, then-AU commander Lt Gen Thomas Richards dedicated the replica in memory of the first civilian flight school, established by the Wright brothers in February 1910.



On 25 April 1969, the Air Force reassigned the 908th Airlift Wing, Air Force Reserve Command, from Brookley AFB, Alabama, to Maxwell AFB. The wing, flying Lockheed C-130H Hercules tactical transport aircraft, trained and deployed personnel in support of operations around the world, including support for the Global War on Terrorism, worldwide humanitarian aid, aeromedical airlift, and evacuation of refugees. Since 2001, the wing has supported operations in Afghanistan, Iraq, and other regions and has periodically deployed elements to worldwide locations.



Between 1957 and 1969, the Aerospace Defense Command operated a Semi-Automatic Ground Environment (SAGE) Data Center at Gunter AFB. The facility provided the Air Force with early warning and response in case of a Soviet nuclear attack against the Southeast United States. However, the development of intercontinental ballistic missiles and satellite systems made the SAGE centers obsolete by the mid-1960s. After the Air Force determined that the four-story concrete cubes were too expensive to demolish, it repurposed the buildings. The one at Gunter eventually became the Montgomery Area Defense Information Systems Agency headquarters.



In 1971, the Air Force moved the Air Force Data Systems Design Center (AFDSDC)—activated 26 October 1967—from Bolling Air Force Base, Washington, DC, to Gunter Air Force Station (now Annex). Its mission was to analyze, design, develop, program, test, implement, and maintain all automated data processing systems; develop and maintain general-purpose software required by Air Force data and information systems; and develop and recommend standards covering programming languages and documentation requirements for automated data systems. Since its move to Gunter, the AFDSDC has gone through a number of transformations to its current designation, Business and Enterprise Systems Directorate (September 2011), Air Force Life Cycle Management Center. From 1995 to 2006, it was known as the Headquarters Standard Systems Group.

The Air Force Extension Course Institute in the 1960s, Gunter Air Force Station. In the 1930s, the Army Air Corps created a continuing education program for its members at Fort Benjamin Harrison, Indiana, which the Air Force has continued uninterrupted since its establishment as a separate service in 1947. In 1950, the Air Force relocated the program to Gunter Air Force Base and renamed it the Extension Course Institute



(ECI) to provide nonresident programs for the Air Force. (The Air Force changed the status of Gunter from an Air Force Base to an Air Force Station back to an Air Force Base several times during its history. In 1992, the Air Force changed its status to “Annex.”)



In 2008, the Community College of the Air Force (CCAF) relocated from Maxwell AFB to Gunter Annex. Today, the CCAF partners with more than 108 affiliated Air Force schools, 82 Air Force education offices located worldwide, and more than 1,500 civilian academic institutions to serve approximately 300,000 active, guard, and reserve enlisted personnel, making the CCAF the world's largest community college system. The college annually awards over 22,000 associate in applied science degrees from 68 degree programs.



This monument, created by sculptor Michael Maiden of Sandy, Oregon, was unveiled 4 August 2011 and is located in front of the Air Force Senior NCO Academy, honors Air Force first sergeants who received their training in the Air Force First Sergeant Academy.

The Air Force activated the Senior NCO Academy at Gunter AFB on 7 June 1972 and assigned it to the Center for Enlisted Professional Military Education (later the Thomas N. Barnes Center for Enlisted Education). This academy, the third level of Air Force enlisted PME, prepares senior NCOs to lead the enlisted force in the employment of airpower in support of US national security objectives.

The Air Force and Maxwell AFB leaders have long recognized that Air Force military, civilian, and retired members require places for recreation and opportunities to relax. Social clubs paired with the Maxwell family camp on Maxwell AFB and the Maxwell-Gunter Recreation Area on nearby Lake Martin fill these roles.



The 1949 Maxwell AFB flower show. The theme of the show was “A Flight around the World.” Members of the Women’s Club wore costumes representing countries around the globe. The Air University Band provided a musical background of international airs.



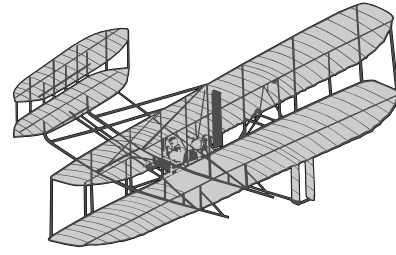
Family services volunteers receive a briefing in February 1966 at Maxwell AFB. The unique family services program continues today and supports Air University’s professional schools, enabling approximately 1,000 permanent party and 650 students yearly to exist comfortably until their personal belongings arrive.



In the 1980s, Maxwell established an on-base family camp, overlooking the beautiful Maxwell base lakes. The camp has 71 full hook-up sites for recreational vehicles for short- or long-term use. There are three bath facilities and year-round entertainment for water enthusiasts with a variety of boats available for rent to enjoy on or off base. Unaccompanied students can reside at “fam camp” for the duration of their courses.



The base also leased land from the Alabama Power Company on the shores of Lake Martin, about an hour from Montgomery. The Maxwell-Gunter Recreation Area includes spots for picnics and rough camping, 30 RV sites, 11 mobile home rentals, boat rentals, boat storage, a boat launch, a marina, a fishing pier, a laundry, showers, and four fully furnished cabins.



Chapter 7

The Post–Cold War Era 1991–2018

Between 9 November 1989—when West and East Berliners began tearing down the Berlin Wall that had divided the city since August 1963—and December 1991, a series of generally peaceful revolutions ended the communist governments in Eastern Europe and led to the dissolution of the Soviet Union into 13 independent, largely ethnic-based republics. The new governments of most of these former communist countries began to develop political democracy and free-market economies, and most eventually became members or partners of the North Atlantic Treaty Organization. The United States and Western European countries hoped to reap a peace dividend from the end of communism and the dissolution of the Soviet Union. However, these events led to other conflicts in the Balkans, the Middle East, Central Asia, and Africa, especially the rise of a number of Islamic terrorist groups that have committed numerous acts of terrorism across the globe. At the same time, domestic issues in the West led to lower defense budgets. The combination of increased operations tempo and defense budget reductions since 1991 have placed significant strains on US military forces. Still, the men and women of Maxwell AFB continue to perform well and contribute to the nation's defense.

One significant result of the anticipated peace dividend was a major reorganization of the Air Force. The Air Force initially inactivated several major commands and consolidated their missions with the remaining commands, closed a number of major installations, and inactivated those bases' respective wings. However, the Air Force wanted to retain the history and heritage of these inactivated wings through redesignation and reassignment. One of the bases closed as excess was Loring AFB, Maine, along with its major unit the 42nd Bombardment Wing (BW), which had originated as the 42nd Bombardment Group, Medium, and served in the Southwest Pacific area of operations during World War II. Effective 1 October 1994, the 42 BW became the 42nd Air Base Wing, assigned as the installation wing for Maxwell AFB and Gunter Annex.

The post–Cold War era witnessed the continued expansion and renewal of Maxwell-Gunter AFB. Projects during the 1990s included the construction of a new base wing headquarters. On 30 October 1990, AU officials dedicated building 804 as Lister Hill Center to honor Joseph Lister Hill, Alabama representative and senator to the US Congress and longtime ardent advocate for Maxwell in its early years, who had died in 1984. Senator Hill used his political influence to keep Maxwell Field open in the early 1920s and provide a permanent mission (the Air Corps Tactical School) in the 1930s that kept the installation open (see chap. 3). With its Spanish Mission–style red tile roof and stucco-like walls, Lister Hill Center is said to be the largest single building with a tile roof in the United States.

In 1993, the Air Force decided to relocate Officer Training School (OTS), its second-largest officer accession program, from Lackland AFB, Texas, to Maxwell AFB to align it with the Air Force's largest officer accession program, Air Force Reserve Officer Training Corps (AFROTC) under the Air Force Officer Accessions and Training Schools. For the first several years at Maxwell AFB, OTS held classes in various locations at Maxwell and Gunter while contractors built the OTS campus, which included an academic facility, two dormitories, a dining facility, and fitness center, between January 1998 and November 2000. In 2006, Maxwell AFB added a parade ground next to the OTS complex.

To provide more experiences for OTS trainees, Maxwell initially constructed a field-training site called Blue Thunder on Maxwell and later added a 201-acre training area, known as Vigilant Warrior, about 45 minutes from Maxwell AFB on land leased from the Alabama Power Company since 1998. In 2013, the commander of Camp Shelby (National Guard), Mississippi, where AFROTC conducted a portion of its summer field training, notified HQ AFROTC that the Army planned to close a portion of Camp Shelby where AFROTC conducted its expeditionary training due to a reduction in Army National Guard deployment and training taskings. As a result, AFROTC decided to move phase 2 of its summer field-training program to the Vigilant Warrior site and constructed additional facilities to accommodate the AFROTC cadets.

The new millennium saw Team Maxwell performing at a high operations tempo. Maxwell sought to maintain and provide the support that Air University required to carry out its mission while at the same time enhancing the quality of life for those working and residing at Maxwell-Gunter. By 2000, Maxwell-Gunter had a combined operating land area of about 4,000 acres, with almost 900 buildings. Some structures were more than 70 years old by this point and on the National Register of Historic Places, which placed additional restrictions on what could be done to them; projects typically included sustainment of facilities, specifically, the annual maintenance and scheduled repair activities. In fact, much of the infrastructure, particularly the underground infrastructure, was anywhere from 50 to 70 years old and failing. In some instances, the situation required immediate action to prevent a significant loss of installation or tenant capability and frequent mission interruptions. Thus, a major ongoing challenge facing the 42nd Civil Engineer Squadron during the post-Cold War period was upgrading and maintaining Maxwell infrastructure and building systems.

During normal times, the kinds of challenges posed to an organization the size of Maxwell-Gunter would have been considered routine. However, the 11 September 2001 terrorist attacks on the United States resulted in the implementation of increased security procedures for entry into Maxwell AFB and Gunter Annex, and Pres. George H. Bush authorized the invasion of Afghanistan—where US military operation continue—in October 2001 and the invasion of Iraq in April 2003. Like other US Air Force installations, Maxwell deployed selected members to these theaters of operation. During this period, the 42nd Medical Group also deployed medical and dental specialists and technicians to support US Southern Command's annual medical readiness and training exercise to a location in northern South America, the Caribbean, or Central America and provided medical and dental services for up to 7,000 people. The 42nd also participated in Operation Urgent Response in reaction to the earthquake in Haiti in 2010.

Throughout the new millennium, Maxwell has continued to distinguish itself by continuing service to the civilian community during times of distress, a tradition that began with its humanitarian support to the victims of the flooding in southern Alabama in March 1929. In September 2004, the Federal Emergency Management Agency (FEMA) selected Maxwell AFB as a staging area for relief supplies in case of natural disasters in the Southeast. Since then, Maxwell AFB significantly supported the relief efforts for numerous natural disasters, such as Hurricanes Ivan, Katrina, Isaac, Harvey, Irma, and, most recently, Florence and Michael. Maxwell also served as an evacuation

center for displaced personnel from sister installations in the path of the devastating storms. Maxwell temporarily received and fed senior veterans and helped process them for aero-evacuation to Andrews AFB and bedded down Army and Army National Guard units en route to and from relief operations in Mississippi and Louisiana. Finally, Maxwell assisted in relief support and recovery efforts when a devastating tornado struck its neighboring community to its north, Prattville, in April 2008 and when a series of devastating tornadoes ravaged northern Mississippi, Alabama, and Georgia; central Tennessee; western North Carolina; and Virginia in April 2013.

The strong and ongoing relationship between the Maxwell community and the city of Montgomery has been recognized on several occasions. On 4 March 1996, then-Montgomery Mayor Emory Folmar, along with representatives of the Wright Flyers of the Chamber of Commerce and the Air University Foundation, dedicated a historical marker donated by the Montgomery Area Chamber of Commerce in honor of 2nd Lt William Maxwell. In spring 2014, Montgomery civic leaders helped fund and construct Freedom Park, an on-base recreational park, through a new federal government–local government collaboration program. In 2015, the Air Education and Training Command (AETC) recognized the exceptional relationship between the city of Montgomery and Maxwell AFB by selecting the city of Montgomery to receive its prestigious Altus Trophy, also known as the AETC Community Support Award; the award presentation took place in April 2016. A year later, in April 2017, Mayor Todd Strange and Elton Dean, chair of the Montgomery County Commission, presented Air University with a key to the city and county of Montgomery to recognize the contributions of Air University and Maxwell Air Force Base to the local community as demonstrated by the record-breaking air show, “Heritage to Horizons: A Century of Airpower since WWI,” hosted at Maxwell 8–9 April 2017.

Many military families decide to remain in the Montgomery area after completing their military service commitments; Maxwell AFB and Gunter Annex support about 25,000 military retirees in central Alabama. The two installations provide about \$1.2 billion of economic impact (civilian and military payrolls, construction and service contractors, and second- and third-level jobs in the local community).



(Right) Aerial view of the Officer Training School (OTS) complex. On 1 October 1993, the Air Force moved OTS from Lackland AFB, Texas, to Maxwell AFB. Until late 2000, OTS classes met in various locations on Maxwell AFB and Gunter Annex. Between January 1998 and November 2000, contractors built an academic facility, two dormitories, a dining facility, and fitness center for the OTS cadets.





(Left) Aerial view of Lister Hill Center, headquarters of the Maxwell AFB installation wing, the 42nd Air Base Wing. In November 1990, contractors completed building 804, headquarters for the 3800th Air Base Wing, the installation wing for Maxwell AFB from 28 July 1948 to 30 September 1992, on what used to be the Maxwell Field parade ground until 1941. The AU commander, Lt Gen Charles Boyd, dedicated the facility to Joseph Lister Hill, former US representative and US senator from Alabama, known as the “Godfather of Maxwell.”



Aerial view of the main gate to Maxwell AFB. The main road is Maxwell Boulevard, which leads to Montgomery. The structures to the right of the gatehouse are on-base housing.



General Larry D. Welch Field, the OTS parade ground next to the OTS complex. The base constructed the parade ground from April through September 2006. The field was named in honor of retired Air Force general Larry D. Welch, commander of the Strategic Air Command, August 1985 to June 1986, and chief of staff of the Air Force, July 1986 to June 1990.



OTS initially conducted its simulated field training at the Blue Thunder site on Maxwell AFB. Today, the site is also used by the Alabama Civil Air Patrol Wing to conduct a portion of its emergency services training.



OTS also uses a 201-acre training area, known as Vigilant Warrior, located about 45 minutes from Maxwell AFB on land leased from the Alabama Power Company. With the closure of a portion of Camp Shelby, Mississippi, in 2014, HQ Air Force Reserve Officer Training Corps moved the “expeditionary” training phase of its summer field-training program to the Vigilant Warrior site.

On 21 April 2000, Maxwell AFB opened the new Ambulatory Health Care Center, a \$35 million facility and the fourth medical facility on the installation since April 1918. The new facility allowed for outpatient services only, and authorized patients, including a very large military retiree population, are referred to local hospitals, medical care facilities, and specialists.





The Air Force established the Air Force Enlisted Heritage Research Institute (AFEHRI) on 23 May 1997. Located at Gunter Annex and assigned to the Thomas N. Barnes Center for Enlisted Education, the AFEHRI also includes an award-winning Enlisted Heritage Hall with over 200 individual exhibits dedicated to the history and heritage of enlisted Airmen since World War I. AFEHRI's mission is to educate and motivate visitors by researching, preserving, and showcasing Air Force enlisted history, heritage, and contributions to airpower.



The Maxwell AFB commissary, constructed between May 2003 and September 2005. The previous commissary had been located in a World War II-era hangar.



Life on any military installation in the United States is more than just the buildings or the accomplishment of the installation's missions and functions. It is also about the people who work in the buildings and, more so, the families who live in base housing. Thus, a major responsibility of the installation commander is to provide a quality of life for those working and living on the installation.

The new Gunter Annex commissary, completed in 2014. It replaced a commissary built in 1973, also inside a World War II-era hangar.

The administrative center and community events space for Maxwell AFB housing. In October 2007, Maxwell AFB signed a multimillion-dollar agreement with a private housing management company that, in turn, would own, operate, maintain, and manage the 426 housing units on Maxwell AFB and the 301 housing units on Gunter Annex. In the long run, the privatization of on-base family housing produces significant financial savings to the Air Force.



Some of the many children living in Maxwell AFB family housing participating in the annual installation Easter egg hunt, 22 April 2000

On 28 May 2014, Col Troy Edwards (*center*), commander, 42 ABW, opened Freedom Park on Maxwell AFB with Montgomery officials, including Mayor Todd Strange (*center right*). The park is a recreational area near the Maxwell Boulevard gate, funded and constructed jointly by the City of Montgomery and Maxwell AFB.



Families at Maxwell AFB enjoy the playgrounds at Freedom Park.





Several organizations at Maxwell AFB, like those at other US Air Force installations across the United States, deploy selected members to the Middle East, Central Asia, and other theaters of operation. Since mid-2001, the 42nd Medical Group in particular has deployed about 12 to 20 medical and dental specialists and technicians to locations designated by the US Southern Command to support its annual medical readiness and training exercise. Augmented by medical and dental personnel from other US military services, they provided medical and dental services for up to 7,000 people during each deployment. The 42nd also participated in Operation Urgent Response in reaction to the earthquake in Haiti in 2010.

The Federal Emergency Management Agency (FEMA) designated Maxwell AFB as a Base Support Installation for the staging of trailers with relief supplies September 2004. These relief supplies included nonperishable foods (for example, military “meals ready to eat” [MRE]), bottled water, cots, portable shelters, and portable electric generators. In addition, Maxwell AFB would serve as a temporary evacuation center for families forced to evacuate by severe storms or flooding.



Maxwell hurricane operations center in the aftermath of Hurricane Dennis, September 1999



Hurricane Ivan disaster relief supplies in a Maxwell AFB hangar, September 2004

In the aftermath of Hurricane Katrina, the Maxwell fitness center served as an evacuation center for several hundred evacuees from Keesler AFB, flooded by the storm surge. Maxwell personnel provided meals, medical and dental services, clothing, veterinary care for pets, and coloring books and toys for evacuated children for several weeks after the hurricane.



FEMA trailers with relief supplies at Maxwell AFB wait for dispatch to the Florida peninsula after Hurricane Irma moved north and downgraded to a tropical storm in September 2017. Similar relief efforts in March 2011 involved nearly 400 such trailers deployed following a series of tornadoes devastated a swath across northern Mississippi and Alabama.



Security police from Maxwell prepare for deployment to New Orleans in September 2005. In addition to serving as a staging area for relief supplies in the aftermath of Hurricane Katrina, Maxwell AFB provided a group of security police for a joint military security forces group providing police service in the city of New Orleans until the city could reconstitute its own police forces and assume protective services in the city.

(Right) On 17 February 2008, a tornado touched down in the city of Prattville, about 10 miles north of Maxwell AFB. Volunteers from Maxwell AFB and the Alabama Civil Air Patrol Wing responded with assistance and emergency services to the city, county, and state emergency management agencies, the American Red Cross, and the Salvation Army. An Air Force technical sergeant died protecting his family from the tornado, and other Maxwell and Gunter military and civilian member lost their homes or suffered severe damage from the tornado.



As Hurricane Irma approached the Florida peninsula, Navy officials at Naval Air Station Jacksonville and Naval Station Mayport in Florida ordered the relocation of 33 MR-605 helicopters from these installations to Maxwell AFB for the duration of the storm.

Ever since the advent of airplanes in the early 1900s, people have been enthralled watching daredevil pilots flying their aircraft in exciting and intricate aerobatic demonstrations and viewing aircraft on static displays on the ground. Over time, the aircraft became faster and more maneuverable and the pilots more skilled in carrying out increasingly more heart-pounding aerial maneuvers. The people of Montgomery first experienced the thrill of powered flight from late February through early May 1910 during the construction and operations of Orville and Wilbur Wright's flight school. During the 1930s, residents in the area again experienced the thrills of aerial acrobatic demonstrations by the performance teams Three Men on a Flying Trapeze and the Skylarks. Some years after World War II ended, Air Force installations again began to host air shows filled with the death-defying aerial acrobatics of the Thunderbirds, the official aerial demonstration team of the US Air Force, and of other aerial demonstration teams.

The US Air Force Thunderbirds perform during the "Heritage to Horizons" Air Show at Maxwell AFB, 8–9 April 2017.



A flying replica of the Wright Flyer sits on display during the "Thunder over Alabama" Open House and Air Show at Maxwell AFB on 27–28 March 2010. This event celebrated 100 years of military aviation over the Alabama River Region.



At the "Thunder over Alabama" air show 27 March 2010, a C-47 Skytrain, painted with wide white strips around the fuselage and on both wings, flies over the Maxwell airfield. More than 800 C-47s with these markings dropped more than 13,000 members of the 82nd and 101st Airborne Divisions in the pre-dawn hours of 6 June 1944, D-Day, the Allied invasion of France. All Allied aircraft flying over Normandy that day and the days that followed had these white strips painted on them so the Allied soldiers on the ground would not mistake them for German aircraft and try to shoot them down.



Attendees at the "Thunder over Alabama" air show walk through a C-130H Hercules assigned to the 908th Airlift Wing, Air Force Reserve Command, Maxwell AFB.



The French Air Force's Patrouille de France perform during the "Heritage to Horizons" Air Show. This performance was the first in the United States for the French aerial demonstration team.





Left to right: Lt Gen Steven Kwast, Air University commander and president, and Col Eric Shafa, 42nd Air Base Wing commander, receive keys to the city from Montgomery Mayor Todd Strange and Honorable Elton Dean, chair of the Montgomery County Commission, on 17 April 2017. The mayor presented the keys as a show of appreciation for the Maxwell Air Force Base “Heritage to Horizons: A Century of Airpower since WWI” air show. The International Council of Air Shows awarded Maxwell the Dick Schram Memorial Community Relations Award for having the best air show in 2017.



The “Prop and Wings” monument, dedicated in September 1996, memorializes the Air Corps Tactical School. The monument replicates the “wings” and “prop” hat insignia worn by aviation cadets on their flight caps and the collar and lapel insignia worn by officers of the Air Service, Air Corps, and Army Air Forces from 1920 until 1947. Donald Brown Associates designed the monument, Hoka Hey of Dublin, Texas, cast the large bronze wings, and the Maxwell aircraft maintenance shops refurbished the propeller from a 1930s’ aircraft. The Montgomery Area Chamber of Commerce and the Montgomery chapter of the Air Force Association donated the funds for the memorial.



Left to right: On 12 November 1996, Lt Gen Lance W. Lord, then the AU commander, then-Montgomery Mayor Emory Folmar, and a representative of the Air University Foundation dedicated Maxwell Park in honor of 2nd Lt William Maxwell. The Montgomery Area Chamber of Commerce donated the historical marker to Maxwell AFB.





On 11 April 2016, Montgomery mayor Todd Strange (*left*) accepted the 2015 Altus Trophy on behalf of the city of Montgomery. The trophy is given to the city that had the best relationship with its local Air Education and Training Command installation; in this case, Maxwell AFB.



On 6 April 2017, AU commander Lt Gen Steven Kwast dedicated a bronze sculpture of Daedalus from Greek mythology. British sculptor James Butler designed the statue, based on the one in Victoria Gardens, London, dedicated to the Royal Navy Fleet Air Arm in June 2000. Located in front of the Maxwell Club, the sculpture commemorates the centennial of World War I and the pilots of that war. In 1934, faculty and students of the Air Corps Tactical School founded the Order of the Daedalians, a fraternal organization for Air Service pilots of the war. Since that time, the Order has extended membership to any military aviator of all services and all wars. The Croix Rouge Farm Memorial Foundation and Nimrod T. Frazer, longtime community and business leader, donated the statue to Maxwell AFB.



Aerial view of Maxwell in 2017, showing much of the northeast portion of the base and centered on Chennault Circle. Today, Maxwell AFB consists of 3,500 acres of land with a population of nearly 4,500 people, in comparison to the 203 acres of land with about 300 people that made up the Aircraft and Engine Repair Depot no. 3 at the end of 1918.



Aerial view of Gunter in 2017; Gunter Annex consists of about 350 acres and 1,500 people.

Afterword

This illustrated history of Maxwell Air Force Base and Gunter Annex was conceived as a keepsake to accompany the yearlong events marking the first century of American airpower and military air education in the Montgomery, Alabama, region. The close-knit partnership fostered between early proponents of flight and the people of Montgomery in 1918 continues today. Throughout 2018, Maxwell, Gunter, and Montgomery have hosted fun runs, citywide parties, presentations, displays, fireworks, and other events to commemorate this momentous milestone.

This brief history and photo collection, underpinned by the unparalleled depth of historical knowledge of the authors and the extensive archives of the Air Force Historical Research Agency (AFHRA), captures the breadth of America's airpower education, from inception to twenty-first-century innovations. We invite you to explore more military aviation history; as the official repository for Air Force historical documents, AFHRA's holdings are vast—exceeding 70,000,000 pages! Begin online at <https://www.afhra.af.mil>.

Appendix A

Chronology of Key Events at Maxwell Air Force Base

Date	Event
20 Feb. 1910	Wilbur Wright came to Montgomery, AL, looking for a site for a temporary civilian flying school. The school operated on 302 acres of land owned by Frank D. Kohn from 19 March to 28 May 1910.
4 Apr. 1918	Frank D. Kohn leased the same land used by the Wright brothers to the US government for use as a military aviation repair depot.
25 Jan. 1921	After several redesignations, the War Department renamed the Aircraft and Engine Repair Depot no. 3 to the Montgomery Air Intermediate Depot.
30 Nov. 1921	The 2nd Observation Squadron and the 4th Photographic Section moved to Montgomery Air Intermediate Depot.
8 Nov. 1922	The War Department redesignated the Montgomery Air Intermediate Depot as Maxwell Field after deceased Alabamian 2nd Lt William C. Maxwell.
Oct. 1927	Construction of the first permanent buildings, a barracks (building 836) and 13 NCO quarters, began at Maxwell Field.
1928	The Army Air Corps announced the movement of the Air Corps Tactical School (ACTS) from Langley Field, VA, to Maxwell Field.
14–20 Mar. 1929	Maj Walter Weaver, post commander, authorized the units at Maxwell Field to provide flood aid to south Alabama.
15 July 1931	ACTS formally opened at Maxwell Field.
8 July 1940	The War Department established the Southeast Air Corps Training Center (SEACTC), headquartered at Maxwell Field and suspended the ACTS classes.
9 Sept. 1940	The first basic flying training class of 120 flying cadets arrived at Maxwell Field. In early November, the school moved to the municipal airport (later Gunter Field).
Nov. 1940	Advanced flying training began at Maxwell Field.

Date	Event
9 Oct. 1942	ACTS formally closed because of the ongoing war.
Nov.–Dec. 1942	Capt Glenn Miller, renowned prewar big band leader, served at Maxwell Field as an assistant special services officer.
23 Aug. 1943	The War Department redesignated the SEACTC as the Army Air Forces (AAF) Eastern Flying Training Command.
29 Nov. 1945	The AAF School transferred from Orlando, Florida, to Maxwell Field.
15 Dec. 1945	The War Department inactivated the Eastern Flying Training Command.
12 Mar. 1946	The War Department redesignated the AAF School as Air University (AU) and designated it as a major command.
1 Apr. 1946	The Air University established the Air University Library (later named after Lt Gen Muir S. Fairchild, the first AU commander), which became the largest library in the Department of Defense and the largest federal government library outside of the District of Columbia.
14–15 July 1946	The Air University Board of Visitors, organized on 27 March 1946, held its first meeting.
17 Nov. 1947	The 502nd Air University Wing activated as the host unit at Maxwell Field.
13 Jan. 1948	Maxwell Field became Maxwell Air Force Base.
28 July 1948	AU replaced the 502nd Air University Wing with the 3800th Air University Wing.
12 Sept. 1949	The Air Force moved the USAF Historical Division, the Air Force Historical Research Agency today, from Washington, DC, to Maxwell AFB. It is presently adjacent to the Air University Library in the center of Chennault Circle, between the ACSC and AWC buildings.
5 Feb. 1954	A \$5 million construction project began in the Academic Circle to accommodate Air University's major schools and the library. AU renamed Academic Circle as Chennault Circle in honor of Maj Gen Claire Lee Chennault on 7 May 1975.
17 Jan. 1972	The Air Force established the Senior NCO Academy (SNCOA) at Gunter Air Force Station (later Air Force Base), approximately 10 miles northeast of Maxwell AFB.

Date	Event
1 Apr. 1972	The Air Force established the Community College of the Air Force, which has become the largest community college in the world.
1 July 1976	The Air Force reassigned the Civil Air Patrol–HQ US Air Force from Headquarters Command to Air University.
4 May 1986	AU officials dedicated the Enlisted Heritage Hall at Gunter AFS (now Annex) to house the Enlisted Heritage exhibit, established in the SNCOA building in 1984.
30 Oct. 1990	AU officials opened LeMay Plaza, building 804, which now serves as the 42nd Air Base Wing headquarters.
1 Mar. 1992	The Air Force redesignated Gunter AFB as Maxwell AFB/ Gunter Annex.
1 Oct. 1992	AU inactivated the 3800th Air Base Wing and replaced it with the newly activated 502nd Air Base Wing.
1 Sept. 1993	Officer Training Squadron moved from the Medina Annex, Lackland AFB, Texas, to Maxwell AFB and became the Officer Training School (OTS).
Nov. 1993	The Air Force created the College for Enlisted Professional Military Education (now the Barnes Center) to oversee the NCO academies in the continental United States and the SNCOA and write and standardize the curricula for all Air Force enlisted professional military education programs.
1 Oct. 1994	The Air Force inactivated the 502nd Air Base Wing, redesignated the 42nd Bombardment Wing as the 42nd Air Base Wing, and assigned the latter unit to Maxwell AFB (see unit's full lineage and honors, appendix B).
29–30 Aug. 2005	After Hurricane Katrina devastated New Orleans, Louisiana, Maxwell AFB served as an evacuation center for over 1,000 displaced evacuees from the Gulf Coast and as a Federal Emergency Management Agency staging area for relief convoys to the affected areas.
1 Oct. 2006	The Air Force assigned the Air Force Doctrine Center, later renamed the Curtis E. LeMay Center for Doctrine Development and Education, to Air University.
5 Aug. 2011	At the beginning of the 2011–2012 school term, the Maxwell Elementary School became the Maxwell Middle School with the addition of the 7th and 8th grades.

Date	Event
28 May 2014	Freedom Park opens, a joint Maxwell AFB–Montgomery area community project.
11 Apr. 2016	Altus, Oklahoma, Chamber of Commerce selected Montgomery to receive the Altus Trophy to for its outstanding support to Maxwell AFB and Gunter Annex.
7 Apr. 2017	Statue of the Greek mythological figure Daedalus dedicated in front of the Maxwell Club.
8–9 Apr. 2017	Maxwell AFB presented the “Heritage to Horizon” Air Show and Open House, which drew over 160,000 visitors. In December, the International Council of Air Shows recognized it as the best military air show of the year.
15 Sept.–31 Oct. 2017	Maxwell AFB presented the “Heritage to Horizon” Air Show and Open House, which drew over 160,000 visitors. In December, the International Council of Air Shows recognized it as the best military air show of the year.
4 Apr. 2018	Maxwell AFB turned 100 years old from its start as the Aircraft and Engine Repair Depot no. 3 to service aircraft at training airfield in the Southeast United States.

Appendix B

Lineage and Honors of the 42nd Air Base Wing

Lineage

Date	Event
20 Nov. 1940	Established as 42nd Bombardment Group (Medium)
15 Jan. 1941	Activated
6 Sept. 1944	Redesignated 42nd Bombardment Group, Medium
10 May 1946	Inactivated
31 Jan. 1984	Consolidated with the 42nd Bombardment Wing, Heavy, which was established on 19 Feb. 1953 and activated on 25 Feb. 1953
1 Sept. 1991	Redesignated 42nd Wing; 42nd Bomber Wing on 1 June 1992
30 Sept. 1994	Inactivated
1 Oct. 1994	Redesignated 42nd Air Base Wing and activated

Assignments

Date	Assignment
16 Jan. 1941	Northwest Air District (later, Second Air Force); attached to 20th Bombardment Wing, 16 Jan.–1 Sept. 1941
5 Sept. 1941	2nd (later, II) Bomber Command
25 Jan. 1942	IV Bomber Command
14 Mar. 1943	XIII Bomber Command; attached to 308th Bombardment Wing, Heavy, c. 24 Aug.–2 Sept. 1944
3–c. 14 Sept. 1944	310th Bombardment Wing, Medium
c. 15–30 Sept. 1944	Thirteenth Air Task Force
1 Oct. 1944–8 Jan. 1945	XIII Fighter Command
9 Jan.–21 Feb. 1945	XIII Bomber Command Rear Echelon
c. 22 Mar.–c. Sept. 1945	XIII Fighter Command
25 Dec. 1945	Fifth Air Force
31 Jan. 1946	310th Bombardment Wing, Medium
25 Mar.–10 May 1946	V Fighter Command
25 Feb. 1953	Eighth Air Force
8 Oct. 1954	45th Air Division; attached to 7th Air Division, 18 Oct.–18 Nov. 1955
18 Jan. 1958	Eighth Air Force
1 Dec. 1958	45th Air Division
29 Mar. 1989	Eighth Air Force
1 June 1992–30 Sept. 1994	Ninth Air Force
1 Oct. 1994–present	Air University

Stations

Date	Station
15 Jan. 1941	Fort Douglas, Utah
c. 3 June 1941	Gowen Field, Idaho
c. 18 Jan. 1942–15 Mar. 1943	McChord Field, Washington
22 Apr. 1943	Fiji Islands (air echelon)
11 May 1943	Carney Field, Guadalcanal (ground echelon)
6 June 1943	Carney Field, Guadalcanal (air echelon)
c. 21 Oct. 1943	Russell Islands
20 Jan. 1944	Stirling Island
24 Aug. 1944	Hollandia, Dutch New Guinea (air echelon)
24 Aug. 1944	Cape Sansapor, Dutch New Guinea (ground echelon)
c. 15 Sept. 1944	Cape Sansapor, Dutch New Guinea (air echelon)
Mar. 1945	Puerto Princesa, Palawan Island
31 Jan.–10 May 1946	Itami Airfield, Japan
25 Feb. 1953–30 Sept. 1994	Limestone (later, Loring) AFB, Maine
1 Oct. 1994–present	Maxwell AFB, Alabama

Aircraft

Date	Aircraft
1941–42	Douglas B-18 Bolo medium bomber
1941–42, 1943	Martin B-26 Marauder medium bomber
1942–43	Lockheed A-29 Hudson light bomber
1942, 1943–45	North American B-25 Mitchell bomber
1946	Douglas A-26 Invader light bomber
1946	Douglas A-20 Havoc
1953–56	Convair B-36 Peacemaker
1955–57	Boeing KC-97 Stratofreighter aerial refueler
1956–93	Boeing B-52 Stratofortress heavy bomber
1957–92	Boeing KC-135 Stratotanker aerial refueler

Operations

Date	Operation
Oct. 1941–Jan. 1942	Began training in B-26s; patrolled the Northwest Pacific Coast and trained B-25 combat crews for the Alaskan Defense Command

Operations (*Continued*)

Date	Operation
Apr. 1943	Arrived in New Caledonia
June 1943	Entered combat, operating from Guadalcanal, and later from other bases in the Solomon Islands. Attacked Japanese airfields, personnel areas, gun positions, and shipping
Jan.–July 1944	Engaged primarily in the neutralization of enemy airfields and harbor facilities on New Britain, but also supported ground forces on Bougainville and attacked shipping in the northern Solomon and the Bismarck Islands
Aug. 1944–Jan. 1945	Bombed airfields and installations on New Guinea, Celebes, and Halmahera, and flew reconnaissance missions
Feb.–Mar. 1945	Moved to the Philippines; attacked shipping along the China coast, struck targets in French Indochina, bombed airfields and installations in the Philippines, and supported ground operations on Mindanao
May and June 1945	Supported Australian forces on Borneo
23–30 June 1945	Received a Distinguished Unit Citation for its pre-invasion bombing of Balikpapan
July–Aug. 1945	Ended combat service by attacking isolated Japanese units on Luzon
1953	42nd Bombardment Wing activated at Limestone AFB in 1953 and began operational training in April. All squadrons were flying by August
1954 and 1955	Portions of the wing twice deployed at Upper Heyford and Burtonwood, England
18 Oct.–18 Nov. 1955	The entire wing deployed to Upper Heyford
1956	Gained an air-refueling mission in 1955 and B-52 bombers
10 July–5 Oct. 1959	Operated out of Ramey AFB, Puerto Rico (bombers), and Goose AB, Labrador, Canada (tankers), while runway repairs were made at Loring
mid-1960s to mid-1975	Supported SAC's bombardment and air refueling operations in Southeast Asia from the mid-1960s to mid-1975, furnishing aircraft, aircrews, and at times support personnel to other units
after 1975	Participated in strategic and tactical exercises worldwide and supported USAF needs for air refueling

Operations (*Continued*)

Date	Operation
7 Aug. 1990–c. 12 Apr. 1991	Won the Omaha Trophy as “the outstanding wing in SAC for 1977.” Deployed personnel, aircraft and equipment to Southwest A
Oct. 1991	Began preparations for closure of Loring AFB
June 1992	Lost air refueling mission
18 Nov. 1993	Last wing B-52 departed Loring
1 Oct. 1994	Served as the host unit for Maxwell–Gunter AFB, providing personnel management, communications, financial services, logistics support, health care, safety and force protection, and maintenance and modernization of base facilities for Air University, the 908th Airlift Wing (Air Force Reserve); the Business and Enterprise Systems Directorate (Air Force Materiel Command); more than 30 tenant units; and over 10,000 military retirees in central Alabama. Prepared Airmen to deploy in support of worldwide US military operations and deployed military and civilian members to a variety of operations, including Operations Enduring Freedom and Iraqi Freedom, across the globe

Service Streamers

None

Campaign Streamers

World War II: Antisubmarine, American Theater; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Defensive; China Offensive

Southwest Asia: Defense of Saudi Arabia; Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

Distinguished Unit Citation: Balikpapan, Borneo, 23–30 June 1945

Air Force Outstanding Unit Award:

1 July 1986–30 June 1988
1 June 1994–30 June 1995
1 July 1995–30 June 1996
1 July 1996–30 June 1997
1 July 1999–30 June 2000
1 July 2001–30 June 2002
1 July 2002–30 June 2004
1 July 2004–30 June 2006
1 July 2006–30 June 2007
1 July 2010–30 June 2011
1 July 2015–30 June 2017

Philippine Presidential Unit Citation

Emblem

Approved on 11 Mar. 1942; modified on 19 Mar. 1997

Appendix C

Lineage and Honors of Air University

Lineage

Date	Event
30 Oct. 1920	Established as Field Officers School
Nov. 1920	Activated
10 Feb. 1921	Redesignated as Air Service Field Officers' School
8 Nov. 1922	Redesignated as Air Service Tactical School
18 Aug. 1926	Redesignated as Air Corps Tactical School
9 Oct. 1942	Discontinued
26 Apr. 1944	Consolidated with the Army Air Forces School of Applied Tactics, which was established on 16 Oct. 1943 and activated on 1 Nov. 1943
1 June 1945	Redesignated as Army Air Forces School
12 Mar. 1946	Redesignated as Air University, as a major command
1 July 1978	Lost major command status
1 July 1983	Regained major command status
1 July 1993	Lost major command status

Assignments

Date	Assignment
1920–29 Oct. 1942	Army Air Forces
1 Nov. 1943	Army Air Forces Tactical Center (later, Army Air Forces Center)
29 Nov. 1945	Army Air Forces
18 Sept. 1947	United States Air Force
15 May 1978	Air Training Command
1 July 1983	United States Air Force
1 July 1993–present	Air Education and Training Command

Stations

Date	Station
1920	Langley Field, Virginia
15 July 1931–9 Oct. 1942	Maxwell Field, Alabama
1 Nov. 1943	Orlando, Florida
29 Nov. 1945	Maxwell Field (later, Maxwell AFB), Alabama

Service Streamers

World War II American Theater

Campaign Streamers

None

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Organizational Excellence Awards:

- 1 July 1986–30 June 1988
- 1 July 1990–30 June 1992
- 1 July 1992–30 June 1993
- 1 July 1993–30 June 1995
- 18 Mar. 1997–30 June 1998
- 1 July 1998–30 June 2000
- 1 July 2000–30 June 2002
- 1 July 2002–30 June 2004
- 1 July 2004–30 June 2006
- 1 July 2006–30 June 2008
- 1 July 2008–30 June 2010
- 1 July 2015–30 June 2017

Emblem

Approved on 9 Dec. 1929; modified on 2 May 1999

Appendix D

Maxwell Commanders

Date command assumed

Pre–World War II

7 July 1918	Maj Stiles M. Decker
14 Dec. 1918	Maj Louis R. Knight
Unknown	Col William L. Patterson
Unknown	Maj Louis R. Knight
Unknown	Unknown
Feb. 1920	Maj Frank D. Lackland
Apr. 1921	Maj William J. Fitzmaurice
May 1922	Maj Roy S. Brown
26 June 25	Maj Harrison H. Richards
1 Aug. 27	Maj Walter R. Weaver
11 Aug. 31	Maj John F. Curry
29 Aug. 35	Col Arthur G. Fisher
17 Mar. 37	Brig Gen Henry C. Pratt
8 Aug. 38	Col Albert L. Sneed
4 Oct. 38	Col John H. Pirie
5 Feb. 39	Col Douglas B. Netherwood
1 Apr. 39	Col Walter R. Weaver
20 Aug. 40	Lt Col Floyd E. Galloway
12 Feb. 41	Col Albert L. Sneed

World War II, 7 Dec. 1941

27 Jan. 42	Col Elmer J. Bowling
14 July 44	Col Robert E. Choate
29 Aug. 44	Brig Gen William S. Gravely
6 Dec. 44	Col Robert E. Choate
8 Oct. 45	Col William E. Covington Jr.
12 Nov. 45	Col Richard H. Ballard
13 Jan. 46	Col William E. Covington Jr.

502 AUW 17 Nov. 1947

17 June 48	Col Sidney D. Grubbs Jr.
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Date command assumed

8 Jan. 49
1 Nov. 51
2 June 52
28 Mar. 53
1 Nov. 55
5 May. 58
1 June 61
1 Aug. 63
12 Jan. 67
2 Apr. 68
26 Jan. 70
16 Aug. 70
13 Nov. 72
15 June 74
18 Aug. 75
1 Sept. 78
1 June 79
7 July 80
15 Apr. 82
1 July 83
25 Mar. 85
20 June 88
18 June 91

3800 AUW/ABW, 28 July 48

Col Leslie G. Mulzer
Col Stoyte O. Ross
Col James P. Newberry
Col James G. Pratt
Col Mills S. Savage
Col Clyde C. Harris Jr.
Col William J. Wrigglesworth
Col Wilson R. Wood
Col Rudolph B. Walters
Col Paul A. Jones
Col Lattie A. Ritter Jr.
Col Charles G. Weber
Col Andrew J. Chapman
Col James H. Hiley
Col David T. Stockman
Col Robert D. Hartwig
Col Roger W. McLain
Col William D. Palmer
Col Donald F. Brackett
Col Vardaman F. Johnson
Col Mark J. Dierlam
Col David J. Vogl
Col Gerald R. Adams

502 ABW, 1 Oct. 92

4 Aug. 93
9 Aug. 94
Brig Gen Albert D. Jensen
Brig Gen Thomas C. Waskow

42 ABW, 1 Oct. 94

7 May 96
26 May 98
12 July 01
11 July 03
19 July 05
20 Mar. 07
29 Aug. 08
Col William S. Cole Jr.
Col Albert A. Allenback
Col Frances C. Martin
Col John A. Neubauer
Col Peter A. Costello
Col Paul H. McGillicuddy
Col Kristin D. Beasley

12 July 10	Col Brian M. Killough
28 June 12	Col Trent H. Edwards
30 May 14	Col Andrea D. Tullos
7 July 16	Col Eric K. Shafa
15 June 18	Col Melissa A. Stone

Appendix E

Air University Commanders and Presidents

Date command assumed	Commander (and president, after 2010)
6 Feb. 46	Maj Gen Muir S. Fairchild
17 May 48	Maj Gen Robert W. Harper
1 Nov. 48	Gen George C. Kenney
1 Aug. 51	Lt Gen Idwal H. Edwards
15 Apr. 53	Lt Gen Laurence S. Kuter
14 May 55	Lt Gen Dean G. Strother
25 Aug. 58	Lt Gen Walter E. Todd
1 Aug. 61	Lt Gen Troup Miller Jr.
1 Jan. 64	Lt Gen Ralph Swofford Jr.
1 Aug. 65	Lt Gen John W. Carpenter III
1 Aug. 68	Lt Gen Albert P. Clark
1 Aug. 70	Lt Gen Alvan C. Gillem II
1 Nov. 73	Lt Gen Felix M. Rogers
15 Aug. 75	Lt Gen Raymond B. Furlong
1 July 79	Lt Gen Stanley M. Umstead Jr.
1 Aug. 81	Lt Gen Charles G. Cleveland
1 Aug. 84	Lt Gen Thomas C. Richards
6 Nov. 86	Lt Gen Truman Spangrud
12 July 88	Lt Gen Ralph E. Havens
7 Oct. 89	Maj Gen David C. Reed
4 Jan. 90	Lt Gen Charles G. Boyd
29 Oct. 92	Lt Gen Jay W. Kelley

Date command assumed	Commander (and president, after 2010)
1 Oct. 96	Lt Gen Joseph R. Redden
22 June 99	Lt Gen Lance W. Lord
8 May 01	Lt Gen Donald A. Lamontagne
8 July 04	Lt Gen John R. Regni
12 Oct. 05	Lt Gen Stephen R. Lorenz
16 June 08	Lt Gen Allen G. Peck
12 Aug. 11	Lt Gen David S. Fadok (first AU president)
10 Nov. 14	Lt Gen Steven L. Kwast
27 Oct. 17	Maj Gen Michael D. Rothstein
14 Feb. 18	Lt Gen Anthony J. Cotton

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