

National Park Service
U.S. Department of the Interior

Media Services
Harpers Ferry Center



Historic Furnishings Report

Tuskegee Airmen National Historic Site
Tuskegee, Alabama

Moton Airfield



APPROVED:

Catherine F. Light

Superintendent, Tuskegee Airmen National Historic Site

April 19, 2006

National Park Service
U.S. Department of the Interior



Media Services
Harpers Ferry Center

Historic Furnishings Report

Moton Airfield

Tuskegee Airmen National Historic Site
Tuskegee, Alabama

by Mary Grassick and Carol Petravage
Staff Curators

Media Services
Harpers Ferry Center
National Park Service, 2006

*Cover: Moton Field, 1941. Moorland-Spingarn Research
Center, Howard University.*

Contents

Acknowledgments	1
------------------------	----------

Administrative Information	3
Interpretive Objectives	5
Operating Plan	6
Prior Planning Documents	7

Historical Information	9
A Note on Sources	11
Analysis of Historical Occupancy	12
Evidence of Staffing	24
Evidence of Room Use and Original Furnishings	29

Furnishings Plan	51
Recommended Furnishings	53

Illustrations	79
List of Illustrations	81
Illustrations	90

Appendixes	219
<i>Appendix A: Descriptions of military and civilian flight training terms.</i> Robert J. Jakeman, <i>The Divided Skies: Establishing Segregated Flight Training at Tuskegee, Alabama, 1934-1942</i> , 340-41.	221
<i>Appendix B: "Estimated cost for Expansion, Elementary Army Pilot Training Facilities, Tuskegee Institute", Sept. 14, 1942.</i> Tuskegee University Archives, President's Office, Local File 1942, Box "Pe-Wa."	223
<i>Appendix C: Ground Safety Rules and Regulations, 2164th AAF Base Unit, Moton Field, Tuskegee Institute, Alabama, 30 May 1944.</i> Appendix XXVII in "History of the 2164 th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV-VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA.	232

Appendix D: Receipt for classified or secret material in Intelligence Library. Appendix XXX in “History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA. 234

Appendix E: Provost Marshal Regulations, 2164th AAF Base Unit (Contract Pilot School, Primary), Moton Field, Tuskegee, Alabama, 15 June 1944. Appendix XXXI in “History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA. 235

Appendix F: Cadet Regulations, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, 27 April 1944. Appendix XXXII in “History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA. 241

Bibliography

263

Acknowledgments

The authors would like to thank the staff of Tuskegee Airmen National Historic Site, especially Tyrone Brandyburg, who inspired us with his untiring enthusiasm for the sites under his care. Thanks also to the staff of the Air Force Historical Research Agency at Maxwell Air Force Base in Montgomery, Alabama, especially Joseph Caver and Ron Meyers. Paul Hatchett, Barbara Taggert, Tod Moye, and John Beck of the National Park

Service's Southeast Regional Office provided us with background material and the fruits of their own research. Chief Archivist Cynthia Wilson and her staff at the Tuskegee University Archives guided us in the use of that collection. At the Moorland-Spingarn Research Center, Howard University, Joellen El Bashir, Lela Sewell-Williams, and Donna Wells provided access to and assistance with the G. L. Washington collection.

Administrative Information

3

Administrative Information

Interpretive Objectives

The interpretive objectives for Tuskegee Airmen NHS are summarized in the enabling legislation:

1. To inspire present and future generations to strive for excellence by understanding and appreciating the heroic legacy of the Tuskegee Airmen, through interpretation and education, and the preservation of cultural resources at Moton Field, which was the site of primary flight training.
2. To commemorate and interpret:
 - a. The impact of the Tuskegee Airmen during World War II;
 - b. The training process for the Tuskegee Airmen, including the roles played by Moton Field, other training facilities, and related sites;
 - c. The African American struggle for greater participation in the United States Armed Forces and more significant roles in defending their country;
 - d. The significance of successes of the Tuskegee Airmen in leading to desegregation of the United States Armed Forces shortly after World War II; and
 - e. The impacts of Tuskegee Airmen accomplishments on subsequent civil rights advances of the 1950s and 1960s.
3. To recognize the strategic role of Tuskegee Institute (now Tuskegee University) in training the airmen and commemorating them at this historic site.¹

The Long Range Interpretive Plan outlines the themes to be presented at the site:

- Moton Field was a place of opportunity. The Tuskegee Airmen seized that opportunity, overcame tremendous obstacles, and accepted the challenge.
- The Tuskegee Airmen came from across the United States to a place where they learned special skills from special people, and developed camaraderie and confidence that has followed them to this day.
- Tuskegee Institute and the Tuskegee Airmen aimed for excellence at Moton Field and elsewhere. This opportunity to prove that African Americans could excel was the result of the struggle for civil rights on the part of progressive American individuals, organizations, and public officials.
- Those who became Tuskegee Airmen valued education and achievement before they came to participate in what became known as the “Tuskegee Airmen Experiment.” They were the very best, and determined to dispel the myth that African Americans could not fly, fight, lead, and work together as a cohesive unit.
- Tuskegee Institute, under the leadership of [Institute] President Patterson and with the support of blacks and whites together, actively sought and laid the foundation for the Tuskegee Airmen program.
- The Tuskegee Airmen were leaders and creators. They multiplied their talents and became leaders in industry, business, organizational development, and politics.

¹ Public Law 105.355, November 6, 1998. Title III—Tuskegee Airmen National Historic Site, Alabama, section 302.

- Military “experiments,” including the Tuskegee Airmen and the GI Bill, generated a wide variety of skilled men and women who carried their talents into the work force after World War II.
- World War II spurred the economy, redefined national attitudes toward work, and opened vast opportunities for civilian men and women of all ethnic and racial backgrounds.
- From the beginning of the American experience, military opportunities for African Americans, by tradition and policy, provided only very limited roles in a segregated environment. The U.S. Army Air Corps was totally segregated and unique in the U.S. Military, and Moton Field was the only place where African Americans could become military pilots/airmen.
- The Tuskegee Airmen demonstrated their skills and abilities for the first time in World War II and imparted them to future generations, especially through African American ROTC programs.
- President Truman’s support for military desegregation in 1948 set the tone for future national civil rights actions and legislation.
- General Benjamin O. Davis Jr. was the epitome of extraordinary leadership and individual achievement.
- The American civil rights movement encouraged other human rights movements throughout the world.
- The great combat successes of the Tuskegee pilots earned them the highest respect of the German Luftwaffe.²

Operating Plan

The enabling legislation references the Special Resource Study prepared by the Southeast Regional Office of the National Park Service in 1998. The legislation indicates that alternative C be implemented immediately, with long-term plans to implement all phases of alternative D as well. Alternative C proposes the rehabilitation of Hangar One, the control tower, the warehouse/vehicle storage building, the locker building, and the Skyway Club; the stabiliza-

tion of three sheds, ghosting in the framework of four missing historic buildings, and reconstructing Hangar Two. Hangar One will contain “living history exhibits and programs focusing on airmen training and equipment (i.e., link trainer), period furnishings including aircraft.”³ Hangar Two will be a visitor Center/museum with “exhibits on [the] ‘Tuskegee Airmen Experience’ beyond Moton Field [and] a variety of media.”⁴ The exterior of the site will be furnished with “objects from [the] historic period such as combat aircraft, vehicles, signs, etc. . . . to enhance [the] sense of ‘stepping back in time’ for visitors.”⁵ Alternative C also provides for the participation of Tuskegee University by providing classroom space for a Charles Alfred Anderson Department of Aviation Science. Alternative D adds the Tuskegee Airman National Center, a new museum that will house exhibits of period military aircraft and equipment, an audio-visual presentation, and a simulator room containing interactive exhibits.

Some of this story will be told through the material culture of the men and women who worked at Moton Field. The spaces they occupied and the tools and equipment they used can create a setting and set a mood, but these spaces must be supplemented by personal interpretation, signage, and audio programs in order to bring the spaces to life. The recollections of people who worked or trained at Moton Field should be collected and excerpts presented in appropriate areas. An audio program on a headset or audio stations accessed with a wand device would be an excellent way to present these recollections. If possible, former staff or students should record their own stories, which can be supplemented by additional interpretive material.

2 Long Range Interpretive Plan, Tuskegee Airmen National Historic Site, draft. National Park Service, Southeast Regional Office, October 2003, 9–11.

3 Tuskegee Airmen: Special Resource Study. National Park Service, Southeast Regional Office, Atlanta, GA, 1998, 12. [Hereafter “Special Resource Study”]

4 Special Resource Study, 12.

5 Ibid.

Prior Planning Documents

Long Range Interpretive Plan, Tuskegee Airmen National Historic Site, draft. Southeast Regional Office, National Park Service, October 2003

Scope of Collection Statement, Interim Draft, Tuskegee Airmen National Historic Site. National Park Service, November 2003

Moton Field/Tuskegee Airmen Special Resource Study. National Park Service, Southeast Regional Office, October 1998

7

Historic Structure Report: Preservation/Restoration of Moton Field, Phase II. The Jaeger Company, 2002

Cultural Landscape Report: Preservation/Restoration of Moton Field, Phase II. The Jaeger Company, 2002

Tuskegee Airmen Oral History Project, Project Agreement

Tuskegee Airmen Oral History Project Interviewer Guidelines

Historical Information

9

A Note on Sources

Tuskegee Airmen National Historic Site benefits from the foresight of the men and women who worked there during World War II. Both Tuskegee staff and Air Corps personnel knew that they were making history, and recorded that history with photographs and an extensive written record. Military and Tuskegee Institute photographs were invaluable in the preparation of this report, especially those included in the publicity pamphlet entitled “Pilot Training School, Tuskegee Institute.” Unit histories prepared by the military describe the program’s progress with a wealth of detail. G. L. Washington, Tuskegee’s General Manager of the Division of Aeronautics, compiled a comprehensive manuscript with accompanying photos, now housed at the Moorland-Spingarn Research Center at Howard University. Oral histories given by the staff and students of the Tuskegee program added breadth and depth to the research. Records of the Army Air Forces held at the National Archives, College Park, were also helpful in documenting the construction and use of the airfield.

11

Analysis of Historical Occupancy

12

The 66th AAF Flying Training Detachment has achieved a degree of success which has perhaps surpassed the hopes of even its most enthusiastic supporters. When the school was activated in July 1941 as a tiny unit of the AAF, few Army or civilian observers foresaw the 700% enlargement which finally developed, because the idea of training Negro Aviation Cadets to fly Uncle Sam's hottest combat aircraft was regarded as an "experimental" project, at best.

This tremendous growth might not have taken place smoothly and logically had it not been for the efforts of Colonel Noel F. Parrish (commanding from 15 July 1941 to 1 December 1941) and Lt. Colonel William T. Smith (commanding from 1 December 1941 to 18 November 1943). Both of these officers always advocated a slow, controlled expansion policy which would in no way interfere with the high caliber of training administered to the students. Consequently, in contrast to some other Primary Flying Schools, it has never been necessary to lower the very high standards of proficiency first established, to accommodate an accelerated and uncontrolled expansion. In addition to the sage administrative policies established and maintained by Colonel Parrish and Colonel Smith, they personally imparted to the civilian training personnel the wealth of technical knowledge accumulated by them through extensive experience in the Army Air Forces.

The other officer personnel have contributed to the development of the school by wholehearted, honest effort to "get the job done right", in spite of certain problems existent as a result of the uniqueness of the 66th. A few of the originally assigned enlisted men are still here and deserve recognition for the splendid work they have accomplished, often under the handicap of "insufficient personnel."

Special tribute is due to Mrs. Evelyn A. Curtright and Miss Frances Mangum, in recognition of their long faithful service as stenographers in Headquarters. Mrs. Curtright began in September 1941 when the building were still unfinished, while Miss Mangum has been "present for duty" since October 1942. Both have done true yeoman service, and their exceptional capabilities have contributed much to the efficiency of Army administration.

After two and one-half years, it can be truly stated that the Army-Civilian Contractor relationship here has been ideal. Although many natural problems have arisen, in all cases the civilian supervisory staff has demonstrated a spirit of cooperativeness and understanding which has made the relationship with them a pleasure. It is true that the complicated "command channel" existent (whereby the General Manager must consult the college officials for approval of expenditures) has impaired over-all efficiency of operation on occasion. And the Cadet Mess, which is under

the supervision of the Tuskegee Institute itself rather than the Division of Aeronautics thereof, still requires rigid daily inspection by the Army to insure maintenance of the desired standards. However, respectful appreciation must be accorded the civilian staff members for their sincere, untiring efforts to make the 66th the best Primary School in the Training Command. The Flying Instructor and Supervisory Personnel have been especially cooperative and, due to their diligence, the Flying Department here has been recognized as outstanding by all outside inspectors.

Headquarters, Eastern Flying Training Command, has been particularly cognizant of the station problems from the beginning, and have always shown special interest when such problems arose. Even though this entire project was treated as a rather quaint experiment by many officers at EFTC for over a year, that feeling seemed to double their efforts to be helpful when problems were presented.

The local townspeople of Tuskegee viewed the project with amusement, and suspicion, when flying first started. It was generally their opinion that Negroes would not make satisfactory Army pilots and many felt that the Government was wasting money in setting up the school. Due to this fact, plus the fact that the Army was strange to them, the local townspeople were not too warm in their welcome of the white officers who were to supervise the program. However, this feeling has long been replaced by one of cordiality and an understanding of the job that is being done. Whereas two years ago a bachelor officer had great difficulty in obtaining a room due to the aloofness of local home owners, almost every home now houses a soldier and the citizens of Tuskegee do their utmost to make the military comfortable.

So the 66th AAFSTD has finally come through the stage of acute “growing pains” and is now established as a very important cog in the training wheel. We who are here have never slackened our efforts to perfect the school, regardless of what we may have thus far achieved. Instead, we have been encouraged by what has been accomplished and used this encouragement as fuel to stoke the fires to “full steam ahead.”⁶

—Major H.C. Magoon¹

The degree of excellence or non-excellence of the operation depended much upon the working relationships between the General Manager and the Army Supervisor. In our case the three Army Supervisors were well trained men, competent, and fine examples as persons. They were most cooperative, tolerant, and ready and willing to help the contractor whenever needed.⁷

—G.L. Washington²

Much has been written about the national importance of the primary flight training program held at Moton Field by Tuskegee Institute.⁸ The struggle to establish a training program for

6 Foreword to “History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, 1–4.

7 The History of Military and Civilian Pilot Training of Negroes at Tuskegee, Alabama, 1939–1945. Washington, D.C.: privately published, 1972, section 399.

8 See Appendix A for an explanation of the various training programs.

African American pilots and the achievements of the men who went on from Moton Field to fight bravely in World War II have been documented in many fine works.⁹ However, as Major Magoon's foreword (quoted at length above) so clearly highlights, the success of the "Tuskegee Experiment" depended ultimately on the day-to-day interactions of many people working together towards a common goal. Military and civilian, black and white, men and women, all learned to work together, trust each other, depend on each other, defend each other, and appreciate each other's sincere efforts to craft new working relationships, united in defense of the country they loved. In the historically furnished rooms at Moton Field these relationships can be depicted and interpreted.

On the eve of World War II, African Americans were prohibited from admission into the Army Air Corps, despite years of agitation by black leaders for greater opportunities for blacks in aviation.¹⁰ In 1939, in response to the political situation in Europe, Congress passed the Civilian Pilot Training Act which established a program to promote aviation training among young American civilians.¹¹ This act authorized "the Air Corps to contract with civilian flying schools for the primary phase of its flight training curriculum," including schools designated for African American pilots.¹² The Civil Aeronautics Association (CAA) chose six black colleges to run Civilian Pilot Training (CPT) Programs. G. L. Washington, Director of the Department of Mechanical Industries at Tuskegee Institute, one of the six schools, established the CPT program by late 1939.

Washington recruited ground school instructors for the fledgling program from Alabama Polytechnic Institute in nearby Auburn, Alabama. He hired Joseph Wren Allen, owner of the Alabama Air Service in Montgomery as flight instructor. Flying lessons were held at the municipal air field in Montgomery, a one-hour car ride from Tuskegee.¹³

Because of the inconvenience of using a field in Montgomery, Washington located and rented Kennedy Field, a private field near Tuskegee. Tuskegee students worked to improve the field to meet CAA standards and to construct a wooden hanger and other ancillary buildings.¹⁴ This facility came to be called Airport No. 1.

By mid-1940, the CAA authorized Tuskegee to hold both secondary (more advanced) and elementary flight training. This required the hiring of additional instructors and more advanced equipment (airplanes). Until the improvement of Kennedy Field, the advanced students used Alabama Polytechnic Institute's airfield in Auburn.¹⁵

9 See especially Robert J. Jakeman, *The Divided Skies*, London and Tuscaloosa, AL: The University of Alabama Press, 1992; and Moton Field/Tuskegee Airmen Special Resource Study, Southeast Regional Office, Atlanta, GA: National Park Service, October 1998.

10 Special Resource Study, 66.

11 Ibid.

12 Special Resource Study, 67. See Appendix A for definitions of the various training programs.

13 Special Resource Study, 69–70.

14 Ibid., 70.

15 Ibid., 71.

In February 1941, the Army Air Corps awarded Tuskegee Institute the contract to provide primary flight training.¹⁶ Graduates of this course would then progress to basic flight training to be held at Tuskegee Army Air Field (TAAF), a new air base dedicated to the training of black aviators.¹⁷ TAAF received its first class of cadets in November 1941, a date which “marked the entry of African Americans into United States military aviation as pilots.”¹⁸

Although Washington had been trying to raise funds for construction of an airport on Tuskegee Institute land since June 1940, it was not until nearly a year later that the Rosenwald Fund of Chicago agreed to loan Tuskegee Institute a sum of money not to exceed \$200,000.¹⁹ With cadets due to arrive for primary training in August, Washington set to work preparing plans and obtaining contractors for the airport that would become known as Moton Field (or Primary Field).

15

Because the size of the first training class was so small (only 10 cadets), Tuskegee received permission to house and board the cadets in facilities on the grounds of the Institute. Many required facilities were already present on campus:

- Quarters for the flight surgeon at the John A. Andrew Hospital
- Dining facilities at Tompkins Dining Hall
- Classrooms in Phelps Hall
- Modern gymnasium with standard equipment and swimming pool
- Football field and quartermile [*sic*] track
- Parade grounds
- Tennis courts
- Y.M.C.A. in adjoining building to barracks with pool tables, ping pong, and other games
- Tall outside flag pole, at the barracks
- Library, Banking facilities, Chapel, Community churches close by
- Guest house for family and friends visiting
- Theatre; Basket Ball courts²⁰

Other facilities required construction:

Complete renovation and equipping of “Bath House” next to Phelps Hall: 2400 sq. ft. of cadet sleeping space (47 x 51); Toilet Room; Shower Room; Office for cadet officer of the day; Consultation office for the flight surgeon; Examination room for the flight surgeon (upper level); Toilet, Lavatory and Shower (upper level). Also, one classroom-laboratory in Phelps Hall exclusively for cadet training.²¹

Finally, the facilities to be constructed at the airport included the following:

16 Ibid., 76.

17 Ibid., 94.

18 Ibid., 85.

19 Washington, section 186.

20 Washington, sections 189–91.

21 Ibid.

2,800-foot-square landing area (all direction), with land to enlarge and clear approaches
 Utilities, such as water, sewer, electrical service, central heating, storm water drainage
 system, telephones
 Cadet room 14 x 13 (study-flight waiting-flying equipment)
 Office 14 x 19 (assistant to manager, dispatcher, secretary/accountant)
 Office 14 x 11 (Flying School Manager)
 Room 14 x 9 (Instructor/Army check flight pilot waiting & conference)
 Office 14 x 9 (Army supervisor)
 Office 14 x 19 (Army general administration)
 Room 20 x 31 (Army supply and storage)
 Room 20 x 13 (Boiler and watchman)
 Shop 20 x 46 (Engine repair (aircraft))
 Toilet Room 14 x 11
 Locker room 14 x 11
 Parachute rigger's work room 14 x 19
 Aircraft storage and repair space 100 x 79
 Concrete work and refuel ramp 50 x 117 (adjoining hangar)
 Roadways
 Automobile parking area
 Finish landscaping²²

Washington hired Alexander & Repass, a contracting firm from Iowa, to construct the air field.²³ Archie Alexander was at the time one of the most successful African American contractors in the country. Construction began on the air field on June 1, 1941, with a projected completion date of August 23, 1941.²⁴ The contractor also supplied "all classrooms, barracks, shop, hangar and offices with equipment."²⁵ A rainy summer delayed construction at the field, and Hangar One was not completed until September. Cadets used the facilities at Kennedy Airport in the interim.²⁶

Tuskegee Institute Staffing at Moton Airfield

Charles Alfred Anderson headed the flying training in the Primary Program. He was assisted by Charles R. Foxx, Milton P. Crenshaw, and Forrest Shelton.²⁷ Warren G. Darty was ground school instructor.²⁸ Anderson's wife Gertrude Anderson became G. L. Washington's secretary, or, as Washington put it,

Instead of a secretary I got an assistant and a hard slave driver. A [*sic*] many an evening she telephoned me, if she hadn't told me before leaving work, that she would come by and pick me up to go to the field and prepare something urgent that had to go to the War Department or to CAA the next day that I had probably let lie too long on my desk. Fur-

22 Ibid. See BP-1 for the original plans for Hangar One dated May 7, 1941.

23 Washington, section 181.

24 Ibid., sections 181 and 195.

25 Joseph W. Hensley, History of 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, Section I, History of the 66th AAF Flying Training Detachment to 7 December 1941, 9.

26 Special Resource Study, 86.

27 Washington, section 290; Hensley, Section I, 13.

28 Hensley, section I, 13.

ther, she contributed many valuable ideas which I used in promoting the program. And I have never seen anyone who could do a better job than Mrs. Anderson in pursuing details about anything.²⁹

When G. L. Washington moved into his office as General Manager at Moton Field he brought Mrs. Gertrude Anderson with him. They were soon joined by Miss Katie Whitney and Mrs. Fanny Berryman.³⁰ Austin Humbles was chief of airplane maintenance and oversaw the training of apprentice mechanics. He was assisted by Walter Finck and Elliott Gray.³¹ As the war dragged on, fewer men were available to train as airplane mechanics, and a number of women learned to be qualified mechanics and worked at Moton Field.³² Walter Shehee started as a guard but became the dispatcher of aircraft.³³ Later, Mrs. Young became dispatcher at Moton Field.³⁴ Mrs. Carrie Campbell, who was married to an officer at TAAF, was the gate guard at the entrance to Moton Field.³⁵ George Reed served as plant engineer at Moton Field. He was assisted by Royal Dunham and Mr. Harris.³⁶

17

Originally, parachute rigging services were contracted out. However, Mildred Hanson and Alice Gray studied to be riggers and obtained their licenses from the CAA, becoming riggers at Kennedy and Moton Fields.³⁷ Mrs. George W. Allen kept the airplane maintenance records³⁸ and Ruby Washington (no relation to G. L.) was the Registrar, who kept the records on the flying time logged by each individual cadet. These records were used as the basis for billing the government. Mrs. Washington was assisted by Mrs. Lester and Miss Campfield.³⁹ Other women who provided clerical help at Moton Field were Mrs. Philip Lee and Mrs. Thomas.⁴⁰

Because the students were housed at Tuskegee Institute, the program needed to provide transportation for the students to and from the airfield. Originally, Tuskegee purchased a station wagon for this purpose, at first driven by Albert Upshaw and later by Pop Frazier.⁴¹ Before the end of 1943 the Institute purchased two 30-passenger buses since the number of cadets in the program had grown considerably.⁴²

Military Staffing at Moton Airfield

Captain Noel F. Parrish assumed command of the Air Corps Training Detachment at Moton Field on July 19, 1941. Parrish had experience with African American students as the commanding officer of the Civil Contract School at the Chicago School of Aeronautics.⁴³ When

29 Washington, sections 203–204.

30 Ibid., section 271.

31 Ibid., section 285.

32 Ibid., section 272.

33 Ibid.

34 Washington, section 288.

35 Ibid. See EXT 29 for a photograph of Mrs. Campbell on duty.

36 Washington, section 293.

37 Ibid., sections 269 and 272.

38 Ibid., section 269.

39 Ibid., section 288.

40 Ibid.

41 Ibid., sections 270 and 272.

42 Ibid., section 313.

43 Hensley, section I, 9.

Captain Parrish became the Director of Training at TAAF on December 1, 1941, he was replaced by Major William T. Smith.⁴⁴ The commanding officer was assisted by Second Lt. H.C. Magoon, who became assistant supervisor at the Training Detachment on August 11, 1941.⁴⁵ Second Lt. (later Major) Magoon replaced Major Smith as commanding officer on November 18, 1943, and continued as such until the school was deactivated in fall of 1945.⁴⁶ Captain Benjamin O. Davis became Commandant of Cadets on July 19, 1941. He was replaced on October 2, 1941, by First Lt. John G. Penn.⁴⁷

The following enlisted men reported for duty on July 22, 1941:

Technical Sergeant Orville W. Stone
 Staff Sergeant Clifford I. Beckworth
 Sergeant Harry D. Edward
 Corporal Orville S. Moody
 Private First Class Paul F. Glasser (reported for duty July 26, 1941)
 Private First Class Specialist First Class Charles V. Foster (reported for duty September 1, 1941)⁴⁸

Detailed information is not readily available concerning Army staff changes at Moton Field. However, Washington provided a snapshot of the Army officer staff during the latter part of 1942:

Army Supervisor (Commanding Officer): Major William T. Smith
 Assistant Army Supervisor: Captain Harold C. Magoon
 Commandant of Cadets: Captain John G. Penn
 Adjutant: Lt. James Hale, Jr.
 Commanding Officer-Air Depot Detachment: Lt. John H. McBeth
 Assistant to the Army Supervisor: Lt. Stanley J. Kominic
 Intelligence Officer: Lt. Howard T. Frazier
 Flight Examiner (Medical Officer): Captain Vance H. Marchbanks, Jr.
 Director of Physical Training: Lt. John T. Bracken
 Assistant Director of Physical Training: Lt. Eldridge F. Williams⁴⁹

Enlisted men assigned to Moton Field included the following:

Technical Sergeant Charles V. Foster
 Staff Sergeant Robert L. Cook
 Staff Sergeant Harry D. Edwards
 Staff Sergeant John A. Olcott
 Sergeant Claude W. Gann
 Sergeant Arthur R. Lawrence
 Corporal Albert Rosenblatt

44 Washington, section 277.

45 Hensley, section I, 10.

46 Washington, section 387.

47 Hensley, section I, 10–11.

48 Ibid., section I, 11.

49 Washington, section 385.

Technician Fifth Grade Benjamin J. Braswell
Private First Class Ernest W. Moore
Private Hector D. Petri
Private Elijah Thomas⁵⁰

Army staffing continued to increase until it hit its peak in late 1944, when the staff consisted of 11 officers and 17 enlisted men.⁵¹

The Division of Responsibility in the Primary Training Program

The U.S. Army contracted with Tuskegee Institute to provide flight training to the Army. Tuskegee's responsibilities included supplying all ground and flight instructors, maintenance personnel, and support personnel for the program. Tuskegee was responsible for housing, feeding, and transporting the cadets to and from the airfield.

19

The government provided textbooks, teaching materials, and airplanes for training, as well as parts and materials required for the routine maintenance of the planes. These supplies were housed at Moton Field under the control of Army personnel. A detachment of officers and enlisted men were stationed at Moton Field "to check progress of cadets in flying training at various stages of instruction, inspect maintenance operations, issue supplies, keep check records on service and flying time on aeroplanes, conduct physical education for cadets, provide medical services for cadets and other military personnel, [and] control life in the barracks."⁵² Although the contractor was responsible for the operation of the program, civilian personnel worked closely with military personnel to make sure planes were safe to fly and cadets were trained properly. Civilian and military sources agree that the atmosphere at Moton Field among both black and white military and civilian staff was one of cooperation and a desire to excel and prove that African Americans could become excellent pilots and defend the country in World War II.

Airplanes and Other Equipment at Moton Field

Although Tuskegee Institute owned a variety of planes, three different types of planes made up the majority of equipment at the field: Piper Cubs, Stearman PT-17s, and PT-19As. In 1941, Tuskegee had eight Piper Cub Trainers (Model J-3), one Cub/Cruiser Trainer (Model J-5), three Waco Trainers (Model UPF-7), one Howard 4-Place Cabin (Model DGA-9), one Stinson 4-Place Cabin, and 10 Stearman Primary Trainers (PT-17s).⁵³ In November 1943, the program began to change over from PT-17s to PT-19As, but apparently the 19As weren't durable enough for student training, because the center section tended to crack if the student bounced the plane too hard during landing. The 19As were pulled out after only six months.⁵⁴ Moton Field also used PT-13s, which differed from PT-17s only in the type of motor.⁵⁵

50 Ibid., section 386.

51 Ibid., section 386; Hensley, Section IV–VII, History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama, 1 February - 31 December 1944, 46.

52 Washington, sections 398–99.

53 Information on Aviation Facilities at Tuskegee Institute, Civilian Pilot Training Program and Air Corps, Training Detachment, October/November 1941, G. L. Washington Papers, MS Dept., Moorland-Spingarn Research Center, Howard University.

54 Interview of George Carper [former aircraft engine mechanic] by Bill Mansfield on May 6, 2003.

55 Ibid.

Moton Field also had two AT-6s, but these advanced trainers were only flown by the flight instructors.⁵⁶ Ultimately, three groups of 30 planes each were maintained at Moton Field for the use of the cadets.⁵⁷

Besides the station wagon and two 30-passenger buses already mentioned, an ambulance and two Army trucks were requisitioned from Maxwell Air Base for use at Moton Field.⁵⁸ The trucks were used for maintenance and hauling. Tuskegee also requisitioned portable equipment for lighting the field at night.⁵⁹ A fuel truck and a variety of automobiles can be seen in photographs from the period.⁶⁰

Expansion of the Facilities at Moton Field

. . . right from the start classes exceeded in size the quota stipulated in the contract. Instead of 10, class size averaged 19 cadets during the first nine months, 46 during the next twelve, and 75–80 during the following 24 months. Therefore the size of entering classes increased sharply and continuously from the beginning to a point in 1944. All during this time the effort was to bring physical facilities in line with mounting quotas.

Facilities on the Institute campus were flexible and presented no great problem. Keeping transportation facilities abreast with rising cadet population also gave no problem, since it was a matter of getting more vehicles. The problem was with the airdrome. In less than six months from beginning flight instruction remodeling of initial facilities and new construction were necessary, and first the main landing area was enlarged and later an auxiliary field became necessary.⁶¹

The first new building to be constructed was the Cadet House, located immediately west of Hangar One. The new Cadet House provided space for a cadet waiting room, offices for the Flight Surgeon, and a room for the dispatcher. The flight instructors and the cadets used the Cadet House for “ground flight instruction.”⁶² In Hangar One, the wall was removed between rooms 02 and 03, and the space vacated in room 02 was taken over by the General Manager and his staff.⁶³ G. L. Washington and his staff now occupied the three easternmost rooms on the north side of Hangar One (rooms 02, 03, and 04).

The operation had also outgrown the original Army Supply room (rooms 09 and 10, originally one room). A new Army Supply Building was constructed next to the Cadet House at the rear

56 Ibid.

57 Ibid.

58 3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park; “History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA, 44.

59 Washington, section 400.

60 See EXT 1, 6, 13, 20, 21, 26, 27, 28, 33, 34, and 35.

61 Washington, sections 299–300.

62 Ibid., section 306.

63 Ibid., sections 304–305.

of Hangar One. The original supply room was converted into two spaces: a link trainer room and a room for aircraft and engine maintenance records.⁶⁴ Washington describes the furnishings in the record room:

. . . this room was occupied with both enlisted men and the contractor's personnel concerned with maintaining a wall chart, showing the status of maintenance checks performed and due on each aeroplane [*sic*] assigned the station; and with keeping current the files on aircraft maintenance and the various technical orders for changes in the aeroplanes, which the contractor performed. (All parts and supplies needed for maintenance and changes on aeroplanes were furnished by the Air Force.)⁶⁵

On June 1, 1942, construction began on an addition to Hangar One. The part of the addition located on the west side of the hangar provided additional office space for the Army. Also, walls were moved and space was redefined in the existing offices along the west side. BP 6 shows the proposed disposition of this office space, including the arrangement of office furniture, even labeling each desk with the name of its occupant. Photographs seem to confirm the space use outlined in the blueprint, although the positioning of the furniture sometimes changes slightly, especially in room 06, which was used as the orderly room.⁶⁶

During the winter of 1942–43, the need for more parachute maintenance space became critical.

To relieve this situation, which had not been provided for at all in the original construction of Hangar One, a balcony was built at the rear of the hangar. There was ample space for table work, but periodic unfolding and drying out of parachutes required a tower with a forced draft induced by an electric motor and fan. For some time, or until better facilities were available, this was done by hanging the parachutes from the hangar trusses to dry.⁶⁷

In February 1943 construction began on a brick entrance gate for Moton Field. A niche in the brickwork held a bust of Dr. Robert Moton, second president of Tuskegee Institute.⁶⁸

Two sets of blueprints dated June 6, 1942, and August 3, 1942, show an addition constructed on the south side of Hangar One which provided space for a lunchroom and a better office for the Chief of Aerodrome Maintenance. Mrs. S. O. Johnson ran the lunchroom, which was a popular spot for both cadets and Moton field staff.⁶⁹

Construction of Hangar Two

When it became clear that the number of cadets entering training would continue to increase, plans were made for the construction of another hangar. This hangar was required to provide storage for some of the additional airplanes that would be needed for the larger classes, and

64 Ibid., section 304; Hensley, History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, Section II, 7 December 1941 to 31 December 1942 Inclusive, 4.

65 Washington, section 306. MaintRec 1-4 may depict this room.

66 BP 6.

67 Washington, section 307. Figure H1Main 3 shows parachutes drying from the trusses of Hangar One.

68 Washington, section 310. See EXT 4 and 33.

69 Washington, section 315. See BP 7 and 8 and L1-3.

included additional maintenance areas. The new hangar would also provide space for five or six link trainers, a larger cadet ready room, better parachute maintenance facilities (including a drying tower), an intelligence office housing maps and materials, a larger airplane dispatching facility, a control tower, improved area for the Medical Officer, larger space for the Flight Registrar and her assistants, and more office space. Construction started mid-1943 and the hangar was finished in early 1944.⁷⁰

The intelligence office was moved one more time. Joseph Hensley, Intelligence Officer, described his new space in his History of the 2164th AAF Base Unit:

In June 1944, the Intelligence Office was moved to the Southeast corner office of Hangar No 2, providing almost twice the space formerly provided. This allowed for a larger War Room, in which are installed reading tables, model aircraft, model ships and tanks, and maps of various theatres of operations, which are kept up to date as the war progresses. Moton Field Honor Roll is maintained in the War Room.⁷¹

Demobilization and the Closure of Moton Field

The 2164th AAF Base Unit (CPS, P) was deactivated on or about November 30, 1945.⁷² Concerned for the future of black aviation, G. L. Washington drew up a proposal to convert Moton Field into a commercial operation, with himself as airport manager. He summed up his thoughts in “Considerations and Proposals regarding Moton Field”:

The substance of the entire proposals herein involves (1) the continuance of Moton Field as an airport, (2) maintenance of a manager for the development thereof, to represent the Institute in leadership and consultation in the field of aviation, to represent the Institute in the renting and leasing of facilities and requiring the same high performance standards of all aeronautical operations organized by individuals thereat, (3) providing a company organized by employees under guidance of manager with all building space and necessary equipment rent-free for a period of two (2) years under conditions hereinafter mentioned, (4) transfer of flying school license to newly organized, private flying service, and (5) a budget, taken from aviation earnings, that will subsidize the conversion over the two-year period as hereinafter described.⁷³

Tuskegee Institute agreed to Washington’s terms, and Washington announced the creation of Tuskegee Aviation, with Moton Field functioning as a center for both recreation and flying. Non-aviation related activities included a club in the old recreation hall open to members only, facilities for private parties, public dance space, a café, a game house, tennis, and roller skating.⁷⁴

70 Washington, section 311. Note that the military history states Hangar Two was completed in May 1943.

71 Hensley, Section IV–VII, History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama, 1 February – 31 December 1944, 39–40.

72 Hensley, Section XII, Final Installment, History of the 2164th AAF Base Unit (CPS, P), Tuskegee Institute, Alabama, from 1 September 1945 - 30 November 1945, 2.

73 G. L. Washington, “Considerations and Proposals regarding Moton Field,” September 18, 1945, Tuskegee University Archives, President’s Office Local File, 1945, G. L. Washington folder, 4.

74 Ibid.

Current research has not revealed the fate of Tuskegee Aviation. In later years, the facilities at Moton Field were converted for use by the veterinary department at Tuskegee Institute. Eventually, the buildings were abandoned and fell into ruin, until a fire destroyed Hangar Two.

The National Park Service acquired the land and structures in 1998 and immediately began a program of stabilization. Current plans anticipate the rehabilitation and interpretation of Hangar One by 2008.

Evidence of Staffing

The following excerpts from primary sources list some of the names and duties of the civilian and military staff at Moton Airfield:

Mrs. Gertrude Anderson, who had since late summer or early Fall of 1940 been a secretary of mine in aviation, and Mrs. Fannie Berryman were to start with me at Primary, on the business and administrative end. Mrs. Anderson and I, of course, would be working on both programs -Army and Civilian Pilot Training.

Mrs. Walter Shehee would be the dispatcher of aircraft. A janitor and watchmen were selected.
George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, June 9, 1941, section 199.

Mrs. Anderson joined me at the Primary as my Assistant, but continued to perform or oversee the accomplishment of administrative work at Airport No. 1.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, June 9, 1941, section 203.

[1941] Mr. Walter Finck (white) came down from New York shortly after Mr. Guido began flight instructing and remained with us for four or more years.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, June 9, 1941, section 268.

[Willie] Childs was moved to the Primary Field at some point.

Parachute Rigger services continued on a contract basis. Subsequently, however, Miss Mildred Hanson received instructions from the rigger and in due time was licensed by CAA as a rigger.

In time, our fleet of aeroplanes became large enough to require a full-time person to keep records on each aeroplane as required by CAA and keep up with the various checks due on each ship. Mrs. George W. Allen performed this service.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, June 9, 1941, section 269.

When we started flight instruction in 1940 a station wagon was purchased to transport students to and from Auburn. Langston Caldwell was the driver. The same vehicle was in service November, 1941. Albert Upshaw was the driver responsible for getting students to and from the campus according to a schedule.

At November, 1941 there were four instructors. Warren Darty (who also taught on the Army Primary program) and Wilmot G. Rhodes were among them.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, June 9, 1941, section 270.

At this time [November 1941] I and Mrs. Anderson were the sole ones in administration, since the field had been in operation only a couple of months or so. Subsequently, however, my office staff increased to include Miss Katie Whitney and Mrs. Fanny Berryman, and possibly one other.

Some time prior to beginning this operation I sought a CAA rated mechanic qualified to serve as chief of aeroplane maintenance. Mr. Austin H. Humbles of West Virginia was highly recommended and was on the job when the field opened. He remained throughout the program. Here also there was the need to train mechanics for aircraft and for engine maintenance. We may have started off with two or three apprentices. Mr. Perry . . . was certainly among them . . .

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, June 9, 1941, section 271.

Of course, subsequently as time went by and the number of aeroplanes assigned the school grew larger and larger (as many as between 90 and 100 at one time) and manpower became shorter and shorter due to the War, resort was to women. Quite a number of women apprenticed and did excellent work as mechanics.

. . . There were linemen who helped cadets start the aeroplanes' engines and refueled the airplanes, as well as wash them and handle other flying line duties.

At this time parachute maintenance was contracted out, but it wasn't long before Mrs. Alice Gray began qualifying as parachute rigger. When she did she was with us throughout the program. At one time an assistant rigger was necessary. . . . there were day and night guards. Mr. Walter Shehee started as a guard and later was dispatcher. Mrs. Anderson began serving, and was doing so at this time, as flight registrar (keeping records of dual and solo flight on each aviation cadet). At the peak, three full-time workers were required for this task. Mr. (Pop) Frazier drove a new station wagon purchased for the program and saw to it that cadets left the barracks and airfield according to a schedule. . . . Mr. Wright (referred to as "muscles") drove the station wagon first, before Mr. Frazier came into the picture.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 272–273.

There is also an Aviation Cadet Replacement Training Center at Tuskegee Institute under the command of Captain Noel F. Parrish, AC, who is assisted by Captain Benjamin O. Davis, Jr., Inf, and Captain Maurice E. Johnson, MC. . . . The 12 Aviation Cadets are now undergoing the pre-flight processing and instruction, such as all army cadets receive. The Commanding Officer, Aviation Cadet Replacement Training Center, reported that Captain Davis has achieved surprisingly good results in the training and instruction of these cadets. The inspector general observed this instruction at various periods and interviewed each cadet. He was very favorably impressed with the results obtained therefrom. (Captain Davis is to become a student at the Flying School on August 23rd, hence, he will not be available for duty as an instructor after August 22nd.) Upon completion of 5 weeks' training cadets enter the Tuskegee Elementary Flying School. This school [the Aviation Cadet Replacement Training Center], except for an army supervisor (Captain Noel. F. Parrish, AC), is civilian throughout.

B.O. Davis, Brigadier General, U. S. Army to Inspector General [U. S. Army], August 12, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

At the time of this inspection Captain N. F. Parrish, A. C. 0-19992, was the Commanding Officer of the Air Corps Training Detachment; 2nd Lieut. H. C. Magoon, AR 0-420617, was the only other officer assigned with technical duties.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, Alabama, November, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

1941—December. Captain Noel F. Parrish was reassigned to the Tuskegee Army Airfield as Director of Training December 1, 1941. (MILITARY PROGRAM)

1941—December. Major William T. Smith was assigned to the Primary School (66th AAF Training Detachment) at Tuskegee as Army Supervisor, replacing Captain Parrish.

Major Smith was present when class sizes began to expand rapidly, and when the expansion of the physical plant at the airdrome began. However, he remained with us not more than a year or so.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 277.

Lewis A. Jackson: . . . Upon cessation of the above mentioned CPT courses, he was transferred to Primary, but as Director of Training of all aviation training by Tuskegee Institute. As such his duties called for some flight instruction in checking pilots or students.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, June 9, 1941, section 285.

George W. Allen: . . . He replaced Anderson as Chief Pilot of Civilian Pilot Training and did a splendid job in that capacity. However, when CPT was superseded by CAA War Training we transferred him to the Primary field.

There was Walter Finck who came to us early as an A&E rated mechanic. He was transferred to Primary not too long after its inauguration. He remained with us close to the end of the program. His wife assisted me with clerical work at one time, though normally she didn’t work while at Tuskegee.

Elliott Gray . . . rated A&E mechanic. . . . After the War Training program began at Airport No. 1 we transferred Gray to the Primary Field . . . Mr. Perry . . . apprenticed early at Primary under Austin H. Humbles, in charge of aeroplane maintenance at that Field.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, June 9, 1941, section 286–287.

Mrs. Alice Gray shared her husband’s interest in aviation. She surprised me when she talked about becoming the parachute rigger at Primary. . . . we arranged for her instruction and she passed the CAA examination in due time. She also remained with the program until its end. Mrs. Ruby Washington was a high school teacher. . . . When the need for a full-time person arose to keep individual flying time on cadets we gave her the opportunity to become Registrar. These records were the basis for requisitioning payment from the Government. As the program at Primary grew larger and larger two full-time assistants were necessary. Mrs. Lester, wife of the head of our Printing Department at the Institute was one. Another was Miss Campfield. Mrs. Young from Union Springs was the dispatcher of aeroplanes at Primary. . . . Many women served in clerical capacities at both fields who were wives of flight instructors: Mrs. George Allen,

Mrs. Philip Lee, Mrs. Thomas who were in addition to others mentioned elsewhere. Quite a number of women served as mechanics, having received their training as apprentices in our operations. Also there was Mrs. Carrie Campbell, wife of an officer at the Tuskegee Army Airfield, who wanted work and became the only woman on the guard force. She served at the guard gate at the entrance to the Primary field.

There were two elderly men who did a tremendous job in their assignments. I have reference to "Pop" Frazier, in charge of transportation, and "Pop" Daniels who was chief custodian at Sage Hall barracks. Both came on board as the Primary program expanded, and continued with the program to the end.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, June 9, 1941, section 288–289.

27

[Mr. Frazier] had bus drivers under him and drove a station wagon himself and handled incoming and outgoing mail for both fields.

Charles R. Foxx and Milton P. Crenshaw [sic] . . . began instructing at Airport No. 1 and each was transferred to the Army Primary program early in its beginning. There they served under the supervision of Chief Pilot Anderson. When the program grew large, Anderson was assisted by two Squadron Commanders –Crenshaw and Foxx. All other flight instructors at Primary served directly under either Foxx or Crenshaw.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, June 9, 1941, section 290.

[George Reed served] as Plant Engineer at Moton Field with responsibility for the operation and maintenance of physical plant at both airfields of the Institute. . . . Royal Dunham . . . served under Mr. Reed [as Superintendent of Construction] . . . He soon took on the staff Mr. Harris, who had done some electrical work as an intern at the field. . . . Harris remained with us practically to the end of the program.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 293.

[1942] Women were beginning to be relied upon as apprentice mechanics, due to the manpower shortage occasioned by the War. No provisions had been made in the original planning for women. Eventually women constituted a large proportion of our mechanics and helpers.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 306–307.

By 1942 (latter part) the rapid expansion of the program had brought the officer roster to Army Supervisor (sometimes called Commanding Officer), Assistant Army Supervisor, Commandant of Cadets, Adjutant, Commanding Officer—Air Depot Detachment, Assistant to the Army Supervisor, Intelligence Officer, Flight Examiner or Medical Officer, Director of Physical Training, Assistant Director of Physical Training. They were, respectively: Major William T. Smith, Captain Harold C. Magoon, Captain John G. Penn, Lt. James Hale, Jr., Lt. John H. McBeth, Lt. Stanley J. Kominic, Lt. Howard T. Frazier, Captain Vance H. Marchbanks, Jr. (Negro), Lt. John T. Bracken (Negro), Lt. Eldridge F. Williams (Negro).

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, June 9, 1941, section 386.

At the time the enlisted men working in operations were Technical Sergeant Charles V. Foster, Staff Sergeant Robert L. Cook, Staff Sergeant Harry D. Edwards, Staff Sergeant John A. Olcott, Sergeant Claude W. Gann, Sergeant Arthur R. Lawrence (Negro), Corporal Albert Rosenblatt, Technician Fifth Grade Benjamin J. Braswell (Negro), Private First Class Ernest W. Moore (Negro), Private Hector D. Petri, and Private Elijah Thomas (Negro).

As to Negro officers, at the beginning the Medical Officer was Captain Maurice Johnson. At some time after 1942 Captain Singleton was one of the Medical Officers. If I recall correctly, Dr. Alfred Thomas was an officer with the medical staff for a time.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 385.

The Commanding officer at the time of this inspection was Capt. William T. Smith, AAF.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

In March 1944, an additional enlisted man was added to the Orderly Room staff, to take over the full time duty of file clerk.

"History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944 ." U.S. Air Force Collection, AFHRA, p. 46. Hensley cites Special Order No 32, Hq 66th AAFSTD, dtd 13 March 1944, copy filed in 2164th AAF Base Unit Hq Files in footnote 73.

The organization of Unit Headquarters is under the supervision of the Commanding Officer, and consists of eleven officers and seventeen enlisted men.

"History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944 ." U.S. Air Force Collection, AFHRA, p. 46.

Evidence of Room Use and Original Furnishings

The following excerpts from primary sources contain evidence of the use of space and of the furnishings and equipment used by the civilian and military staff at Moton Airfield:

29

Planes

Enclosed you will find our check . . . in the amount of \$750.00 as a down payment on one YPT-14 Waco Trainer . . . we have held the check for this payment . . . pending a definite statement . . . as to the final approval of Tuskegee Institute to offer advanced flight training under the Civil Aeronautics Authority program. We received this information today and are rushing our order to you with the hope that it will be given first consideration.

AIRPLANE ORDER

SPECIFICATIONS:

Model No.: UPF-7

Engine (Waco): Continental Type: W670K

Propeller: Curtiss Reed 99x70 (Metal)

Wings & Horizontal Tail Surfaces Army-Navy Yellow. Fuselage, Vertical Tail Surfaces, Struts and landing gear Army-Navy Blue.

Eclipse E80 Starter. 15 ampere Generator. Cannon plug for outside starting with throw-over switch to cut out battery terminals.

Standard instruments both cockpits. Instrument board with crash pads – blank holes.

No. NACA Cowl or baffles. Cockpit and engine covers.

Navigation lights. Speaking tubes. Cold air ventilator front

10-1/2 Goodyear streamline Tail Wheel

7.50 x 10 Tires

Fabrikoid seat and Back cushions.

Lloyd Isaacs, Treasurer [Tuskegee Institute], to Mr. Hugh Perry, Sales Manager, The Waco Aircraft Company, July 3, 1940, and attachment, G. L. Washington Papers, Manuscript Department, Moorland-Spingarn Research Center, Howard University.

Upon the return of PT-14 airplane, Air Corps No. 40-18 from Tuskegee on temporary loan, the following discrepancies were noted: Over 125 hours of flying time had been put on the airplane over a period of two months; no routine inspections had been made and no evidence of parts having been greased; oil had been changed only once, with no notation showing when this change was made; Form 41 very incorrectly kept; no Forms 1 or 1A had been used; no maintenance, as required in Technical Order 00-20A; airplane in very run-down condition.

R. M. Batterson, Jr., 1st Lieut., Air Corps, Station Technical Inspector to Commanding Officer, Air Corps Advanced Flying School, Maxwell Field, June 20, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

[1st Indorsement] *The deficiencies reported herein will be corrected at this station. Two airplanes, type PT-14, are still on loan to Tuskegee Institute, . . . it is recommended that personnel responsible for maintenance be properly instructed.*

A. L. Sneed, Colonel, Air Corps, Commanding, to Commanding General, Southeast Air Corps Training Center, Maxwell Field, June 21, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

It is requested the following airplanes be allotted the Civil Contract Elementary School operated by the Tuskegee Institute, Tuskegee, Alabama and that the necessary orders be issued to insure actual delivery of the aircraft on or before the indicated dates:

- a. Two (2) each PT-17 airplanes on July 23, 1941*
- b. Five (5) each PT-17 airplanes on August 23, 1941*

. . . It is desired to have available at this Civil Contract Elementary School two (2) each PT-17 airplanes on 23rd of July, 1941 for use in training civilian instructors. Regular student training is scheduled to commence August 23, 1941.

Edward Witsell, Colonel, A. G. D., Adjutant General to Chief of the Air Corps, Washington, DC, July 14, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

The only Government property available at present consists of individual equipment in the hands of the men and of 2 PT-17 airplanes; this property is receiving adequate protection.

B. O. Davis, Brigadier General, U. S. Army to Inspector General [U. S. Army], August 12, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Elementary course flight equipment: Same as previously noted (Piper cubs, J-3, 65 H.P.).

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, 1941 CPT Summer Session, section 205.

Secondary course flight equipment: Same as previously noted (UPF-7 Waco Trainers and YPT-14 Wacos, 220 Horsepower).

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, 1941 CPT Summer Session, section 207.

Student instructor course flight equipment: Same as previously noted (Piper cubs, J-3, 65 horsepower; Waco trainers, UPF-7 and YPT-14, 220 horsepower).

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, 1941 CPT Summer Session, section 209.

So we purchased the Stinson Reliant, SR8-E, 5-place cabin ship [for the cross country course].

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 213.

The plane usually used was a Piper Cub Cruiser, J-5, 3-place cabin job, 75 horsepower. So the Institute purchased such an aeroplane before time came for students to solo cross country.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 214.

[CPT Summer Session Cross Country Course]

Flight equipment: Howard DGA-9, 4-place cabin ship, 285 horsepower; Stinson Reliant SR8-E, 5-place cabin ship, 320 horsepower; Piper cub cruiser J-5, 3-place cabin ship, 75 horsepower.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 215.

Aircraft

<i>Total No. Assigned</i>	<i>11</i>
<i>Out of Commission</i>	<i>1</i>
<i>Absent on Missions</i>	<i>0</i>
<i>Available for Inspection</i>	<i>10</i>

... inspection ... indicated [four] PT-17(s) ... maintenance excellent

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

AIRCRAFT

8 Piper Cub Trainers Model J-3, 65 HP Lycoming Engines

1 Cub/Cruiser “ “ J-5, 75 HP Continental Engine

3 Waco Trainers – Model UPF-7, 220 HP Continental Engines

1 Howard - 4 Place Cabin – Model DGA-9, 285 HP Jacobs Engine

1 Stinson - 4 Place Cabin, 285 HP Lycoming Engine

10 Stearman Primary Trainers 14 used on Air Corps Training Detachment Program loaned to Tuskegee Institute by the United States Government for the training of U. S. Air Corps Cadets

Information on Aviation Facilities at Tuskegee Institute, Civilian Pilot Training Program and Air Corps, Training Detachment, October/November 1941, G. L. Washington Papers, Manuscript Department, Moorland-Spingarn Research Center, Howard University.

... commencing with Class 42-H, an additional six Stearman PT-17 Primary Training Airplanes were requested 9 Feb 42

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section II, 7 December 1941 to 31 December 1942 inclusive." U.S. Air Force Collection, AFHRA, p. 11. Hensley cites Ltr, Hq, Air Corps Training Detachment, Tuskegee Institute, Alabama, Subject: "Procurement of Additional (PT-17) Airplanes," dtd 9 Feb 42, filed in 66th AAFFTD Headquarters Dead Files in footnote 39.

<i>Total assigned [aircraft]</i>	<i>12</i>
<i>On survey</i>	<i>0</i>
<i>*Out of commission</i>	<i>5</i>
<i>Available for service</i>	<i>7</i>

**Aircraft out of commission because of routine 25 and 50 hour inspection.*

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

The changeover from PT-17 airplanes to PT-19A airplanes was begun in November 1943. As of 1 Feb 44, the ratio was 2.73 students per plane.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 7. Hensley cites Ltr, Hq 66th AAFFTD, no file no, dtd 29 Feb 44, from Operations Officer to Historical Officer, filed in 000.41 in files in Intelligence office, 66th AAFFTD in footnote 39.

During this period, the type of training plane used was changed. The PT-17's were replaced by the PT-13D's. The PT-13D's sent in were equipped with wooden propellers. These proved undesirable, because they were easily nicked by stones on the field, and, as a result, permission was obtained from higher headquarters to change to the MacCauley steel propellers.

Wing Information Circular, Technical No 2, 29th Flying Training Wing, 18 Dec 44, cited in footnote 10, Section VII, “History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 November 1944 to 31 December 1944, inclusive.” U.S. Air Force Collection, AFHRA, p. 5.

CARPER: *We actually had, for a full-time trainer, PT-17s were the basics. We also had PT-13s. Now, the only difference between a -13 and a -17, the PT-17s had what they called a [red-sealed?] Continental engine, and I think it was—it's going by memory now—it was 220 horsepower. The PT-13s— they had a Lycoming engine. It looked very similar. It was about 225. As far as the aircraft, itself, all the parts were interchangeable except for the engines. For about a six-month period, we had PT-19s. Those were Fairchilds, one of the sweetest little planes you would really want to fly, but it was not the best for students to be learning in.*

MANSFIELD: Why is that?

CARPER: *They had a plywood center section, and if a cadet would bounce them in too hard, they would crack that center section. Well, to change that center section, you had to pull both wings to change the center sections, and they were coming up with too much down time, so they pulled all the -19s out. . . . We had only two AT-6s, and in the earlier part, we had one BT-13, which was a pile of junk. The AT-6s were fun.*

MANSFIELD: But the AT-6s were at Moton Field?

CARPER: *We had two at Moton Field, yes. Those were advanced trainers.*

MANSFIELD: And what were they used for at Moton?

CARPER: *Basically by some of the officers that was on the field, and occasionally some of the flight instructors would fly them, and for us to tinker with sometimes, for advanced knowledge, although it wasn't much difference as far as maintenance, but it was fun to have them around.*

MANSFIELD: You said there were three flights. . . . And about how many airplanes in each flight?

CARPER: *Originally we had ten, each flight, and by the time I left, we had thirty in each flight.*

Interview of George Carper [former Tuskegee airplane mechanic] by Bill Mansfield on May 6, 2003.

Vehicles

A new station wagon for cadet transportation was procured and a driver secured.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, June 9, 1941, section 199.

[November 1941] *The program grew so until a 30-passenger bus was necessary to augment the station wagon. Further growth required the purchase of a second 30-passenger bus.* [These buses were not purchased in November 1941, but later.]

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 273.

The Army Supervisor requisitioned of Maxwell Field trucks we needed, as well as ambulances.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, 1942, section 302.

An Ambulance is located here at all times on loan from the 99th Pursuit Squadron.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

[late 1942 to early 1943] *During the period it was necessary to improve transportation by purchasing a 30-passenger bus, which along with the station wagons met needs for transportation to and from the airdrome.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 307.

Before 1943 was over an additional 30-passenger bus had been purchased to meet the increased cadet transportation between campus and airdrome.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 313.

In June 1944, two Army trucks were assigned to the Civilian Contractor for use in the maintenance of the airdrome facilities.

"History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, p. 44. Hensley cites Letter, Commanding Officer to Historical Officer, 2164th AAF Base Unit (Contract Pilot School, Primary), 000.4, "History of 2164th AAF Base Unit, (CPS,P)", 10 July 1944, filed in Historical Files in the Intelligence Office, 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama in footnote 70.

The Army Supervisor helped also in providing the contractor on loan certain equipments. For example, we were in need of two trucks for maintenance and hauling. Two were requisitioned from Maxwell Field, which we kept for the duration of the program. And there was the procurement for us of portable equipment for night-lighting the field runways.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 400.

Exterior, Moton Field

The field is apparently in very good condition except for several places at which water collects during wet weather. Graders and trucks were at work on the field at the time of this inspection. . . . The field elevation is not indicated on the hangar . . .

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Soft spots still exist on the field due to differences in soil textures. Civilian contractor has taken steps to remedy these hazards . . . Field elevation has been painted on the hangar.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

RECOMMENDED ACTION BY LOCAL AUTHORITIES . . . Boundary markers be installed on west side of the field.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

34

. . . contractor has been directed to supply necessary boundary markers and they are in the process of construction.

1st Indorsement, August 5, 1942, to Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

. . . in preparation for the dedication of the Army Primary Field as Moton Field, in February, 1943, construction was begin on the gate. A niche was provided in the brickwork for the bust of Dr. Moton, second President of Tuskegee Institute.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 310.

[1943–44] *The Texaco Company installed additional underground fuel storage and pump facilities, and furnished a refueling truck. The refueling of aircraft on the ramp or flying in made matters much easier.*

The flying line or ramp was asphalted, and there were built in provisions (rings) for tying down aircraft that could not be stored in the hangars (which was the greater portion of those assigned).

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 314–315.

[Referring to entrance gates]

CONLEY: *The iron gate was never put in.*

TREBELLAS: Okay, what about these, are these lanterns or finials?

CONLEY: *Yeah these are . . . were lanterns now. Whether or not they were, they were activated with power, I don’t know, but I know this niche was put in and the verse about the Lord was, was put there when it was dedicated in 1943 on Founders Day.*

CONLEY: *Now those lanterns might . . . I’m not sure. Whether they’re still there or not, I know the gate was not . . . The iron gate.*

TREBELLAS: But that was never built?

CONLEY: *We had a big heavy chain . . . There were some loops in the concrete for a big heavy chain to close it off.*

TREBELLAS: Was there a guard-house or anything?

CONLEY: *There was a guard-house at one time, but . . . it was later not used . . . as I think so much traffic went back and forth that . . . they didn’t see the need for its use.*

TREBELLAS: So they didn’t have any other security measures to make sure that unauthorized personnel didn’t get on the airfield?

CONLEY: *No, no, because there were so many ways to get on, right.*

Interview of Booker Conley by Christy Trebellas on March 14, 2000.

TREBELLAS: . . . We are very curious about that Gulf sign. Do you know anything about whether or not it was Gulf who provided fuel for the field? Or why that sign is here?

CONLEY: *Well, I can say that, now that sign is a replacement. . . . Right, it was put there, maybe five years ago. Okay, but there was an original Gulf sign at that same spot. . . . And they probably provided gas for the field because that was the big, the only sign out here. I've seen it for years and years and years. . . . In order to fuel the planes for flying there would have to be a lot of storage for gasoline. And here at the field there are six underground tanks. And, I think that they hold 100,000 gallons each. But I know there are six of them, and they are out here between, between the two hangars.*

35

Interview of Booker Conley by Christy Trebellas on March 14, 2000, pp. 39–40.

3. *Don't place chocks, buckets, etc on or near walks.*
4. *Place cranks in racks provided, not spread out all over the ramp.*

Ground Safety Rules and Regulations, 2164th AAF Base Unit, Moton Field, Tuskegee Institute, Alabama, 30 May 1944. Appendix XXVII in "History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, p. 2.

No vehicle will be parked within fifteen (15) feet of a fire hydrant. These are housed in hose houses painted red.

Provost Marshal Regulations, 2164th AAF Base Unit (Contract Pilot School, Primary), Moton Field, Tuskegee, Alabama, 15 June 1944. Appendix XXXI in "History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, p. 7.

Hangar One

General

. . . we are submitting herewith physical facilities for Elementary Army training unit at Tuskegee Institute along with blueprints of construction at airfield and blueprints of certain buildings either exclusive or partly exclusive for this program.

The landing area and ground construction at the flying field remain the same as in previous proposal. The following building facilities will be constructed at the airfield. (1) Cadet Study-Waiting-Flight Equipment Room, 14' x 13'; (2) Office for: Dispatcher-Assistant to Manager and Accountant-Secretary, 14' x 19'; (3) Manager's Office, 14' x 11'; (4) Instructor's Waiting Room and Conference Room for Instructors and Supervisor, 14' x 9'; (5) Army Supervisor's Office, 14' x 9'; (6) Army General Administrative Office, 14' x 19'; (7) Army Supply and Storage Room, 20' x 31'; (8) Boiler Room and Watchman's Room, 20' x 13'; (9) Aircraft Engine Repair Shop, 20' x 46'; (10) Toilet Room, 14' x 11'; (11) Locker Room, 14' x 11'; (12) Parachute Repacker's Work Room, 14' x 19'; (13) Aircraft Storage and Repair Space, 100' x 75'; (14) concrete Work and Refuel Apron, 50' wide.

All buildings will be or are adequately lighted, centrally heated, and provided with standard plumbing facilities.

G. L. Washington, Director, Civil Elementary Army Training Unit at Tuskegee Institute to Major L. S. Smith, Air Corps, Maxwell Field, May 7, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

... the Town of Tuskegee's Western Union office would never have gotten the Naval Observer Clock had we not requisitioned it with our priority in order to have reliable time or clocks in the various departments of Moton Field. At one time we started to put the master clock at the field. But since Western Union was willing to pay for it, it was installed in the office in the Town and wired to control the clocks at Moton Field.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, 1942, section 302.

[Mentions the "Flash-a Call System" installed at Moton Field]

Cadet Regulations, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama, 27 April 1944. Appendix XXXII in "History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, p. 22.

Location of Emergency Alarm Switches at Moton Field

- a. *Office of the Commanding Officer*
- b. *Office of the General Manager*
- c. *Civilian Personnel Main Office*
- d. *Center of North Wall in Hangar No 1*
- e. *Center of West Wall in Hangar No 1*
- f. *Center of South Wall in Hangar No 1*
- g. *Civilian Engineering Office in Hangar No 1*
- h. *Boiler Room in Hangar No 1.*

Provost Marshal Regulations, 2164th AAF Base Unit (Contract Pilot School, Primary), Moton Field, Tuskegee, Alabama, 15 June 1944. Appendix XXXI in "History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, p. 15.

THE LATEST IN EQUIPMENT: Some may have noticed the cutting of a larger door from the shop to the machine room in Hangar No. 1. It's in connection with the installation of a Magna-flux machine. This piece of scientific equipment is the very latest in this territory and nation. It's an important factor and requirement in a License Repair Station for aircraft which the Division is now proceeding to qualify for since it is an essential operation in the post-war period. After the equipment is set up, the company will send representatives here to teach an operator. The machine has been in storage on the grounds just a short time.

Tuskegee Institute, Division of Aeronautics, News Letter, February 1945, Tuskegee University Archives and Museums.

Hangar Area

In general the condition of the hangar indicated very satisfactory maintenance and due consideration was given to fire preventive measures. Equipment was satisfactorily maintained. All fire extinguishers Types CO2 were not inspected for sufficiency of charge, however, it was stated that this equipment is of recent receipt and therefore time did not permit prescribed inspections. Many of the extinguishers of all types were not suspended from hangars or suitable brackets, instead were placed on floors.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Fire extinguishers are now suspended on suitable brackets.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Crash tools are incomplete and are not maintained in a suitable container. The present one is too bulky and heavy for two men to carry. Fire extinguishers should be maintained in a separate container or cart and the crash tools retained in a canvas roll or suitable light weight wooden receptacle . . . This activity has no ambulance assigned; at times an ambulance is on loan from the 99th Pursuit Squadron located a few miles distant.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Crash tools are complete except for two (2) pick axes which cannot be procured. Two (2) single blade axes are being used as substitutes. Suitable container is being constructed locally. Fire extinguishers are carried in a separate cart. An Ambulance is located here at all times on loan from the 99th Pursuit Squadron.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

It is reported that torque wrenches for use when tightening cylinder hold down stud nuts, and suitable tensiometers are not available at this station.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

One torque wrench is now available and additional ones are being secured by the contractor. Tensiometers are being secured by the contractor.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Crash kits not constructed in accordance with T. O. 00-30-44, dated October 4, 1941.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

. . . steps have been taken towards the procurement of the necessary material to incase the asbestos suits, and these suits are stored in the crash cart.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Hangar information files of technical publications applicable to equipment on hand for the purpose of increasing the efficiency of maintenance department as required . . .

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

. . . hangar information file of technical publications is available and necessary stand is being constructed to provide for location in the hangar proper.

1st Indorsement, August 5, 1942 to Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

4. Don't leave tools, such as screwdrivers, wrenches, etc. laying around on the floor for people to slip or stumble over.

11. Never leave oil drip pans laying around hangar floors, unless they are in position under airplanes.

12. Return all cold drink bottles to the rack. Bottles on the floor and ground may cause a serious accident and ruin airplane tires.

Ground Safety Rules and Regulations, 2164th AAF Base Unit, Moton Field, Tuskegee Institute, Alabama, 30 May 1944. Appendix XXVII in “History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA, p. 3.

Cadet Waiting Room

Give up present small room used for cadets to flight instructors and construct cadet class and waiting room building to include space for flight surgeon not now available.

G. L. Washington to Dr. F. S. Patterson, April 8, 1942. Tuskegee University Archives, President's Office Local File, 1942, Box “Pe-Wa,” G. L. Washington file.

Airport Manager's Offices

But at November 1941, Mrs. Anderson and I had moved into the manager's office provided at Moton Field. From then on, I administered from there the Division's activities which included both Civilian Pilot Training and Army Pilot Training. John O. (Buster) Hopkins was stationed at Airport No. 1 as Assistant to me, and Mildred Hanson was there to do clerical work.

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 263.

[early 1942—after the construction of the new Cadet House] *The General Manager took over the space vacated by cadets in Hangar No. 1, because his staff was expanding –clerical staff.*

George L. Washington, “The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945,” privately published c. 1972, section 303.

Following the relocation of Army supply [in early 1942], attention was given to better quarters for the Army Supervisor and his staff. With the removal of the wall that separated the original cadet study room from the General Manager's outer office, the space need of the General Manager was solved. But the military administration had increased and taken on women clerical workers not taken into account when the Hangar was designed.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, section 305.

Army Offices

Request that the current issue of "Danger Areas in Air Navigation" be forwarded to this detachment.

Noel F. Parrish, Captain, Air Corps, Commanding to Office, Chief of the Air Corps,
August 29, 1941, Project Files: Air Fields 1939-1942, Record Group 18, Records of Army Air Forces,
NARA - College Park.

About 1 September 1941, the Army administrative organization was moved to the Primary Field. The officer [sic, probably offices] not being completed, working conditions were far from pleasant. There were no windows or screens, the floors were not finished, and there was no office equipment. Captain Parrish and Lt Magoon used one table as their desks. A rough table was constructed by Pvt Glasser to be used by Mrs. Evelyn Curtright as a typists' desk. A typing chair was borrowed from the Contractor. The flies, gnats, and mosquitoes were so troublesome, that Captain Parrish bought a bottle of citronella for the personnel to use behind their ears to repel the insects

History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Activation to 7 December 1941." U.S. Air Force Collection, AFHRA, p. 21. Hensley notes in footnote 77 that this information came from an interview with Mrs. Evelyn A. Curtright.

1 November 1941, and still no telephone was installed at the flying field.

History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Activation to 7 December 1941." U.S. Air Force Collection, AFHRA, p. 21.

Partition off space in present large army office and partition off present army supply room to afford additional army office space and a more satisfactory arrangement. Install Link Trainer in the remaining portion of the present army supply room.

G. L. Washington to Dr. F. S. Patterson, April 8, 1942. Tuskegee University Archives, President's Office Local File, 1942, Box "Pe-Wa," G. L. Washington file.

Following the relocation of Army supply [in early 1942], attention was given to better quarters for the Army Supervisor and his staff. With the removal of the wall that separated the original cadet study room from the General Manager's outer office, the space need of the General Manager was solved. But the military administration had increased and taken on women clerical workers not taken into account when the Hangar was designed.

Further, the small Flight Instructors' room, between my private office and the Army Supervisor's, was not used much after the Cadet House or Cadet Ready Room building was occupied. With this room, and a part of the original Army supply space, as well as new space, we redesigned and constructed a new layout for the military. Military personnel related to physical training and barracks operations were accommodated on the campus. This construction about settled the administrative staff needs of the Army for the duration of the program.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 305.

Requisition: List of publications requested for 66th, Army Air Forces Flying Training Detachment, Tuskegee Institute, July 30, 1942:

AAF Reg. (Clearance for Aircraft)

Flight Plan

Instrument and Hooded (2 versions)

Wearing of Parachutes

Electrical Phenomena

Transition Flying

Reciprocal, Military Aircraft (2 versions)

Check Lists for Pilots

Aircraft Flying Through Maryland (AAF memorandum)

Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Safes – Military:

a. Each department head will affix to the exterior of the door of his safe or combination file cabinet an appropriate card containing the following information:

(1) Names, addresses and telephone numbers of persons to be advised in the event that the safe is found open outside of office hours.

(2) Names, addresses and telephone numbers of all persons knowing the combination of the safe or file cabinet

(3) Date on which combination was last changed.

Provost Marshal Regulations, 2164th AAF Base Unit (Contract Pilot School, Primary), Moton Field, Tuskegee, Alabama, 15 June 1944. Appendix XXXI in "History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, pp. 4–5.

Air Corps Supply Room

Room No. 7 in hangar building, 20' x 31' is allocated for army storage. The contractor desires to know your desires with reference to any built-in shelving and other equipment that the operator would be expected to furnish. We would appreciate your directions in this connection.

G. L. Washington, Director, Elementary Training School, Tuskegee Institute to Major L. S. Smith, Air Corp, Maxwell Field, June 9, 1941, G. L. Washington Papers, Manuscript Department, Moorland-Spingarn Research Center, Howard University.

Storage of Supplies – Suitable facilities are not provided for the storage of winter flying clothing and airfoils. The section in general should be revised with respect to the location of the various items stored therein.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Winter flying equipment is now properly stored.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

[early 1942] *The initial 20 x 31 feet space for parts and supplies for aeroplane maintenance became too small as the number of aeroplanes assigned to us increased with the number of cadets to a point where it was necessary to provide more space. Expansion was impossible in Hangar No. 1, what with everyone in it wanting more space, particularly the Army Supervisor's staff that outgrew its quarters. The answer was another building which was designed for the purpose and located next to the Cadet House at the rear of Hangar No. 1.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 304–305.

Partition off space in present large army office and partition off present army supply room to afford additional army office space and a more satisfactory arrangement. Install Link Trainer in the remaining portion of the present army supply room.

G. L. Washington to Dr. F. S. Patterson, April 8, 1942. Tuskegee University Archives, President's Office Local File, 1942, Box "Pe-Wa," G. L. Washington file.

Construction expansion began 1 June 42 . . . Hangar space formerly utilized for Air Corps Supply has been converted into a link trainer room and additional office space which was urgently required for efficient operation. This change necessitates the building of the previously mentioned supply building. The new cadet waiting room is needed to replace the hangar space formerly used for the purpose which was entirely too small.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section II, 7 December 1941 to 31 December 1942 inclusive." U.S. Air Force Collection, AFHRA, p. 4. Hensley cites Ltr. Hg, AAF Training Detachment, Tuskegee Institute, Alabama, Subject: "Construction at Civil Contract Flying Schools," 14 May 42, filed in 66th AFFTD Headquarters Dead Files in footnote 13.

(1) Excessive stock of flight instruments.

(2) Instruments not stored in accordance with T. O. 05-1-1.

(3) Paint, dope and other inflammable material stored in contractor's supply room in hangar and not in accordance with Air Corps Circular 115-2.

(4) Non-serviceable instruments and airplane parts not stored properly, prior to shipment to repair depot.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

. . . instruments were requisitioned and received for installation in primary ships located here for Cadet instrument flying instruction. At the time of the inspection these instruments had not been installed. . . . when these instruments were drawn from the Sub-Depot, Tuskegee Army flying School, Tuskegee, Alabama, they were not boxed nor tagged. Attempts to secure boxes and tags prior to this Technical Inspection were unsuccessful, and consequently, instruments were stored in local supply room untagged and unboxed. After this inspection all instruments were returned to the Sub-Depot, T.A.F.S., to be boxed and tagged. . . . contractor has been directed to store paint,

dope, and other inflammable material in accordance with Air Corps Circular 115-2. A separate building is already available for this storage, and this building will shortly be enlarged. . . . it is believed this remark refers to repairable instruments and not unserviceable instruments. These instruments were not tagged because no tags were procurable. The Sub-Depot, T.A.F.S., is locally preparing these tags and upon accomplishment, this Detachment will procure the needed supply.

1st Indorsement, August 5, 1942 to Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Airplane Maintenance Records Room

The remaining portion of the original Army supply room was devoted to aircraft and engine maintenance records. Enlisted men concerned with supply were accommodated in the new Army Supply Building. Therefore this room was occupied with both enlisted men and the contractor's personnel concerned with maintaining a wall chart, showing the status of maintenance checks performed and due on each aeroplane assigned the station; and with keeping current the files on aircraft maintenance and the various technical orders for changes in the aeroplanes, which the contractor performed. (All parts and supplies needed for maintenance and changes on aeroplanes were furnished by the Air Force.)

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 305–306.

Link Trainer Room

Construction expansion began 1 June 42 . . . Hangar space formerly utilized for Air Corps Supply has been converted into a link trainer room and additional office space which was urgently required for efficient operation.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section II, 7 December 1941 to 31 December 1942 inclusive." U.S. Air Force Collection, AFHRA, p. 4.

The first Link Trainer at the 66th AAF Flying Training Detachment was installed in June 1942. The first class to receive Link instruction was Class 42-K. This class averaged two hours Link instruction per student. The Link Department at this time was under the supervision of Sgt John Olcott, and was not conducted in a systematic manner. There were no schedules posted, so it was merely a matter of pulling a student from a plane when the Link trainer was idle. With Class 43-A, however, a schedule was established, and this class received an average of six hours Link instruction per student.

Sgt Olcott did the necessary maintenance work, with some help from the Tuskegee Army Air Field. The main difficulty encountered along this line was the procurement of parts necessary to comply with Technical Orders. An increase in the number of students for Class 43-C to eighteen, and for 43-D to thirty, made it necessary to cut the amount of Link Trainer time per student. Two additional trainers and two more instructors arrived in February 1943. They were Sgt Herman A. Overton and Sgt Freddie Bonner.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive." U.S. Air Force Collection, AFHRA, pp. 7–8. Hensley cites Ltr, Hq 66th AAFSTD, no file no., dtd 29 Feb 44, from Operations Officer to Historical Officer, filed in 000.41 in files in Intelligence Office, 66th AAFSTD in footnote 45.

Lunchroom

[December 26, 1942] *The two races mingled very freely and developed close working relations. There was one lunch room for all.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 394.

[1943–44] *Mrs. S. O. Johnson conferred with us with reference to running a lunch room at the airdrome. This worked well, because we were about to provide the Chief of Aeroplane Maintenance with more appropriate office facilities. We extended the "lean-to" construction on the south side of hangar No. 1, to accommodate both the Chief and the Lunch Room.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 315.

[1944] *They said "let's go get the corn," speaking of one of our linemen and a young lady who cooked in Mrs. Johnson's lunch room at Moton Field. They had met at the lunch room door very early that morning, considerably before anyone, except the guards, were at the field. The corn referred to was ripe, in a plot on the edge of the property which had been given over to personnel who wanted to grow a garden. Both being regular workers, the guards paid no attention to their activities. The day before, the young lady had agreed to cook some of the corn for her companion's lunch meal . . . in passing the airplanes one or the other got the idea of using one of the airplanes to ride to the garden and back . . . in the excitement . . . she pushed the throttle, and the plane went wild on the ramp, with her in it . . . He eventually got in the airplane and brought the rampage to a stop. In the meantime, seven or eight other airplanes on the ramp were damaged . . . I guess it isn't going to a cornfield that counts, but rather how one goes.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 434–435.

POLL OF LUNCH ROOM: Some months ago, the Activities Council Chairman issued convenient questionnaire sheets for constructive criticism and suggestions for all round improvement of the Lunch Room. In face of divers [sic] critical remarks about the lunch room, no returns were made. Within the past month or so about 20% returns were made.

The lunchroom operates on a concession basis. The Division has no connection whatever with its operation. The contract with the management thereof does provide some control. Exercise of control toward changes must have a basis. The service was placed on the field for the employees. Unless the employees cooperate in an effort to locate the unsatisfactory features and suggest the remedies, little change can be expected.

As a result of the small number of returns that did recently come in, the Activities Council chairman and the Administrative Advisory Committee met with the Lunch Room management. Prices (either price or quantity for the price), courtesy to customers, and improvement of appearance summarizes the criticisms. At the meeting, the ramifications under each criticism category were explored. There were points on both sides in each instance. Some fundamental approaches were presented to the management of the lunch room. Progress resulting therefrom will come with further follow-up of this meeting.

The number of returns does tend to indicate that the majority is satisfied with the lunchroom or does not consider the issue important enough to do something about it. So, as employees, let's all back the investigating movement by cooperating with the chairman in making returns, and otherwise.

Tuskegee Institute, Division of Aeronautics, News Letter, February 1945, Tuskegee University Archives and Museums.

Mrs. Williams also mentioned the tea room (she used that term.) She said that she thinks that she is the woman in photo L2 with her back to the camera talking to a cadet. She said that the tea room served sandwiches, chili, and light fare (“snacks” was the word she used), not full meals. She doesn’t remember them selling any candy or gum. She said there was no soda machine in the lunchroom. She said the “Coke machine” was located in the main hangar area just outside her office . . . She said that everyone at the field used the tea room, including cadets, although when I asked if the Army staff used it she hesitated and said that she wasn’t sure if they did.

Notes from interview of Mrs. Katie Williams, secretary to G. L. Washington, by Carol Petravage, July 14, 2005.

Parachute Maintenance Space

I would like any suggestions for equipping the parachute repacker’s room No. 12 in the hangar building. It may be that you have standard sketches and specifications for regular army posts that could be modified in keeping with our set-up.

G. L. Washington, Director, Elementary Training School, Tuskegee Institute to Major L. S. Smith, Air Corp, Maxwell Field, June 9, 1941, G. L. Washington Papers, Manuscript Department, Moorland-Spangarn Research Center, Howard University.

One qualified civilian parachute man is assigned who accomplishes all packing and airing of parachutes. The section in which this work is accomplished is not in accordance with practices in that the parachutes are not protected from dust and dirt during these periods; packing is accomplished on a table conforming in general to the dimensions of the standard parachute packing tables, however the construction is not considered satisfactory. Red oak flooring approximately 2-1/4" x 24" x 1" is utilized and supported underneath by boards of approximately 6 inches wide by one inch thick. The top surface of the table is not smooth and could easily tear or otherwise damage the silk. If the top were sanded and otherwise finished smooth for protection it is believed that it would prove satisfactory. . . . Parachute maintenance is considered excellent. Several parachutes are not packed since they are not required at this time.

Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

Parachute drying loft is now available. Packing table has been sanded and smooth surfaced.

3rd Indorsement, December 17, 1941, Report of Technical Inspection, Air Corps Training Detachment, Tuskegee Institute, November 8, 1941, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

(2) Pack covers show excessive wear and in need of replacement.

(3) Parachute packing department inadequate due to location and dusty condition.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

. . . necessary pack covers have been requisitioned. . . . instructions have been issued to the contractor directing that the present parachute packing department be completely enclosed so as to provide protection from dust.

Report of Technical Inspection, July 23, 1942, Project Files: Air Fields 1939–1942, Record Group 18, Records of Army Air Forces, NARA – College Park.

[late 1942-early 1943] *To relieve this situation, which had not been provided for at all in the original construction of Hangar No. 1, a balcony was built at the rear of the hangar. There was ample space for table work, but periodic unfolding and drying out of parachutes required a tower with a forced draft induced by an electric motor and fan. For some time, or until better facilities were available, this was done by hanging the parachutes from the hangar trusses to dry.*

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, section 307.

Cadet House

[Plant development, 1942-44] *The aviation cadet house (later, the Flight Instructors' Headquarters) was the first building to be constructed under the expansion. The 14' x 13' room in Hangar No. 1 became inadequate in 1941. Also there was the need to move the Flight Surgeon from the Institute Hospital to the airfield. Further, we needed a dispatcher but had no space for him in Hangar No. 1 the only building, except utility houses about the field. About December 1941 or January 1942 construction began on the one story building, on the flying field side, behind hangar No. 1.*

When completed it was far larger than needed for the cadet population at the time, but we were then looking to greater expansion. Captain Johnson was given space and a desk therein. Also Mr. Shehee was elevated from guard to dispatcher and located in the building. The remaining space was furnished for cadets.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, section 303-304.

At this point, the flight instructors had accommodated themselves, along with the cadets, in the Cadet House, which was logical, because the ready room provided the necessary ground contact between flight instructor and his students for what we might call "ground flight instruction."

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, section 306.

Hangar Two **General**

It was definite that the classes of cadets would almost double. This meant more hangar space to house a reasonable proportion of the airplanes that would be added, as well as space to maintain them. But there were other requirements of the Air Force which necessitated the construction: Five or six link trainers were to be supplied the school, for which there was no space. Also, a larger cadet ready room was necessary. Adequate parachute maintenance facilities was past due. The Intelligence Officer needed a headquarters for maps and materials for cadet study. Aero-plane dispatching had outgrown its space provisions. A control tower became a must. Then the supervisors of the flight instruction staff and the Director of Training were pressed for adequate office space. Further, the size the operation was taking on necessitated a station and facilities at the field for the Medical Officer. Also space was needed for the Flight Registrar, and her assistants that would be needed.

The construction on this hangar was begun about mid-1943 and ready for occupancy the beginning months of 1944.

George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939-1945," privately published c. 1972, section 311.

Also completed in May 1943 was Hangar No 2. The offices in this hangar were occupied in March 1943, at which time the hangar was only 95% completed. This relieved, to a certain extent, the congestion of both the military and contractor's offices.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive." U.S. Air Force Collection, AFHRA, p. 1. Hensley cites School Facilities and Civilian Personnel Reports, 319.1, dtd 25 May 43, filed in 66th AAFTD Hq Files in footnote 2.

Parachute Room

PRYCE: Well, I can remember when I first came in '48 it [Hangar No. 2] was not used. It was empty, but there was a wall down there and the parachutes were rigged up on a long table there and they used that tower to dry the parachutes.

Interview of Ed Pryce by Christy Trebellas on March 13, 2000, p. 61.

Also moved to Hangar No 2 was the parachute Department, which had previously been located in a loft addition in Hangar No 1. This move provided ample space for proper storage, packing, and issuing of parachutes.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive." U.S. Air Force Collection, AFHRA, p. 2.

Intelligence Office

The Intelligence Office was moved from Hangar No 1 to Hangar No 2 in April 1943. This move allowed space for the Intelligence Library, the material for which had heretofore been stored in the safe in the Office of the Commanding Officer, due to lack of adequate space for a reading room. This placed the Intelligence Library adjacent to the flying line, and, since the Cadet Ready Room was also moved to Hangar No 2, it allowed the trainees free access to Intelligence reading materials, maps, charts, models, etc between flights. The main difficulty experienced with this setup was the lack of personnel. Since the Intelligence Officer had no assistants whatever, and since his duties required that he be out of his office at times, many students were turned away from the Intelligence Library, due to the fact that it was oftentimes locked up during the hours scheduled for it to remain open. The office had to be locked each time a trip was made to the Orderly Room for mail or for any other errand. Also, since there was no telephone in the Intelligence Office, the office had to be locked when it was necessary for the officer to go to Hangar No 1 to make a call or receive one. This difficulty was relieved in July, however, when a telephone was finally obtained for the Intelligence Office.

"History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive." U.S. Air Force Collection, AFHRA, pp. 1-2.

The War Orientation Program was instituted in January 1944. This program is not conducted by the Special Services Officer. It was thought best to have one of the officers located at Moton Field supervise the program. Since this program is closely connected with the material contained in the Intelligence Library, the Intelligence Officer, 1st Lt Joseph W. Hensley, was appointed War Orientation Officer. The program is primarily based on the seventeen-hour schedule set up by the War Department. This schedule cannot be adhered to strictly, however, due to the difficulty experience[d] in obtaining the necessary training films, film bulletins, etc, required, from the sub-library at Maxwell Field. G.I. Movies are used as a supplemental part of the program, whenever obtainable through Special Services, Tuskegee Army Air Field, Tuskegee, Alabama.

A war Orientation Center Bulletin Board has been established, and is maintained up-to-date. This board contains daily new sheets, Newsmaps, information on USAFI courses, and bulletins affecting the 66th AAFSTD personnel. This Orientation Center is located in Hangar No 2, where it is readily accessible at any hour to all personnel of the detachment, military or civilian.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 11.

Up to the latter part of 1943, all public relations activities for the 66th were handled through Tuskegee Army Air Field. However, on all photographs published, and all items printed, Tuskegee Army Air Field was used in the cutline, and the detachment received virtually no publicity from them. Releases are now made direct from the 66th, consisting mainly of releases concerning graduation, outstanding students, and civilian instructors.

47

The Intelligence and Public Relations Officer from 18 Mar 43 to 1 Feb 44 was Lt Joseph W. Hensley.

The Public Relations Officer initiated a camp newspaper entitled “SOLO,” which he edited and published by the mimeograph method every two weeks. When an enlisted man was finally obtained for this department in August 1943, part of the Public Relations and Provost Marshal work was turned over to him.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 14.

The Public Relations Office is combined with the Intelligence Office in Hangar No 2 at Moton Field.

Due to the lack of photographic facilities, very few photographic releases are made, and these few are distributed through the Public Relations Office of Tuskegee Army Air Field.

There is no Photographic Section at the 2164th AAF Base Unit. The Intelligence Officer has a Type C-3 Ground Camera on Memorandum Receipt from the 309th Sub-Depot, Tuskegee Army Air Field, which camera is used for the making of crash photographs, Public Relations, and Historical work. Film and prints are developed by the Intelligence Officer, using chemicals purchased personally and film and paper procured from the 309th Sub-Depot, Tuskegee Army Air Field.

The reproduction of all printed matter (exclusive of that used as Appendices to this History) is accomplished with one Model 100 Mimeograph machine.

“History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV-VII, 1 February to 31 December 1944.” U.S. Air Force Collection, AFHRA, pp. 33-35.

The Intelligence Officer is also Administrative Inspector, Public Relations Officer, Provost Marshal, Security and Defense Officer, War Room Officer, Historical Officer, and has five other less important duties. He has only one assistant, Pvt Daniel M. McCullough, Jr.

The Intelligence Office has been located in Hangar No 2 at Moton Field since April 1943. Combined with the Intelligence Office is the Intelligence Library, War Room, and, of course, it includes Public Relations, Administrative Inspection, etc, which are additional duties of the Intelligence Officer.

In June 1944, the Intelligence Office was moved to the Southeast corner office of Hangar No 2, providing almost twice the space formerly provided. This allowed for a larger War Room, in which are installed reading tables, model aircraft, model ships and tanks, and maps of various theatres of operations, which are kept up to date as the war progresses.

Moton Field Honor Roll is maintained in the War Room.

Combined with the Intelligence Office and War Room is the Intelligence Library. All types of Intelligence bulletins and summaries are made available to all military personnel, and a register is

maintained of visitors to the Library and War Room. A chart is maintained, showing the material read by each trainee. Considering the fact that visits are not compulsory, the attendance in the War Room and Library is excellent.

All material classified "Confidential" and "Secret" that is issued to readers is receipted for on a mimeographed receipt attached to each document.⁷⁵

"History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama. Section IV–VII, 1 February to 31 December 1944." U.S. Air Force Collection, AFHRA, pp. 39–40.

The War Room is located adjacent to the Intelligence Office on the flight line, in order that ready access may be had by all personnel. The attendance of trainee personnel has been excellent, but attendance of permanent personnel is far below that desired. In order to increase interest in the War Room, pastel maps are made with the use of a Balopticon projector, and battle lines are posted daily. Time, Life, and National Geographic magazines have been provided, as well as a variety of daily newspapers.

An Honor Roll is maintained, on which has been entered all available information of the awards made to graduates of this school. This Honor Roll, of course, does not contain all awards that have been made, because there is no reliable source from which complete information may be obtained. The source of information used is the Washington Afro-American, a weekly Negro newspaper.

In addition to publications mentioned above, classified Intelligence summaries, Technical, Field, and AAF Manuals, weekly War Room Summaries, etc, are made available to readers.

A permanent file of weekly Newsmaps is kept posted for ready reference.

"Section VII, History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 November 1944 to 31 December 1944, inclusive." U.S. Air Force Collection, AFHRA, pp. 16–17. For some of this information Hensley cites the Register of Visitors maintained in the War Room, 2164th AAFBU (CPS,P) in footnote 30.

The War Room is available to all military personnel of this installation, and all military personnel are allowed access to Intelligence Library materials such as Impact Magazine, Informational Intelligence Summaries, etc.

An Honor Roll of graduates of Moton Field is maintained by the Intelligence Officer.

A bi-weekly camp newspaper is published under the name "SOLO." It is sometimes not published regularly, due to the fact that the performance of other duties takes precedence over this type of work. SOLO contains releases sent out by various War Department and Command Public Relations activities, articles for the promotion of Red Cross, salvage, etc., material from Camp Newspaper Service, articles, poems, cartoons, etc. Approximately two hundred copies of each issue are distributed.

The Public Relations Office cooperated with the General manager during the latter part of 1944 in the compiling of a picture book covering the activities of Tuskegee Institute, which includes flying training at the 2164th AAF Base Unit.

"Section VIII, History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 January 1945 to 28 February 1945, inclusive." U.S. Air Force Collection, AFHRA, pp. 11–12.

75 The sample receipt form included in the military history as appendix XXX is included in this report as appendix D.

Link Trainer Room

The Link Trainer Department was also moved to Hangar No 2, leaving more space in Hangar No 1 for Engineering and Operations.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 2.

In March 1943, the Link Department was moved to Hangar No 2, which was then nearing completion.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 8. Hensley cites School Facilities and Civilian Personnel Reports, 319.1, filed in 66th AAFSTD Hq Files in footnote 46.

49

In Sept 43, two AN-T type trainers were removed and replaced with one C-3 type. This left only two trainers to give approximately forty students five hours Link training in five weeks.

In January 1944, two trainers were installed for use of War Training Service trainees. This program was abandoned before the trainers were put into service. One of these trainers is not in use, but the other is in use for primary training.

“History, 66th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive.” U.S. Air Force Collection, AFHRA, p. 8. Hensley cites Ltr, Hq 66th AAFSTD, no file no, dtd 29 Feb 44, from Operations Officer to Historical Officer, filed in 000.41 in files in Intelligence Office, 66th AAFSTD in footnote 47.

Classroom

Local construction of mock-ups and cutting away of parts for display purposes still remain as the big difficulties to be solved. Mr. Finck of the Maintenance Department, Moton Field, has been contacted and stated that he believed the cutaway work could be performed by that department. Two propellers are now at Base Engineering, Tuskegee Army Air Field, being sectionalized. Bit by bit, the work is slowly being taken care of. Several new ideas to improve the general condition and display of training aids have been obtained, and will be applied in the near future. One of these is the construction of wooden stands and frames to better display small parts, such as magnetos, starters, and generators. Another is the construction of a portable power unit to run the operating mock-ups on hand. This would consist of an electric motor, geared to a generator and then to a battery, all mounted on a movable stand, which could be moved to any mock-up needed for a specific day.

“Section XI, History of the 2164th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 July 1945 to 31 August 1945 inclusive.” U.S. Air Force Collection, Air Force Historical Research Agency [hereafter AFHRA], p. 8. Hensley cites Historical Report of Ground School for Aug 45, filed in 2164th AAFBU (CPS,P) Historical Files in footnote 11.

Furnishings Plan

51

Recommended Furnishings

53

At this writing, the staffing needs of Moton Field have not been determined. The park is committed to eventually providing guided tours through the historically furnished rooms, although visitors can access the rooms through self-guided tours. Barriers will be designed with clean, contemporary lines, and interpretive panels will be mounted on barriers so as not to interfere with sight lines of children or people using wheelchairs.

The Cadet Waiting Room (02/14) will be furnished with reproductions for visitor use.

G. L. Washington's staff room (03/13) will be used to illustrate the War Room, which moved to Hangar Two in April 1943. The War Room was combined with the Intelligence Office and the Intelligence Library and is documented by a series of six historic photographs. The plan for this room recommends use of furnishings elements combined with exhibit panels. Visitors will have total access to this room.

This plan recommends that waist-high barriers be installed in G. L. Washington's Office (04/12), Major Magoon's Office (05/11), and the Army Office/Orderly Room (06/10) to protect furnishings in the room. Visitor pathway and access should be reevaluated if loss or damage occurs to objects in any of the furnished spaces.

Installation of reproduction glass-paneled historic doors in the doorways between the exhibit rooms and the main hangar would allow the park to control the humidity in the historically furnished rooms along the north wall independent of the main hangar area. Humidity control is more important than temperature control in these rooms. Much of the furniture recommended for these rooms is metal and high humidity will promote rust.

The Lunch Room is viewed from a step-in barrier installed inside the exterior door. Information in the visitors center on the west side of the hangar, supported by exterior wayfinding signage west and south of the hangar, will direct visitors to this area.

Of course, visitors will always have the opportunity to walk through the main hangar area with minimal barriers. Ropes and stanchions or waist-high barriers may be required to discourage visitors from climbing on the planes.

Main Hangar Area (Room 01)

- 54 This area will have minimal barriers. If needed, tapes and stanchions will be used around the planes. Any tools or loose items will be secured. Small items such as tool chests will be protected by Plexiglas or glass boxes.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Stearman PT-17 airplane , with engine cover raised; in north part of main hangar	H1Main 3	Acquire original PT-17, preferably one used at Moton Field.
Chocks , 2; in front of plane wheels	A1 4	Acquire period pieces or reproductions.
Compressor ; near PT-17	H1Main 1; UNKHANG 1	Delete. The final installation will be an exhibit, rather than a furnished area.
Tool chest, with tools ; on floor near PT-17	A1 4	Acquire period pieces.
Tool chest , with two shelves, on wheels; near plane	EXT 11, EXT 12	Exhibit firm will fabricate for use as interactive.
Tools , in tool chest	EXT 12	Acquire period pieces.
Empty Coke bottle ; on tool chest	<i>Return all cold drink bottles to the rack. Bottles on the floor and ground may cause a serious accident and ruin airplane tires. [See Evidence Section, p. 38]</i>	Acquire period piece.
Piper Cub , J-3; in south part of main hangar	EXT 2	Acquire original Piper Cub, preferably one used at Moton Field.
Parachutes , 4; hanging from pulleys attached to rafters	H1Main 3	Acquire reproductions.
Coke machine ; against north wall near door to Room 03	Telephone interview with Katie Williams, 7/14/05	Acquire period piece.
Fire extinguishers , 13; see BP-4 for historic locations	"Plan of Hangar Utilities, Air Corps Training Detachment, Tuskegee Institute, ALA." BP-4 and evidence at site.	Delete. The final installation will be an exhibit, rather than a furnished area.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Heaters , attached to ceiling (see site for number).	Extant	Delete. The final installation will be an exhibit, rather than a furnished area.
Electrical boxes , including distribution panel, circuit breaker box, junction boxes (20), and disconnect switch boxes (13); in historic locations.	Extant, physical evidence	Delete. The final installation will be an exhibit, rather than a furnished area.
Light fixtures , 17, pendant, hanging from ceiling	Extant	Restore originals or acquire reproductions. Install according to physical evidence.

Cadet Waiting Room Exhibit (Room 02/14)

- 56 This room will be fully accessible to visitors from the interior of the hangar. Reproduction chairs will be available for visitor use. Wall-mounted exhibits describe the cadets' backgrounds and responsibilities in the training program. This room might house temporary exhibits covering some of the subjects to be addressed later in Hangar Two. Period posters, maps, flight schedules, and aircraft identification cards can be displayed in this room as well. Metal venetian blinds will be installed on the windows and appropriate reproduction light fixtures installed on the ceiling.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Chairs , 8 or 10, folding or straight back	CRR3 and Class7	Acquire period or reproduction chairs.
Bulletin boards , 3; on north or east walls	CRR3 and CRR4	Acquire reproductions.
Posters, maps, flight schedules, air craft identification cards ; on bulletin boards	CRR3 and CRR4	Reproduce.
Model airplane ; hanging from ceiling	CRR3 and CRR4	Acquire reproduction.
Venetian blinds , metal, 2; one on each exterior window	H1Admin1	Acquire reproduction.
Light fixtures , "school house" style, white glass shades	BP2 and CRR3	Acquire reproduction light fixtures.

War Room Exhibit (Room 03/13)

This room was historically used by Manager G. L. Washington's staff. However, because of the importance of the War Room/Intelligence Office function, this room will be used to interpret the War Room, which moved from Hangar One to Hangar Two in April 1943. This placement of the War Room/Intelligence Room flows logically from the themes of military intelligence and operations addressed through exhibits on the north side of the hangar.

57

This room will not be historically furnished, but will incorporate furnishings elements illustrated in historic photographs INTOFF1 through 6, and in descriptions in the Histories of the 66th AAF Flying Training Detachment and the 2164th AAF Base Unit. Visitors will have complete access to this room. Interpretive panels describing the function of the War Room will be designed for this space.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Wall maps , 3; pinned or pasted to north, east and south walls	INTOFF1, 2, 3 and 6 History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive. U.S. Air Force Collection, AFHRA, pp. 1–2.	Acquire reproduction maps and adhere to walls as shown in photographs. Install one large map in northeast corner as shown in INTOFF2.
Identification charts, uniforms and airplanes ; on walls	INTOFF4 History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive. U.S. Air Force Collection, AFHRA, pp. 1–2.	Reproduce period charts.
Various posters of military subjects, airplanes and advertising war bonds ; on walls	INTOFF3, 4, and 6	Reproduce period posters.
Airplane models , various; hanging from ceiling	INTOFF4 History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive. U.S. Air Force Collection, AFHRA, pp. 1–2.	Reproduce airplanes.
Newspaper rack , wooden; against north or west wall	INTOFF6	Reproduce period rack.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Newspapers , various American and European, 13; on rack	INTOFF6 History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive. U.S. Air Force Collection, AFHRA, pp. 1–2. Section VII, History of the 2164 th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 November 1944 to 31 December 1944, inclusive. U.S. Air Force Collection, AFHRA, pp. 16–17.	Reproduce period newspapers.
Bookshelf or magazine rack ; against north or west wall next to newspaper rack	INTOFF6	Acquire period shelf or reproduce.
Magazines, atlases and other publications , to include <i>Time</i> , <i>Life</i> , and <i>National Geographic</i> ; on magazine rack	INTOFF6 History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section III, 1 January 1943 to 31 January 1944 inclusive. U.S. Air Force Collection, AFHRA, pp. 1–2. Section VII, History of the 2164 th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 November 1944 to 31 December 1944, inclusive. U.S. Air Force Collection, AFHRA, pp. 16–17.	Acquire good-quality period publications or reproduce as necessary.
Advertisements , framed; on walls	INTOFF3	Acquire period or reproduction prints and frame.
Honor Roll , painted wood plaque; on south wall	INTOFF5 Section VII, History of the 2164 th AAF Base Unit (CPS,P), Tuskegee Institute, Alabama, from 1 November 1944 to 31 December 1944, inclusive. U.S. Air Force Collection, AFHRA, pp. 16–17.	Reproduce.
Venetian blinds , metal, 4; one on each exterior window	H1Admin 1 shows Venetian blinds next door in room 02	Acquire reproductions.
Light fixtures , 6; mounted on ceiling	BP-2 indicates six 300W enclosed globe and ring ceiling lights	Acquire reproductions.

G. L. Washington's Office (Room 04/12)

Visitors enter through the west door and remain behind a barrier sectioning off the southwest corner of the room. Furnishing placement will be modified to accommodate the barrier. An interpretive text panel mounted on the barrier will include the comment that historically the army offices and Tuskegee Institute offices did not share a door.

59

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
File cabinets , metal, 2; in southwest corner	Original plans for Hangar One dated May 7, 1941 (BP-1) show two file cabinets in this room.	Acquire period pieces.
Chairs , bentwood, 3; along west wall	BP-1 shows three chairs in this location.	Acquire period pieces (or reproductions if barrier wall runs directly in front of desk).
Clock , wall; on west wall above chairs	"Estimated cost for Expansion" lists 12" key wind wall clocks for most rooms. However, GLW states that the Naval Observator Clock installed in the Tuskegee Western Union office was wired to control the clocks at Moton Field (see Evidence Section, p. 36).	Acquire period piece.
Venetian blinds , metal, 2; on windows	WOFF 1 shows venetian blind cords hanging down. Many other offices in Hangar One had venetian blinds.	Acquire reproductions.
Table , small; in northeast corner	WOFF 1	Acquire period piece.
Telephone ; on small table	WOFF 1	Acquire period piece.
Telephone book ; on small table	WOFF 1	Acquire period piece.
Card file , 4" x 6"; on small table	WOFF 1	Acquire period piece.
Hat ; on small table	WOFF 1	Acquire period piece.
Desk ; in center of room facing west	WOFF 1	Acquire period piece.
Chair , arm, rolling wooden swivel; behind desk	WOFF 1	Acquire period piece.
Wastepaper basket ; on floor near desk	"Estimated cost for Expansion" lists wastebaskets for each office	Acquire period piece.
Letter-tray , two-tier, metal; on desk	WOFF 1	Acquire period piece.
Photograph , in easel frame; on desk	WOFF1	Acquire reproduction photo of G. L. Washington's family (or Washington with dignitaries) and put in period frame.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Pipes , 2, in pipe ashtray; on desk	WOFF 1	Acquire period pieces.
Blotter , with blotter paper; on desk	Blotters are seen on desks in many offices in Hangar One.	Acquire period blotter and reproduction blotter paper.
Papers ; scattered on desk	WOFF 1	Acquire reproductions.
Telegram ; on desk	WOFF 1	Acquire reproduction.
Blueprint ; on desk	WOFF 1	Acquire reproduction.
Desk set ; on desk	"Estimated cost for Expansion" lists desk sets for each desk	Acquire period piece.
Stapler , metal; on desk	WOFF 1	Acquire period piece.
Ashtray , glass, with ashes and cigarette butts; on desk	WOFF 1	Acquire period piece.
Cigarette package ; on desk	WOFF 1 (GWL smoking)	Acquire period piece.
File cabinets , metal, 2; on south wall	BP-1 shows two file cabinets in this room.	Acquire period pieces.
Light fixtures , 2; attached to ceiling	BP-2 indicates two 300W enclosed globe and ring ceiling lights.	Acquire reproductions. Install according to physical evidence.

Army Administrator's Office (Room 05/11)

61

This room will be accessible to visitors from the Orderly Room and the hangar interior. The east and west sides of this room will be historically furnished. Furnishings placement will be modified to accommodate the barriers which will define a clear path to the emergency exit in the north wall. Interpretive text panels will be mounted on the barriers.

Col. William T. Smith was Army Administrator from December 1, 1941, to November 18, 1943. He was succeeded by Major Magoon, who remained in this post until the deactivation of the airfield in November 1945. According to blueprints labeled "Alterations to Army Offices" (BP-6, not dated), (then) Captain Magoon and his secretary Mrs. Evelyn A. Curtwright occupied Room 05. The blueprints indicate that the office had three windows along the outer wall, a door into the Orderly Room (Room 06), and a door into the main hangar area. Mrs. Katie Williams, who worked in room 03/12, remembered that Major Magoon could only access his office from the field.⁷⁶ However, since the blueprints show a door from the main hangar area and such a door would simplify visitor traffic flow, this reports recommends reconstructing the walls in this office as shown in the blueprint.

ARMY OFF 1 shows Major Magoon at his desk and ARMY OFF 3 shows (then) Major William T. Smith at his desk. These photographs may have been taken in Room 05.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Desk , approximately 30" x 42"; side of desk against west wall to right of door to room 06.	BP-6 shows a desk in this position labeled "Mrs. Curtwright."	Acquire period piece.
Telephone ; on desk	As secretary, Mrs. Curtwright would have required a phone to screen calls. See ORDRM 1.	Acquire period piece.
Letter tray , two-tier, metal or wooden; on desk	See ORDRM 1 for example of use of letter trays in army offices.	Acquire period piece.
Papers ; in letter tray	Appropriate office furnishings	Acquire reproductions.
Nameplate , engraved "MRS. CURTWRIGHT"; on desk	See ORDRM 1 for examples of nameplates used on desks in army offices.	Acquire period piece.
Blotter , with leather corners and blotter paper; on desk	Blotters were commonly used in the army offices. See ORDRM 1.	Acquire period blotter and new blotter paper.
Papers , in small stack; on desk	Appropriate office furnishings	Acquire reproductions.
Pens , 2, and pencils , 3; on desk	Appropriate office furnishings. See ARMY OFF 1.	Acquire period pieces.
Stenographer's pad ; on desk	Most secretaries were proficient in stenography in the 1940s.	Acquire reproduction.

⁷⁶ Telephone interview with Mrs. Katie Williams by Carol Petravage, July 14, 2005.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Desk chair , swivel, on wheels; behind desk	Mrs. Curtwright would have required a chair to sit on. See ORDRM 1.	Acquire period piece.
Typewriter stand ; along west wall behind desk.	As secretary, Mrs. Curtwright would have needed a typewriter. See ORDRM 1; e.g. "small typewriter table, 15" x 30", hinged sides" ("Estimated Cost for Expansion")	Acquire period piece.
Typewriter ; on typewriter stand	Required for typewriter; see ORDRM 1	Acquire period piece.
Typewriter cover , black; on typewriter	Required For typewriter; see ORDRM 1	Acquire period piece.
Venetian blinds , metal, 3; one on each exterior window	Venetian blinds were used in other army offices. See ORDRM 1.	Acquire reproductions.
Desk , approximately 30" x 42"; centered on east wall facing west.	BP-6 shows a desk in this position labeled "Capt. Magoon". See also ARMY OFF 1, which was probably photographed in this room.	Acquire period piece.
Chair , swivel; behind desk	ARMY OFF 1	Acquire period piece.
Letter tray , metal; on desk	ARMY OFF 1	Acquire period piece.
Blotter , with blotter paper; on desk	ARMY OFF 1	Acquire period blotter and reproduction blotter paper.
Ashtray , square glass, with ashes and cigarette butts; on desk	ARMY OFF 1	Acquire period piece.
Desk set ; on desk	Comparable military interiors from TAAF show desk sets on desks.	Acquire period piece.
Pens, 4, and pencils, 5 ; on desk	ARMY OFF 1	Acquire period pieces.
Ruler , wooden; on desk	ARMY OFF 1	Acquire period piece.
Papers, pamphlets, files ; scattered on desk, on file cabinet, and in letter tray	ARMY OFF 1 and 3	Acquire reproductions.
Paperweight , glass; on desk	Other Army offices in Hangar One have glass paperweights on the desks.	Acquire period piece.
Calendar , in 2 ring holder; on desk	Other Army offices in Hangar One have calendars on the desks.	Acquire period piece.
Nameplate , engraved "MAJOR WILLIAM T. SMITH"; on desk	See ORDRM 1 for examples of nameplates used on desks in army offices.	Acquire reproduction.
Telephone ; on desk	ARMY OFF 3	Acquire period piece.
Desk lamp, with adjustable neck ; on desk	ARMY OFF 3	Acquire period piece.
Wastebasket ; on floor near desk	Required for waste paper	Acquire period piece.
Clock ; hanging on east wall	Most offices in Hangar One have clocks.	Acquire period piece.
File cabinet , metal, four-drawer; in southeast corner with drawers facing Army administrator's desk	BP-6 shows an object labeled "Capt. Magoon's file" in this location.	Acquire period piece.
Light fixtures , 4; attached to ceiling	BP-2 indicates four 300W enclosed globe and ring ceiling lights.	Acquire reproductions.

Army Office–Orderly Room (Room 06/10)

Visitors enter through the south door to this room and exit into the Army Administrator’s office through the east door. A waist-high barrier will separate the visitors from the furnished space on the north section of the room. An interpretive panel will be mounted on the barrier.

63

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
File cabinets , four-drawer metal, 3; against south wall to right of door	BP 6 shows three file cabinets in this location.	Acquire period pieces.
Side chair , bentwood; against west wall	ORDRM 1	Acquire period piece.
Shelf , 12” deep with three supporting members; running along north wall at height of bottom of window (approximately 6’ long starting at left edge of west window; must be field measured)	ORDRM 1	Reproduce.
Army manual ; on shelf under window	ORDRM 1	Acquire period piece.
Bottle , with screw top, filled with dark fluid such as ink or Mimeograph fluid; on shelf to right of army manual	ORDRM 1	Acquire period piece or reproduction.
Set of mailboxes , 12, with name tags; on shelf on right side	ORDRM 1	Reproduce.
Mail ; in some of mailboxes	ORDRM 1	Reproduce.
Letter trays , wooden, two, with labels; on top of mailboxes	ORDRM 1	Acquire period pieces.
Papers/reports ; in letter trays	ORDRM 1	Reproduce.
Calendar , wall, 1944, “Gulf Petroleum Products”; hanging on wall above mailboxes	ORDRM 1	Acquire period piece and reproduce.
Equipment case (possibly mimeograph machine or heater); on floor below mailboxes	ORDRM 1	Acquire period piece.
Table , small; along north wall between center and east windows	ORDRM 1	Acquire period piece.
Telephone ; on table	ORDRM 1	Acquire period piece.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Typewriter stand ; along east wall near northeast corner	ORDRM 1; e.g. "small typewriter table, 15" x 30", hinged sides" ("Estimated Cost for Expansion")	Acquire period piece.
Typewriter ; on typewriter stand	ORDRM 1	Acquire period piece.
Typewriter cover , black; on typewriter	ORDRM 1	Acquire period piece.
Clock , wall, electric; hanging on east wall	ORDRM 1	Acquire period piece.
Desk , approx. 30" x 42", solid back; one end against east wall	ORDRM 1	Acquire period piece.
Letter tray , metal or wooden; on desk	ORDRM 1 (Although no letter tray is seen on this desk, all of the other desks have letter trays.)	Acquire period piece.
Papers ; in letter tray	ORDRM 1	Acquire reproductions.
Nameplate , engraved "LT. KREBS"; on desk	ORDRM 1 (Although no nameplate is seen on this desk, another desk has a nameplate)	Acquire reproduction.
Blotter , with leather corners and blotter paper; on desk	ORDRM 1	Acquire period piece and new blotter paper.
Papers , in small stack; on desk	ORDRM 1	Acquire reproductions.
Desk chair , swivel, on wheels; behind desk	ORDRM 1	Acquire period piece.
Desk , approx. 30" x 42", solid back; adjacent to first desk; slightly shorter	ORDRM 1	Acquire period piece.
Papers , two stacks, one approx. 2" tall, one ½" tall; on desk	ORDRM 1	Reproduce.
Paper weight , dome-shaped glass; on short stack of papers	ORDRM 1	Acquire period piece.
Stamp rack , with 8 stamps; on desk	ORDRM 1	Acquire period pieces.
Date stamper ; on desk	ORDRM 1	Acquire period piece.
Stapler , metal; on desk	ORDRM 1	Acquire period piece.
Nameplate , engraved "SGT. GANN"; on desk	ORDRM 1	Reproduce.
Letter tray , metal; on desk	ORDRM 1	Acquire period piece.
Papers ; in letter tray	ORDRM 1	Reproduce.
Papers ; scattered on desk	ORDRM 1	Reproduce.
File drawer , with file cards; on desk	ORDRM 1	Acquire period file drawer, reproduce cards.
Desk chair , swivel, on wheels; behind desk	ORDRM 1	Acquire period piece.
Table , with Formica top, approx. 30" x 60"; adjacent to desk	ORDRM 1. BP 6 shows a table in this room labeled "Sgt. Startzman's table."	Acquire period piece.
Letter trays , 2, wooden; on table	ORDRM 1	Acquire period pieces.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Papers ; in letter trays	ORDRM 1	Reproduce.
3-hole punch ; on table	ORDRM 1	Acquire period piece.
Desk calendar , in two-ring holder; on table	ORDRM 1	Acquire period piece.
Binder , with papers; on table	ORDRM 1	Acquire period binder; reproduce papers.
Typewriter , with paper inserted; on table	ORDRM 1	Acquire period typewriter; reproduce paper.
Papers ; scattered on table	ORDRM 1	Reproduce.
Pen ; on table	ORDRM 1	Acquire period piece.
Nameplates , two, engraved "SGT.STARTZMAN" and "PVT. McILVEEN"; on desk	ORDRM 1 (Although no nameplates are seen on this table, another desk has a nameplate.)	Reproduce.
Desk chairs , 2, swivel, on wheels; behind table	ORDRM 1	Acquire period pieces.
Light fixtures , pendant ceiling, 6	ORDRM 1. BP-2 indicates six 300W enclosed globe and ring ceiling lights.	Acquire reproductions. Install according to physical evidence.

Supply Room Exhibit (Room 07)

- 66 This room was historically used as the Army Supply Room. No photographs have been located to document this specific room, but illustration AI1, taken at Airport 1, shows G. L. Washington holding a meeting in a supply room. This photograph will be used to furnish the west wall with shelving and supplies. A clear barrier will be installed over the shelving.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Packages , 8, wrapped in brown paper; on shelves	AI1	Reproduce.
Propeller , airplane; on shelf	AI1	Acquire or reproduce.
Half-gallon cans , 12, square, with labels; on shelf	AI1	Reproduce.
Cans , various sizes, 36, cylindrical, with labels; on shelves	AI1	Reproduce.
Boxes , 120, various sizes, with labels; on shelves	AI1	Reproduce.
Wire or tubing , coiled; on shelves	AI1	Reproduce.
Shelving , pine; west wall	AI1	Reproduce.
Light bulb , bare bulb or shade; ceiling	AI1	Reproduce.

Airplane Maintenance Record Room Exhibit (Room 08)

This room will not be historically furnished, but exhibits in this room will incorporate furnishings elements illustrated in historic photographs MAINTREC1 through 4, and in a description in G. L. Washington's "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945." Visitors will have complete access to the room, entering from the north door.

67

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Blackboards , 2, with white chart lines painted on; north and east walls	MAINTREC1, 2, and 4 George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, sections 305–306	Fabricate.
Chalk and erasers , 3 each; on blackboard ledge	MAINTREC1, 2, and 4	Acquire.
Clipboards , 8; hanging on wall below blackboards	MAINTREC2	Acquire.
Bulletin board , with notices; on west wall	MAINTREC1 and 2 George L. Washington, "The History of Military and Civilian Pilot Training of Negroes at Tuskegee Alabama, 1939–1945," privately published c. 1972, section 305–306	Acquire bulletin board and reproduce notices.
Chairs , 3, folding or straight-back wooden; various locations in room	MAINTREC1	Acquire.
Light fixture , typical of the period	See BP7 for location.	Acquire.
Venetian blinds ; on window	MAINTREC3	Acquire.

Mrs. Johnson's Lunchroom (Room 18/09)

- 68 This room must be accessed from the south side of the hangar. A full-height, step-in barrier will be constructed to allow visitors to step inside the lunchroom. If it is determined that the equipment behind the counter can be seen from inside the visitor barrier, the area behind the counter will be furnished.

The water fountain on the east wall will be operational. An interpretive panel will be located on the east wall or in some other spot within the visitor area.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Water fountain ; against east wall	L 3	Acquire period piece.
Counter , approx. 6' x 24", with reflective surface; in center of room running east/west	L 1 and BP 7	Acquire period piece.
Display case , fiberglass or plastic, approx. 18" x 36"; on west end of counter	L 1 "Estimated cost for Expansion" lists "1—Small Display case to rest on lunch counter 18" x 36" approximate" Plastic food covers were introduced around 1910. (See <i>The American Restaurant Magazine</i> , October 1943.)	Acquire period piece, or reproduce plastic cover.
Wrapped cakes and pies , homemade and packaged; in display case	L 1 William Childs interview with Carol Petravage, January 4, 2005.	Acquire artificial food. Reproduce gelatin desserts, iced cakes, pound cakes, fruit pies, muffins.
Small plant , in paper cup; on display case	L 1	Acquire reproduction.
Napkin holder , with napkins; on east end of counter	L 1, L8	Acquire period piece.
Ketchup bottle ; on east end of counter	L 1	Acquire period piece.
Pickled peppers , bottle; on east end of counter	L 1	Acquire period piece.
Hot sauce , bottle; on east end of counter	L 1	Acquire period piece.
Salt and pepper shakers , glass; on east end of counter	L 1	Acquire period pieces.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Trash can , metal; on floor at east end of counter	Required for disposal of trash	Acquire period piece.
Refrigerator , 4–5' tall, top freezer compartment; against north wall, in northwest corner	BP7 shows the refrigerator on the east wall where a door was located. "Estimated cost for Expansion" lists "1—Mechanically Refrigerated Ice Box (suitable size)" See also figure L9.	Acquire period piece.
Stand , metal or wood, 6' long, three shelves; against north wall	BP 7 See also figure L7.	Acquire period or new stand if item can be seen from behind visitor barrier.
Griddle , or short-order range, electric; on stand behind counter	Cooked meals were served in the lunchroom. ". . . this area could be used for snacks and for short meals, quick meals," Booker Conley interview, March 14, 2000. See also William Childs interview, January 4, 2005 and L7.	Acquire period piece if griddle can be seen from behind visitor barrier.
Trays , 2, plastic or metal, round; on stand	Common usage	Acquire period trays or reproductions. Install only if stand can be seen from behind visitor barrier.
Coffee pot, glass, and electric burner or coffee brewer with glass pots ; on stand behind counter	L1 See also figures L4, L6, L7, and L10.	Acquire period piece.
Container , glass, pottery or china, for cold brewing iced tea; on stand behind counter	Common usage See figure L7.	Acquire.
Tumblers , 12, clear glass; on counter or stand	For tea, water, or soda. See figure L7.	Acquire.
Cutlery , 40 pieces, stainless steel; on tray on counter	L8	Acquire.
Mugs , 10, white ceramic, ten-oz; on stand near coffee pot	Food was served on china in the lunch room. William Childs interview, January 4, 2005. See figures L5, L7, L8, and L9.	Acquire reproductions.
Sink , galvanized iron, approx. 6' long, 18" wide, two tubs, two drain boards; behind counter	BP7 Physical evidence. See figures L4 and L5.	Acquire period piece if sink can be seen from behind visitor barrier.
Flypaper ; hanging from ceiling in northeast corner	L 1	Acquire reproduction.
Electric fan ; mounted to north wall	L 1 shows a dangling electric cord, which could have been for a fan or clock.	Acquire period piece.
Electric clock ; mounted to north wall	L 1 shows a dangling electric cord, which could have been for a fan or clock. See figures L4, L5, and L10.	Acquire period piece.
Cash register ; on westernmost table, against south wall	L 3	Acquire NCR "cash sales records" register or other similar period piece.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Order pad and pencils ; on table near register	Common usage. See figure L4.	Acquire period pieces.
Tickets and hole punch ; on table near register	L3	Acquire hole punch; reproduce tickets.
Spindle , metal, with tickets; on table near register	Common usage	Acquire period piece.
Calendar , late 1943 or 1944; on south or west wall	Common usage. See figure L7 for example.	Acquire period piece and reproduce for exhibit.
Tables , 24" x 24", with plastic tops, 3; along south wall in front of windows	L 2 and 3. "Estimated cost for Expansion" lists "3—Tea Room tables 24" x 24", Plastic top" Note that there were two different types of tables used in this room. Tables shown in L 2 are rectangular.	Acquire period pieces.
Napkin holders , with napkins, 2; on remaining two tables	L 2, L 8.	Acquire period piece.
Ketchup , 2 bottles; on remaining two tables	L 2	Acquire period pieces.
Pickled peppers , 2 bottles; on tables	L 2	Acquire period pieces.
Hot sauce , 2 bottles; on remaining two tables	L 2	Acquire period pieces.
Salt and pepper shakers , glass, two sets; on remaining two tables	L 2	Acquire period pieces.
Ashtrays , 2, plastic; one on each table	L2	Acquire period pieces.
Straight-back chairs , 7, wood; one behind table with cash register, three at each of the other two tables	Straight back chairs are shown in L 3. Folding chairs are shown in L2. See also "Estimated Cost for Expansion" for folding chairs.	Acquire period pieces.
Wallpaper strips , flowered; mounted on trim around windows	L 2	Acquire reproduction wallpaper.
Paper plates , 2, wadded-up napkins , 2, empty Coke bottles , 2, and candy wrapper ; on middle table	L 2	Acquire reproductions.
Lights , pendant, 2 or 4; attached to ceiling	BP8 (plans for Hangar One addition) indicate 4 lights were planned for the lunch room and figure BP 7 shows two lights planned for the center of the room.	Acquire two reproduction pendant lamps.

Exterior Furnishings

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Sign , "Moton Field . . . "; mounted on posts to right of entrance road near guard house	EXT 21	Acquire reproduction.
Sign , "STOP"; mounted on post in front of guardhouse	EXT 21	Acquire reproduction.
Bust of Robert Moton ; on pedestal in niche in brick entry	EXT 33, EXT 4	Acquire reproduction.
Windsock , on pole; mounted to roof of Hangar One	EXT 26	Acquire reproduction.
Signs , 8, "No Smoking Within 50 FT"; near underground gas storage tank hatches	EXT 27	Acquire reproductions.
Bus , 30-passenger; parked near south side of Hangar Two	EXT 27, EXT 6	Acquire restored vehicle, park under shelter at night and in bad weather or acquire reproduction.
Station wagon ; parked near south side of Hangar Two	EXT 34	Acquire restored vehicle, park under shelter at night and in bad weather or acquire reproduction
Benches , 4; north side of Hangar Two outside of cadet ready room	EXT 8, EXT 32, EXT 10	Acquire reproductions.
Ambulance ; parked near northwest corner of Hangar Two	EXT 1	Acquire restored vehicle, park under shelter at night and in bad weather or acquire reproduction
Pick-up truck ; parked near northwest corner of Hangar Two	EXT 1	Acquire restored vehicle, park under shelter at night and in bad weather or acquire reproduction
Cars , 2; parked on pavement near southeast corner of Hangar One	EXT 28	Acquire restored vehicles, park under shelter at night and in bad weather or acquire reproductions.
Fuel truck ; parked near planes in tie-down area	EXT 13	Acquire restored vehicle, park under shelter at night and in bad weather or acquire reproduction
Sign , "ALT 269"; mounted on east wall of control tower	TOWER 3	Acquire reproduction.
Floodlights , 5; 3 mounted on control tower, 2 mounted on northwest corner of Hangar Two	EXT 1, TOWER 3	Acquire reproductions.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Flag , on flagpole; mounted on control tower	EXT 1	Acquire reproduction flag and flagpole.
PT-19A airplanes , 18; one parked in front of Hangar One, the rest parked in tie-down area to east of Hangar Two	EXT 16	Acquire reproductions.
Stearman PT-17 Primary Training Airplanes , 8; one parked in front of Hangar One, the rest in tie-down area to east of Hangar Two	"History, 66 th AAF Flying Training Detachment, Moton Field, Tuskegee Institute, Alabama. Section II, 7 December 1941 to 31 December 1942 inclusive." U.S. Air Force Collection, AFHRA, p. 11. Howard 190, p. 14, Howard 191, p. 25.	Acquire reproductions.
Tie-down rings ; in tie-down area east of Hangar Two	G. L. Washington's <i>History of Military and Civilian Pilot Training</i> , section 314	Acquire reproductions.
Fuel pump ; between the Engineer's Building and the Warehouse	EXT 35	Acquire period piece.
Crash wagon ; north side of Hangar One near east end	"Estimated Cost for Expansion", p. 2; BP-4	Acquire period piece or reproduction.

The Skyway Club

The Historic Structure Report states:

73

Restoration of the exterior and interior of the Skyway Club will seek to return the building to its historic appearance in 1945. This will conserve the building's existing historic fabric as well as restore its missing fabric and will allow visitors to experience the building as it was originally constructed and used for social and recreational activities.⁷⁷

The main recreation room and the L-shaped bar room should both be restored to their original configurations and their original uses interpreted to visitors. The rooms should be furnished to illustrate their use as recreational and social gathering spaces.⁷⁸

The main function of the Skyway Club is to provide a place where visitors can obtain refreshment and use rest room facilities. Four areas of the Skyway Club (the main recreation room, the Skyway Club Bar, and the two screened porches) will be restored and furnished with reproductions of the original furnishings so that visitors can rest and enjoy their refreshments in a historic setting.

77 Skyway Club HSR, p. 33.

78 Ibid., p. 38.

Main Recreation Room (108 and 116)

74 According to the Historic Structure Report,

The main recreation room (Rooms 108 and 116) is the Skyway Club’s most significant interior space. This room served as the focal point for entertainment in the clubhouse and was also the focus of most of the building’s architectural detail. The main recreation room should be restored to its original configuration no matter how the remainder of the building might be used.⁷⁹

This room will be furnished entirely with reproductions for use by visitors. Since the room will be supplied with a piano, the park may wish to consider sponsoring musical events like jazz or blues concerts or other community activities. A stage should be recreated at the east end of the room as seen in the historic photograph.

The numbers of tables and chairs specified in the plan approximates the number that was in the room historically, but these recommendations can be adjusted to suit park needs. The photograph of the interior also shows five tall tables and bar stools along the north wall. These can be added to the plan if desired. It is unclear from the photograph whether there were curtains across the french doors in the north and south walls. These doors open onto the screened porches. What appear to be curtains in the photograph may be crepe paper decorations. Although this plan does not recommend curtains because of maintenance issues, the park may wish to hang curtains over these doors if this room will be used for audio-visual presentations.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Stage , wooden; in southeast corner	Skyway Club 1	Fabricate (by contractor in charge of building renovations).
Side chairs , wooden, 3, with vertical wood slat backs; on stage	Skyway Club 1	Acquire reproductions.
Piano , upright; on stage in southeast corner	Skyway Club 1	Acquire reproduction or similar new piano.
Piano bench ; in front of piano	Skyway Club 1	Acquire reproduction.
Microphone ; on stage	Skyway Club 1	Acquire modern equivalent.
Speakers , for microphone; install as recommended by sound technician.	Required for sound system	Acquire modern equivalent.

79 Ibid.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Tables , 15, straight wooden legs and apron, dark-colored Formica top with metal edge; arranged in three long rows in front of stage	Skyway Club 1	Acquire reproductions.
Ashtrays , 15, pressed glass in star-shape; one on each table	Skyway Club 1	Acquire reproductions.
Side chairs , 20, wooden with round seats and single splat back; four around each of five tables	Skyway Club 1	Acquire reproductions.
Side chairs , 20, wooden with round seats and bentwood backs; four around each of five tables	Skyway Club 1	Acquire reproductions.
Chairs , metal folding, 20; four around each of five tables	Skyway Club 1	Acquire modern equivalent.
Fire hose , on metal reel; mounted on north wall near northeast corner	Skyway Club 1	Acquire reproduction.
Velvet rope ; attached to hooks on either side of french doors in east wall	Skyway Club 1	Acquire modern equivalent.
Light fixtures , 10; mounted on ceiling	Original ceiling fixtures extant (according to HSR).	Use original ceiling fixtures.

Skyway Club Bar (120)

76 For this room, the Historic Structure Report recommends “reconstruct[ing] the Skyway Club Bar on the north wall of Room 120 as shown in the historic interior photograph” and “reconstruct[ing] the pass-thru next to the bar between Rooms 120 and 121.”⁸⁰

The HSR also states that, after the Main Recreation Room,

the next most significant space in the hierarchy is the L-shaped room that includes Rooms 120 (where the Skyway Club bar was located), 114, 115, 117, 118, and 119. While the exact configuration of the room is not certain at this time, the presence of the bar clearly indicates that the room served as an important social gathering space. Restoration of the room would add significantly to the understanding of the building as a social clubhouse.⁸¹

This Historic Furnishings Report recommends the reconstruction of the bar, back bar, and pass-through to the kitchen, and acquisition of reproduction furnishings for visitor use. The park has expressed a desire to serve visitors beverages and light refreshments in this space. The bar can be used for the serving area and visitors can sit at the tables to rest and eat.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Bar , wooden, two-toned; at north end of room 120	Skyway Club 2	Reconstruct based on photograph and any existing scars on floor.
Footrest , pipe; installed in floor in front of bar	Skyway Club 2	Reproduce.
Backbar , glass and chrome, with round convex mirror in center; against north wall behind bar	Skyway Club 2	Reproduce based on photograph.
Potted plants , 4; on upper shelves of backbar	Skyway Club 2	Acquire modern pots and imitation plants.
Cash register ; on backbar	Skyway Club 2	Acquire working reproduction.
Vases , glass, 2, with flowers; on backbar on either side of convex mirror	Skyway Club 2	Acquire modern vases and imitation flowers.

80 Skyway Club HSR, 36.

81 Ibid., 38.

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Plate , with five pieces of fruit; on backbar between vases	Skyway Club 2	Acquire reproduction plate and imitation fruit.
Advertising poster ; on backbar above convex mirror	Skyway Club 2	Acquire reproduction.
Framed certificate (liquor license); on backbar at far right	Skyway Club 2	Acquire reproduction certificate in reproduction frame.
Tables , 6, wooden tops with straight legs; arranged in rows diagonally in front of bar	Skyway Club 2	Acquire reproductions.
Side chairs , 24, wooden, with shaped-splat backs; four around each table	Skyway Club 2	Acquire reproductions.
Light fixtures , 3; mounted on ceiling	Skyway Club 2. The same type of fixtures are extant in the Main Recreation Room.	Acquire reproductions.

North Screened Porch

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Tables , wooden, 5; in row along north end of room in front of screen	Telephone interview with William Childs, 3/2/2005	Acquire reproductions similar to tables in bar.
Chairs , side, wooden, 10; two at each table, facing towards the outside	Telephone interview with William Childs, 3/2/2005	Acquire reproductions similar to chairs on stage in recreation room.

78

South Screened Porch

OBJECT(S) AND LOCATION	EVIDENCE	RECOMMENDATION
Tables , wooden, 3; in row along south end of room in front of screen	Telephone interview with William Childs, 3/2/2005	Acquire reproductions similar to tables in bar.
Chairs , side, wooden, 6; two at each table, facing towards the outside	Telephone interview with William Childs, 3/2/2005	Acquire reproductions similar to chairs on stage in recreation room.

Illustrations

79

List of Illustrations

Blueprints and drawings

Figure BP 1 Civil Elementary Army Training School, Tuskegee Alabama, May 7, 1941 (building facilities at airfield). NARA College Park, RG 18, Project Files: Air Fields 1939–1942, box 1827. Also figure HN1-5 in Moton Field Historic Structure Report.

Figure BP 2 Hanger Electrical Layout, Tuskegee Institute, Army Elementary Training Field. Made by W. C. Curtis, July 18, 1941. Similar to BP 3. This version indicates fixture types. From Moton Field Historic Structure Report, figure HN1-A5.

Figure BP 3 Hanger Electrical Layout, Tuskegee Institute, Army Elementary Training Field, no date. Similar to BP 2. This version indicates room use and ceiling height. From Moton Field Historic Structure Report, figure HN1-6.

Figure BP 4 Plan of Hangar Utilities, Air Corps Training Detachment, Tuskegee Institute, Ala., no date. This plan includes a key to the location and type of fire extinguishers in Hangar One. From Moton Field Historic Structure Report, figure HN1-A6.

Figure BP 5 Proposed Wing Rack for Air Corps Primary School, Tuskegee Institute Alabama. Drawn by M. L., checked by E. C. M. August 14, 1941. From Moton Field Historic Structure Report, figure HN1-A9.

Figure BP 6 Alterations to Army Offices 66th AFTD, Tuskegee Institute, Ala. Floor Plan, Elevation, and Structural Section. G. L. Washington, Engineer; Edward C. Miller, Architect. No date. From Moton Field Historic Structure Report, figure HN1-10.

Figure BP 7 Proposed Alterations to Air Corps Primary School, Tuskegee Institute Alabama. Edward C. Miller, Architect; George L. Washington, Engineer. June 6, 1942. From Moton Field Historic Structure Report, figure HN1-A7.

Figure BP 8 Airport No. 2 Additions, August 3, 1942. Shows floor plan and details for tearoom (lunchroom) addition. From Moton Field Historic Structure Report, figure HN1-7.

Figure BP 9 Booth Details for Lunch Room, Air Corps Primary School, Tuskegee Institute, Alabama. Drawn by M. L., checked by E. C. M. No date. From Moton Field Historic Structure Report, figure HN1-A8.

Exterior (specific to Moton Field)

Figure EXT 1 Stearman PT-17s at Moton Field. Scan from Cultural Landscape Report, CLR-16. A close-up of this photo is TA031.tif from the Air Force Historical Research Agency (hereafter AFHRA), Maxwell Air Base, Montgomery, AL.

Figure EXT 2 “Ground flying”—an important phase of training. Instructor discusses with student the proper manner for the performance of certain flight maneuvers. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA118.tif.

Figure EXT 3 Construction of Moton Field, June 1941. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA 124.tif.

Figure EXT 4 Bust of Moton at entrance. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA135.tif.

Figure EXT 5 A group of the Division of Aeronautics Flying Instructors at Moton Field. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA169.tif.

Figure EXT 6 Buses transporting Cadets. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA170.tif.

Figure EXT 7 Exterior waiting for bus. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA171.tif.

Figure EXT 8 Exterior showing benches. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA172.tif.

Figure EXT 9 Exterior showing Hangar One doors. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA184.tif.

Figure EXT 10 Clerical workers on Field Day. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA192.tif.

Figure EXT 11 Exterior showing cadet and guest. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA194.tif.

Figure EXT 12 Plane crew working on plane. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA205.tif.

Figure EXT 13 Gassing up. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA206.tif.

Figure EXT 14 Plane crew inspecting PT-17. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA208.tif.

Figure EXT 15 Washing airplane. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA212.tif.

Figure EXT 16 Early morning scene on the ramp showing a line of PT-19A's. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA217.tif.

Figure EXT 17 Exterior showing construction. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA220.tif.

Figure EXT 18 Exterior showing construction. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA222.tif.

Figure EXT 19 Demonstrating fire extinguishers outside hangar. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA223.tif.

Figure EXT 20 Exterior showing ambulance. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA226.tif.

Figure EXT 21 Guardhouse and Hangar One, Moton Field. Moorland-Spingarn Research Center, Howard University, scan “hangar.”

Figure EXT 22 Moton Field, 1941. Moorland-Spingarn Research Center, Howard University, scan 190.

Figure EXT 23 “Initial aircraft fuel storage 1941.” Moorland-Spingarn Research Center, Howard University, scan 191.

Figure EXT 24 Hangar One. Moorland-Spingarn Research Center, Howard University, scan 398.

Figure EXT 25 New Army office construction. Moorland-Spingarn Research Center, Howard University, scan 305a.

Figure EXT 26 Moton Field, 1941. Moorland-Spingarn Research Center, Howard University. From Historic Structure Report, scan HN1-2.

Figure EXT 27 Cadets leaving airfield in bus, 1944. Moorland-Spingarn Research Center, Howard University. From Cultural Landscape Report, scan CLR-4A.

Figure EXT 28 Plane outside Hangar One, late 1941. Moorland-Spingarn Research Center, Howard University. From Cultural Landscape Report, scan CLR-20.

Figure EXT 29 Carrie Campbell, guard. Moorland-Spingarn Research Center, Howard University, scan “Carrie Campbell”.

Figure EXT 30 Field day (note benches). Moorland-Spingarn Research Center, Howard University, scan 405.

Figure EXT 31 Lunchroom expansion. Moorland-Spingarn Research Center, Howard University, scan “building.”

Figure EXT 32 Exterior showing benches. Army History Section IX (1 Mar ’45 – 20 April ’45), app. XI. AFHRA, P4219.

Figure EXT 33 Guardhouse. From Historic Structure Report, scan GB-1. AFHRA TA136.tif is a cropped version of this image.

Figure EXT 34 Cadets boarding station wagon. Moorland-Spingarn Research Center, Howard University, scan 270.

Figure EXT 35 Making repairs to the roof of Hangar Two. From Moton Field Historic Structure Report, figure HN2-7.

HANGAR ONE

Interior (H1, room 01)

Figure H1Main 1 Austin Humbles, Chief of Airplane maintenance, Primary Field, late 1941. Moorland-Spingarn Research Center, Howard University, Howard 271, p. 5.

Figure H1Main 2 Maintenance operation, or some beginning personnel, late 1941. Moorland-Spingarn Research Center, Howard University, Howard 271, p. 6.

Figure H1Main 3 Parachutes drying in Hangar One, 1941. Moorland-Spingarn Research Center, Howard University, Howard 191, p. 35.

Administrative Office (H1, room 02)

Figure H1Admin 1 Early meeting with some assistants, late 1941. This photograph was described in Washington’s scrapbook as being taken at Moton Field. The window and door arrangement match the early arrangement of room 02. Moorland-Spingarn Research Center, Howard University, Howard 267, p. 12.

G. L. Washington’s Office (H1, room 04)

WOFF 1 “Director of School of Mechanical Industries and the Division of Aeronautics (seated); Assistant Director of School of Mechanical Industries”. Moorland-Spingarn Research Center, Howard University, Howard 267, p. 13.

Orderly Room (possibly H1, room 06)

Figure OrdRm 1 Sgt. W.D. Startzman, Pvt. C.D. McIlveen, S/Sgt. Wayland Gann, and Lt. Robert S. Krebs, in the Orderly Room at Moton Field.” Army History, 1 Feb. –31 Dec. ’44, App. XLI, p.1 top. AFHRA, FIG. ORDRM 1.

Figure OrdRm 2 “Orderly Room.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

Maintenance Records Room (H1, room 14)

Figure MaintRec 1 Civilian and enlisted men check status of aircraft maintenance forms daily. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA211.tif.

Figure MaintRec 2 Assistant Chief of Maintenance consults status board in planning maintenance service. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA247.tif.

Figure MaintRec 3 Howard 305, p. 1, “Airplane Maintenance Records.” Moorland Spingarn Research Center, Howard University, scan 311a. “Discussing supply problems in Army Supply Office,” from “Pilot Training School, Tuskegee Institute,” dated May 1944 (AFHRA TA210.tif) is a close-up of this image.

Figure MaintRec 4 Airport Maintenance Records. Moorland-Spingarn Research Center, Howard University, Howard 305, p. 1, bottom right corner.

Lunchroom (H1, room 24)

Figure L 1 “A corner of the lunchroom at Moton Field.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, FIG. L 1.tif.

Figure L 2 Lunchroom. Moorland-Spingarn Research Center, Howard University, Howard 315, p. 2 (upper).

Figure L 3 Lunchroom. Moorland-Spingarn Research Center, Howard University, Howard 315, p. 2 (lower).

Figure L 4 Woolworth Dime Store lunch counter, Duluth, Minnesota, 1940–1949. Fred J. Roleff, Minnesota Historical Society, Loc# HF5.2 p203 Neg# 95124.

Figure L 5 Restaurant interior, 1954. John Runk, Minnesota Historical Society, Loc# RUNK Neg# RUNK2358H.

Figure L 6 First-floor lunch counter, Donaldson’s, St. Paul, Minnesota, c. 1951. Minnesota Historical Society, Loc# HF5.2 r26 Neg# 4370.

Figure L 7 Lunch counter, Eastman’s Originals Collection, Department of Special Collections, General Library, University of California, Davis.

Figure L 8 “All motor traffic to and from the union Station goes through an underground tunnel. A small lunch room is maintained there for cab and truck drivers.” Jan. 1943, Chicago, Illinois. Collection of the Library of Congress, #LC-USW3-015435-E.

Figure L 9 “The Star Lunch, just outside the shipyard at Bath, Maine.” December 1940. Collection of the Library of Congress, #LC-USF34-042618-D DLC.

Figure L 10 “Roanoke station of the Virginia and Western Railroad, Roanoke, Virginia, Lunch room II, black.” February 1950. Collection of the Library of Congress, #LC-G613-T-56511 DLC.

Army Offices

ARMY OFF 1 Major Magoon at his desk. Moorland-Spingarn Research Center, Howard University, Howard 398, p. 23

ARMY OFF 2 Primary field personnel. Moorland-Spingarn Research Center, Howard University, Howard 287, p. 4.

ARMY OFF 3 “Major William T. Smith.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

ARMY OFF 4 “First Lieutenant Howard T. Frazier and assistants.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

ARMY OFF 5 “Engineer’s Office.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

HANGAR TWO

New Cadet Ready Room (H2, room 06)

CRR 1 New Cadet Ready Room, looking west. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA168.tif.

CRR 2 “Returned Combat Pilot talks to a group of Flight Instructors in New Cadet Ready Room.” Moorland-Spingarn Research Center, Howard University, Howard 311, p.19 (top photo).

CRR 3 “In the New Cadet Ready Room”(looking SE). Moorland-Spingarn Research Center, Howard University, Howard 311, p. 19 (bottom photo).

CRR 4 “Instructor demonstrates maneuver in the ready room” (looking north). From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA 182.tif.

Link Trainer Room (H2, room 13)

LINK 1 Link Training Room. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA157.tif .

LINK 2 Link Training Room. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA158.tif.

LINK 3 Link Training Room. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA159.tif.

LINK 4 Link Training Room. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA160.tif.

LINK 5 “Corner of Link trainer (Hangar Two).” Moorland-Spingarn Research Center, Howard University, Howard 311, p. 18.

LINK 6 “Sergeant Explains Link Trainer Purposes to Delegation.” Moorland-Spingarn Research Center, Howard University, Howard 448, p. 17.

LINK 7 “Link trainer with instructor.”

From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

LINK 8 “Learning with the Link.”

From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

War Library, Intelligence Office (H2, room 12 from 6/44 on)

INTOFF 1 “A corner in the war library. ‘Destination—Tokyo!’ A target they all want to reach.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA165.tif.

INTOFF 2 “Intelligence Officer.” Moorland-Spingarn Research Center, Howard University, Howard 311, p. 21 (upper)

INTOFF 3 “Corner of Intelligence Office.” Moorland-Spingarn Research Center, Howard University, Howard 311, p. 21 (lower)

INTOFF 4 “In the War Room.” Army History 1 Feb.–31 Dec. 1944, p. 4, App. XLI. AFHRA, P4154.

INTOFF 5 “Honor Roll.” Army History 1 Feb.–31 Dec. 1944, AFHRA, P4145.

INTOFF 6 “Magazine Rack in War Room.” Army History 1 Mar. ’45–20 Apr. ’45, App. X. AFHRA, P4218.

Parachute Packing Room

PARA 1 “The Chairman of the Board of Trustees of Tuskegee Institute, Dr. Wm. Jay Schieffelin, visits the Parachute Department.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA190.tif.

PARA 2 “Head parachute rigger [Mrs. Alice Gray] lectures and demonstrates to all entering Cadets on use and care of parachutes.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. Same as Howard 311, p. 16 [identified as Hangar Two in scrapbook]. AFHRA, TA218.tif.

PARA 3 “Parachute rigger repairs a chute harness.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA219.tif.

PARA 4 “Mildred Hanson undergoing CAA Examination for Parachute Rigger, which she passed.” Moorland-Spingarn Research Center, Howard University, Howard 288, p. 15 (top)

PARA 5 “Mildred Hanson undergoing CAA Examination for Parachute Rigger, which she passed.” Moorland-Spingarn Research Center, Howard University, Howard 288, p. 15 (middle)

PARA 6 “Mildred Hanson undergoing CAA Examination for Parachute Rigger, which she passed.” Moorland-Spingarn Research Center, Howard University, Howard 288, p. 15 (bottom)

PARA 7 “The Sergeant learns to sew.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

Tower (H2)

TOWER 1 “Dispatcher (seated) and an instructor doing ‘tower watch.’” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA213.tif

TOWER 2 “Flying time recording—an important operation in the Tower. A daily and accumulative flying time record in hours and minutes is kept here on each Army, civilian and Aviation Cadet Pilot, as well as the Cadets’ accounts of mess and barracks. Adjutant is seen here checking his mess and barracks accounts.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA215.tif.

TOWER 3 “The Tower.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA216.tif.

Medical Office

MEDOFF 1 “Physical Check-up.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA228.tif.

MEDOFF 2 “Eye check by a Medical Officer. Testing eye muscle balance with the photometer trail frame.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA229.tif.

MEDOFF 3 “Corner of Medical Office (Hangar No.2).” Moorland-Spingarn Research Center, Howard University, Howard 311, p. 24.

Possibly Instructor’s Ready Room (H2, room 04)

INSTRR 1 “Major H. C. Magoon, Commanding Officer and Staff of the 2164th AAF

Base Unit (Contract Pilot School, Primary) stationed on detached service at Moton Field.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA137.tif.

INSTRR 2 “Key administrative personnel in Division of Aeronautics. . . . Assembled are supervisor and heads of Flying, Ground School, Aircraft Maintenance, physical plant and business departments, covering Airport ‘Number One’ and Moton Field.” [same room as TA137] From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA138.tif.

INSTRR 3 Major Magoon and his staff. This is the same photograph as the background photograph in INSTRR 1, except this version shows more of the room. Moorland-Spingarn Research Center, Howard University, Howard 385.

Cadet House

CADET 1 “Flight Surgeon Maurice Johnson and fellow officers in a corner of Cadet House.” Moorland-Spingarn Research Center, Howard University, Howard 303, p. 20.

CADET 2 “Ready Room.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

CADET 3 “Ready Room.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

Hangar, interior, Airport One

A1 1 “Administrative meeting at Airport One—Washington, Mildred Hanson, Allen, Gray”. Moorland-Spingarn Research Center, Howard University, Howard 269, p. 8.

A1 2 “Close-up, Harold K. Stevens & Hulon White, airplane maintenance, Airport One.” Moorland-Spingarn Research Center, Howard University, Howard 269, p. 9.

A1 3 “Aircraft maintenance at Airport One, Willie Childs and helper.” Moorland-Spingarn Research Center, Howard University, Howard 269, p. 10. Same photo captioned as “Ground crew checking aircraft” in “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA121.tif.

A1 4 “Maintenance on the Civilian Pilot Training Program at Tuskegee Airfield One. Superintendent of Maintenance, Engine Mechanic and Assistant Mechanic are shown giving a Secondary Trainer a thorough inspection.” Moorland-Spingarn Research Center, Howard University, Howard 269, p. 11.

A1 5 “Hanger #1—Interior View” [Airport One]. Moorland-Spingarn Research Center, Howard University, Howard 243, p. 30

Classrooms

CLASS 1 “August 25, 1941—Chief Pilot Charles Anderson and flight staff prepare to inaugurate Army pilot flight training at Tuskegee.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA126.tif.

CLASS 2 “A mechanic’s training is never ended. Here, mechanics must attend classes while on the job.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA207.tif.

CLASS 3 Students in desks in classroom. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA161.tif.

CLASS 4 “This training gadget aids the instructor in explaining the use of the compass in navigation.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA162.tif.

CLASS 5 “Aviation Cadets are taught regarding the mechanism and functioning of various units of the airplane’s ‘power plant.’” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA163.tif.

CLASS 6 “A lesson on instruments.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA166.tif.

CLASS 7 “Before graduating from Primary, each Cadet makes a dual and solo cross-country flight. A Squadron Commander is shown briefing a group of cadets prior to take-off.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA175.tif.

Unknown Hangars

UNKHANG 1 “The Maintenance Department not only services but rebuilds aircraft used in training. These men are in the process of a recover job.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, UNKHANG 1.tif.

UNKHANG 2 Working on an engine in unknown hangar interior (possibly Hangar One at Moton Field). From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA209.tif.

UNKHANG 3 “Expert mechanics check a motor.” From *Tuskegee Army Flying School*

and AAF 66th FTD, *Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

UNKHANG 4 “Work goes on inside one of Moton Field’s well-equipped hangars.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

Other Interiors

OTHINT 1 “Calling the ‘tower.’ Each cadet must ‘check out’ and ‘check in’ with the Dispatcher.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA214.tif.

OTHINT 2 “In conference room away from flight line, each instructor holds individual and group conferences with students in order to explain to the student his errors and to thoroughly coach him on the proper performance methods.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA245.tif.

OTHINT 3 “These cadets are discussing among themselves their cross-country flight while a cadet manipulates his map for convenience in flight.” From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA173.tif.

OTHINT 4 Office interior, Airport One. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA140.tif.

OTHINT 5 Capt. Theodore H. Randall in his office at Airport One. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA141.tif.

OTHINT 6 “Covering tips of aileron.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

OTHINT 7 “Operations Office.” From *Tuskegee Army Flying School and AAF 66th FTD, Tuskegee, Alabama*. Ed. Captain Charles D. Baylis, USMC (RET). Baton Rouge, La.: The Army and Navy Publishing Co., Inc., 1942.

Photos of Planes

PLANE 1 PT-19A. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA177.tif.

PLANE 2 PT-19A. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA178.tif.

PLANE 3 PT-17. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA179.tif.

PLANE 4 Fairchild’s Trainer. Moorland-Spingarn Research Center, Howard University, Howard 287, p. 4.

PLANE 5 Piper J-3 “Cub.” National Air and Space Museum, Smithsonian Institution (SI Neg No. 80-2969).

Skyway Club

Skyway Club 1 Main recreation room, World War II era. Private collection of Mrs. Inez Glass, Tuskegee, Alabama.

Skyway Club 2 Skyway Club bar, World War II era. Private collection of Mrs. Inez Glass, Tuskegee, Alabama.

Figure BP 1 Civil Elementary Army Training School, Tuskegee Alabama, May 7, 1941 (building facilities at airfield). NARA College Park, RG 18, Project Files: Air Fields 1939–1942, box 1827. Also figure HN1-5 in Moton Field Historic Structure Report.

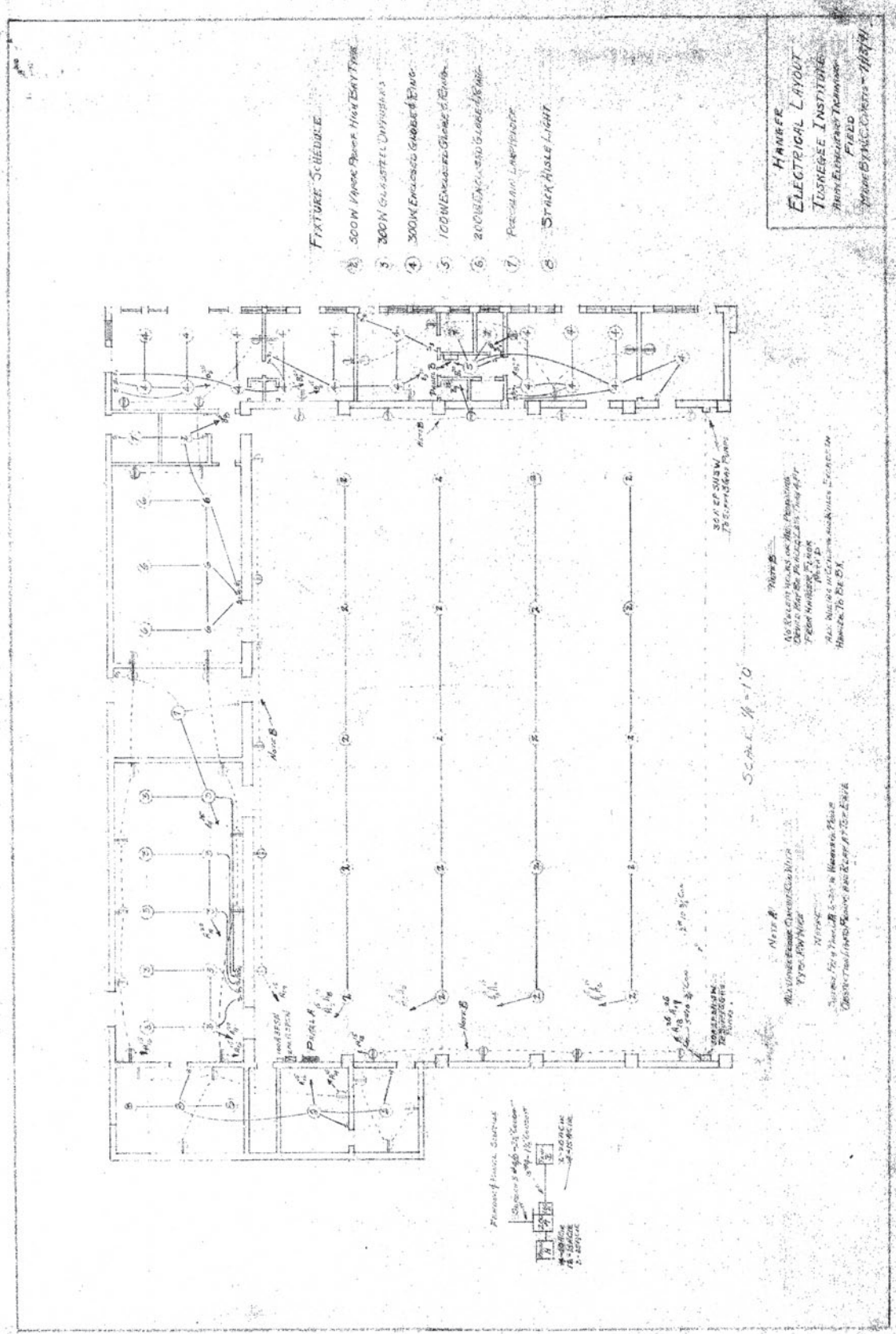


Figure BP 2 Hanger Electrical Layout, Tuskegee Institute, Army Elementary Training Field. Made by W. C. Curtis, July 18, 1941. Similar to BP 3. This version indicates fixture types. From Moton Field Historic Structure Report, figure HN1-A5.

HISTORIC FURNISHINGS REPORT

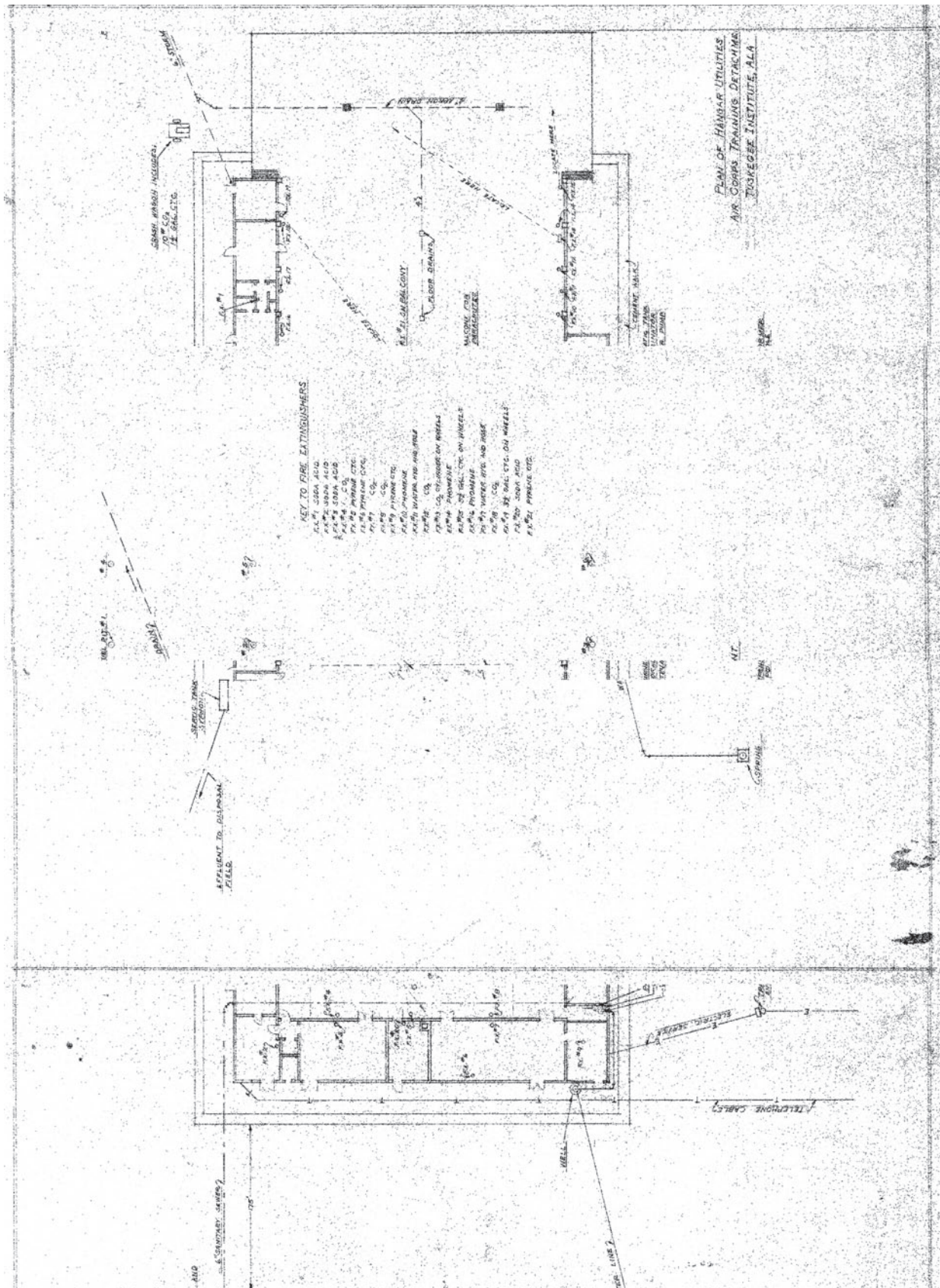


Figure BP 4 Plan of Hangar Utilities, Air Corps Training Detachment, Tuskegee Institute, Ala., no date. This plan includes a key to the location and type of fire extinguishers in Hangar One. From Moton Field Historic Structure Report, figure HN1-A6.

HISTORIC FURNISHINGS REPORT

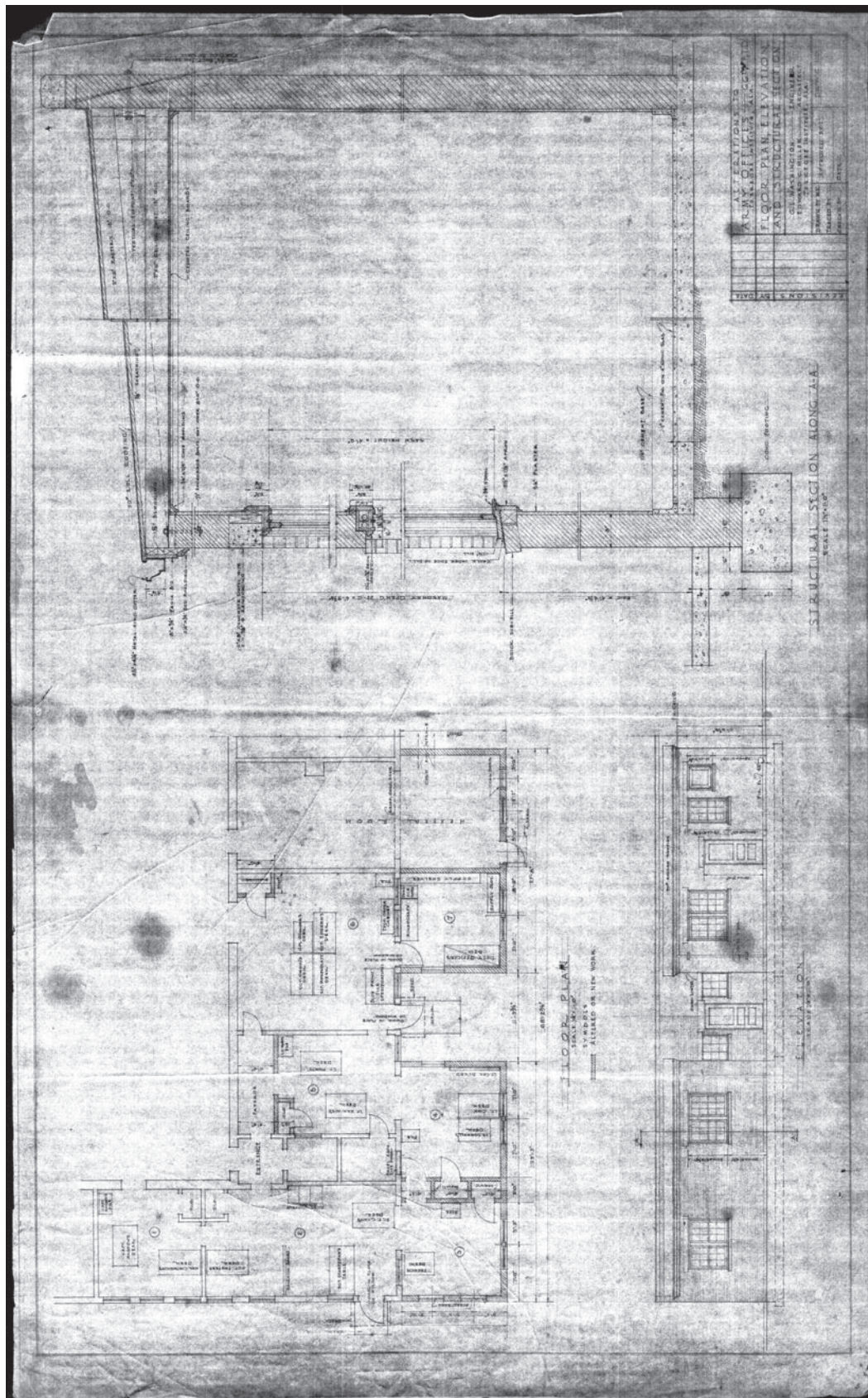


Figure BP 6 Alterations to Army Offices 66th AFTD, Tuskegee Institute, Ala. Floor Plan, Elevation, and Structural Section. G. L. Washington, Engineer; Edward C. Miller, Architect. No date. From Moton Field Historic Structure Report, figure HN1-10.

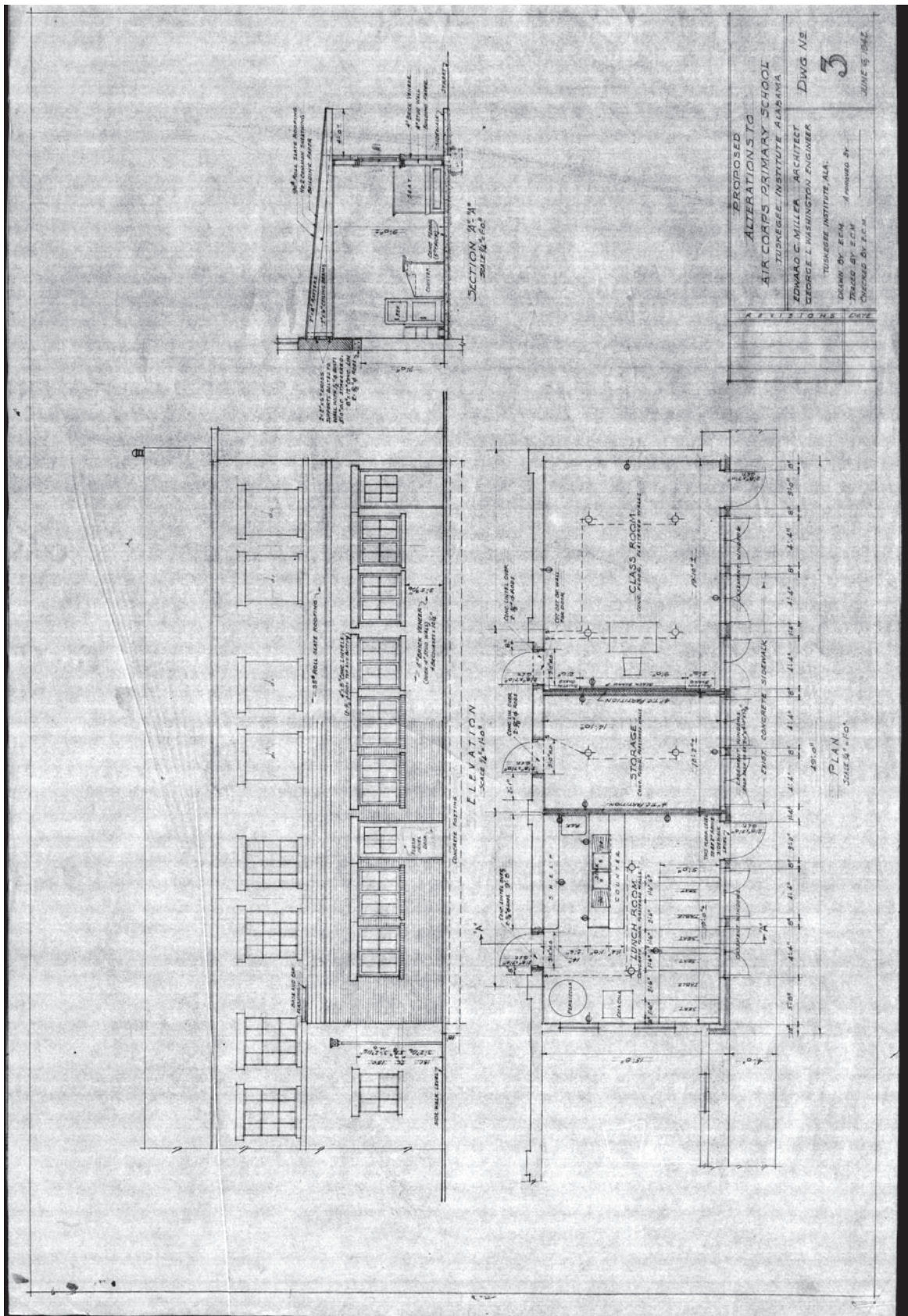


Figure BP7 Proposed Alterations to Air Corps Primary School, Tuskegee Institute Alabama. Edward C. Miller, Architect; George L. Washington, Engineer. June 6, 1942. From Moton Field Historic Structure Report, figure HN1-A7.

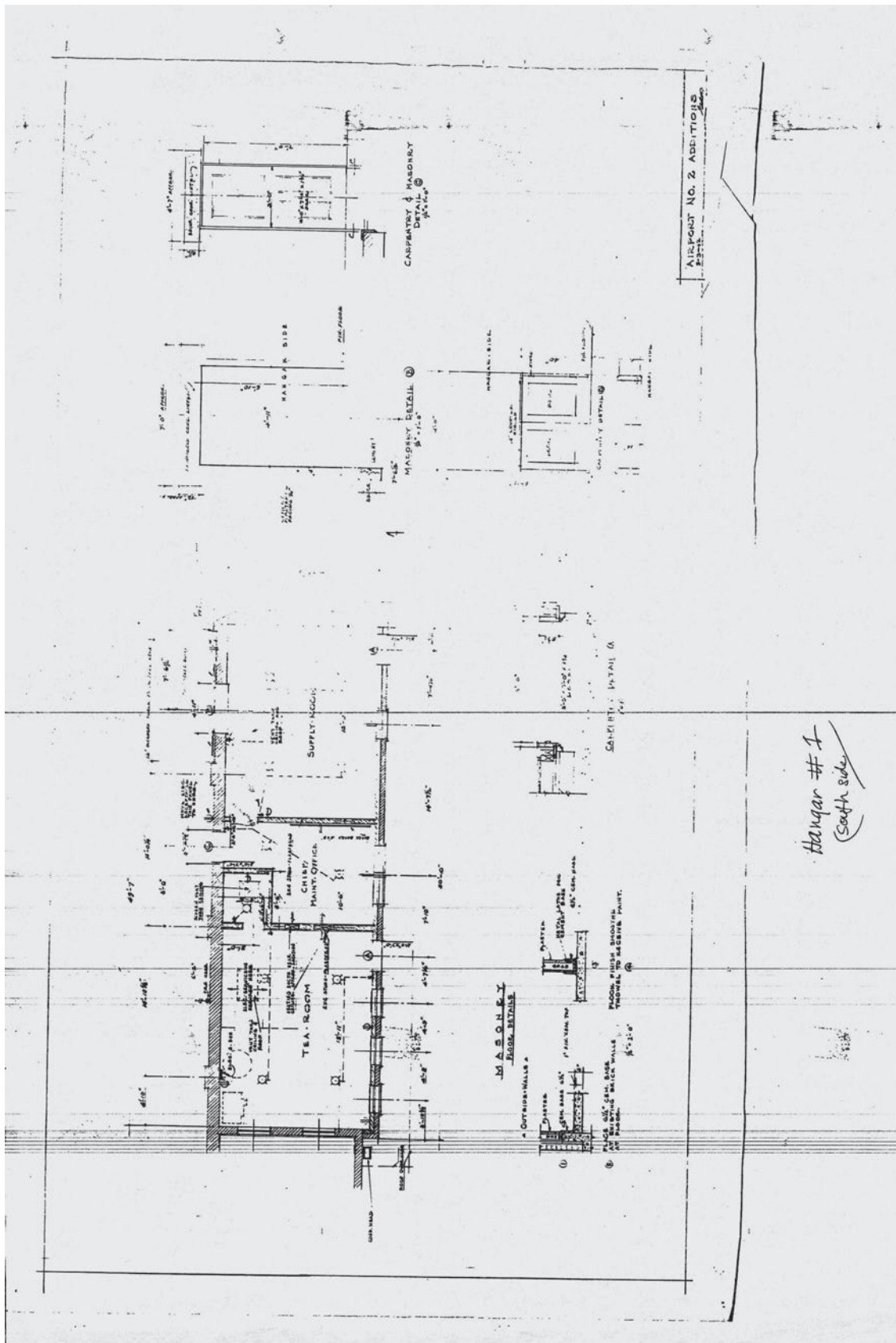


Figure BP 8 Airport No. 2 Additions, August 3, 1942. Shows floor plan and details for tea-room (lunchroom) addition. From Moton Field Historic Structure Report, figure HN1-7.

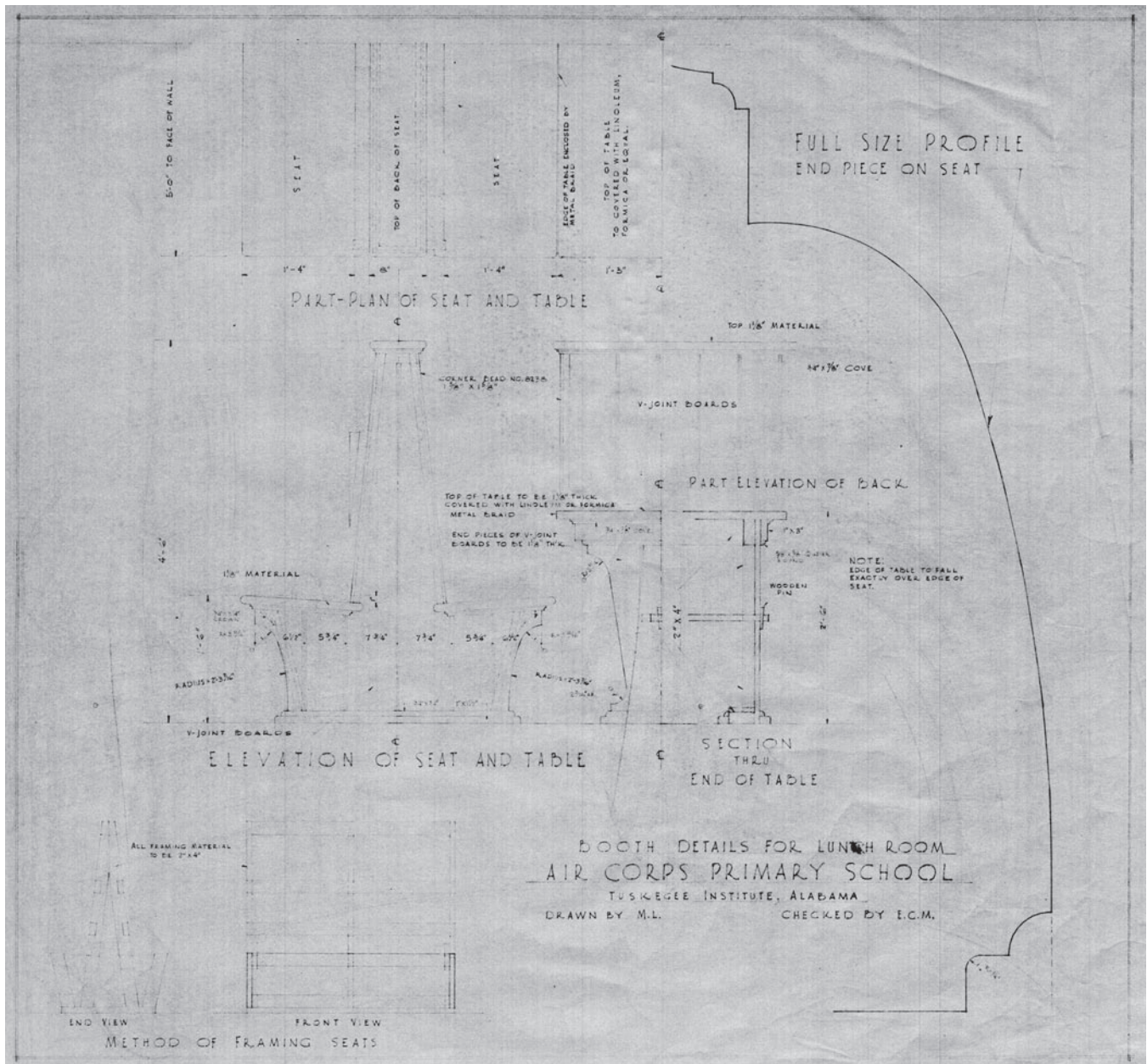


Figure BP 9 Booth Details for Lunch Room, Air Corps Primary School, Tuskegee Institute, Alabama. Drawn by M. L., checked by E. C. M. No date. From Moton Field Historic Structure Report, figure HN1-A8.



Exterior (specific to Moton Field)

Figure EXT 1 Stearman PT-17s at Moton Field. Scan from Cultural Landscape Report, CLR-16. A close-up of this photo is TA031.tif from the Air Force Historical Research Agency (hereafter AFHRA), Maxwell Air Base, Montgomery, AL.



Figure EXT 2 “Ground flying”—an important phase of training. Instructor discusses with student the proper manner for the performance of certain flight maneuvers. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA118.tif.

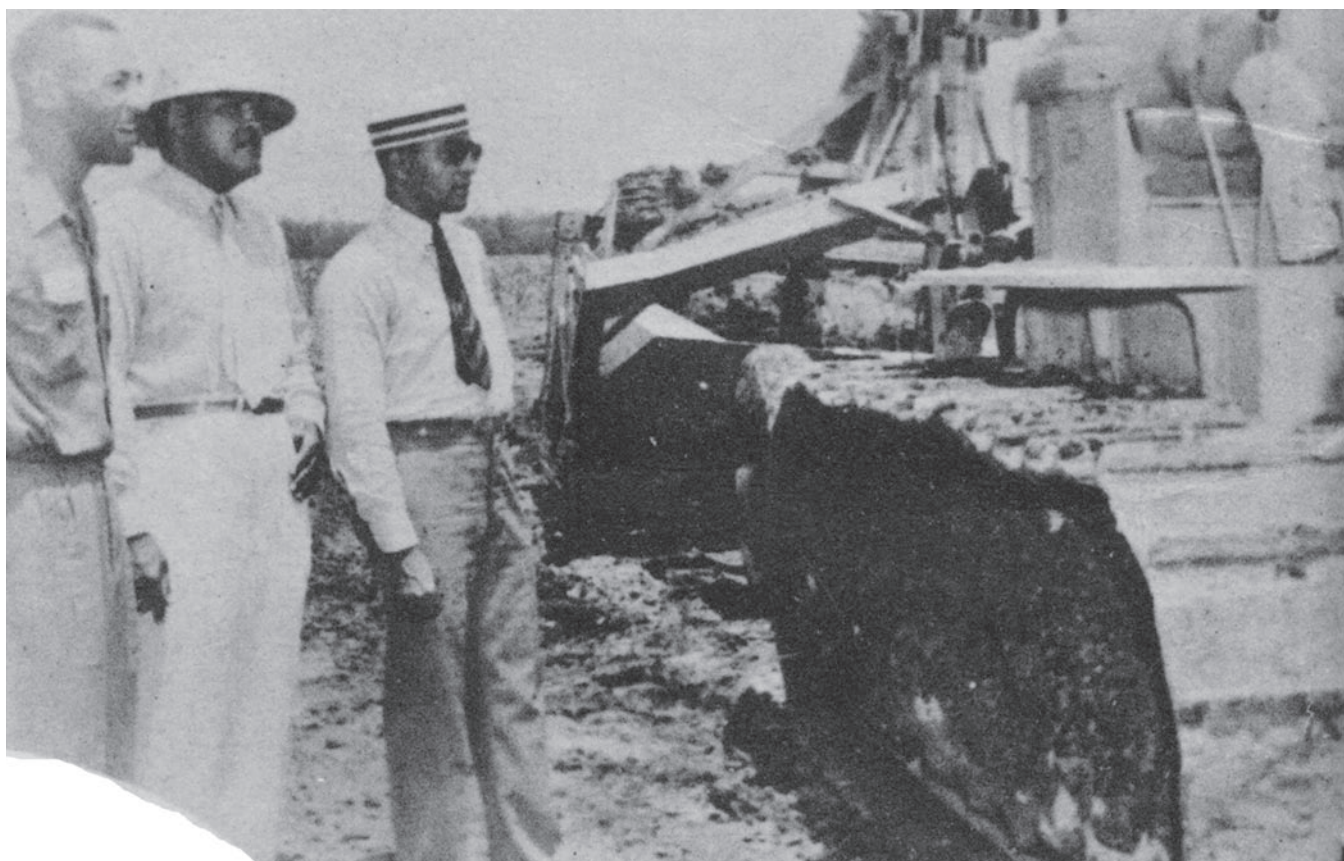


Figure EXT 3 Construction of Moton Field, June 1941. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA 124.tif.



Figure EXT 4 Bust of Moton at entrance. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA135.tif.



Figure EXT 5 A group of the Division of Aeronautics Flying Instructors at Moton Field. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA169.tif.



Figure EXT 6 Buses transporting Cadets. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA170.tif.



Figure EXT 7 Exterior waiting for bus. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA171.tif.



Figure EXT 8 Exterior showing benches. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA172.tif.



Figure EXT 9 Exterior showing Hangar One doors. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA184.tif.



Figure EXT 10 Clerical workers on Field Day. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA192.tif. This image as seen here is reversed; however, the image appears this way in the original publication.



Figure EXT 11 Exterior showing cadet and guest. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA194.tif.

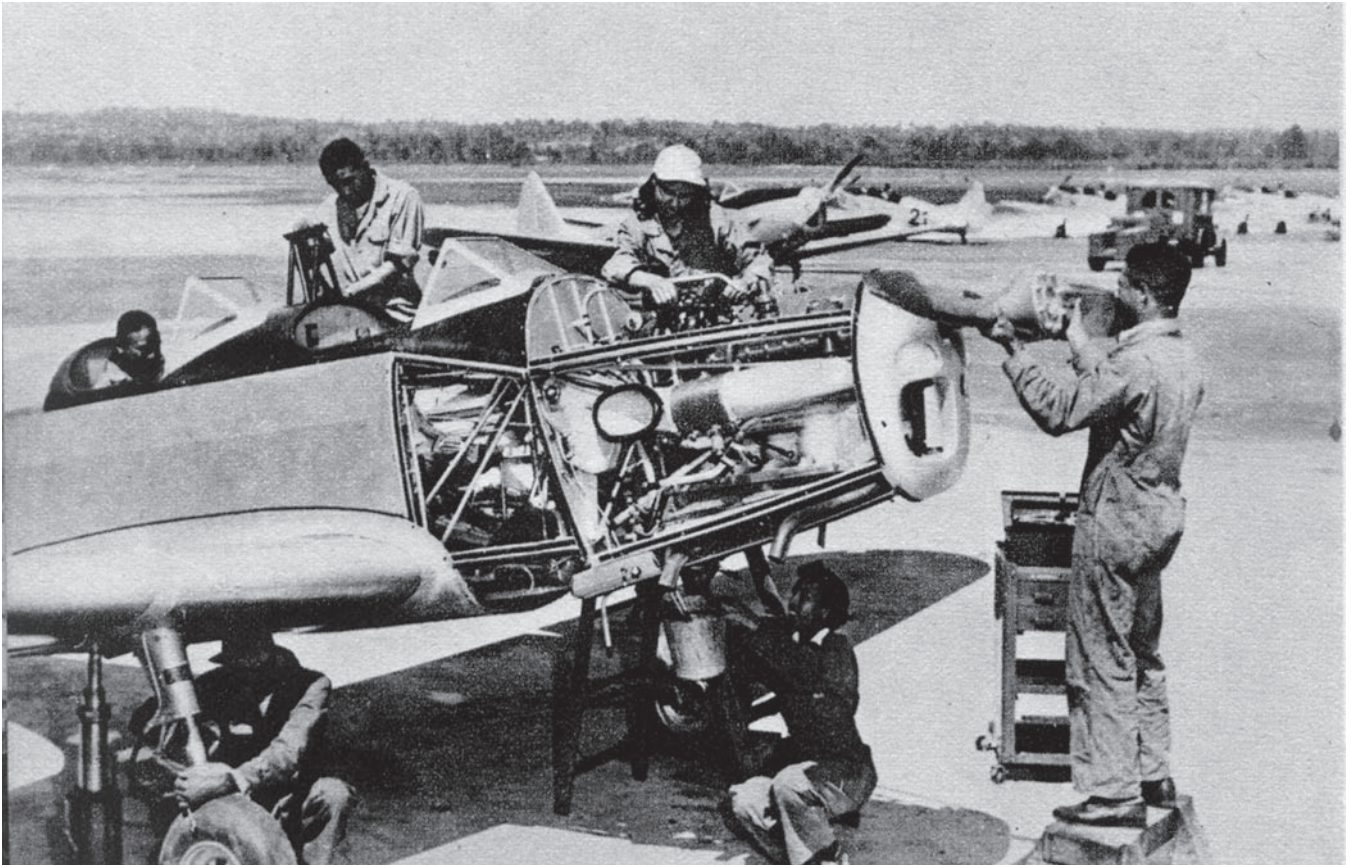


Figure EXT 12 Plane crew working on plane. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA205.tif.

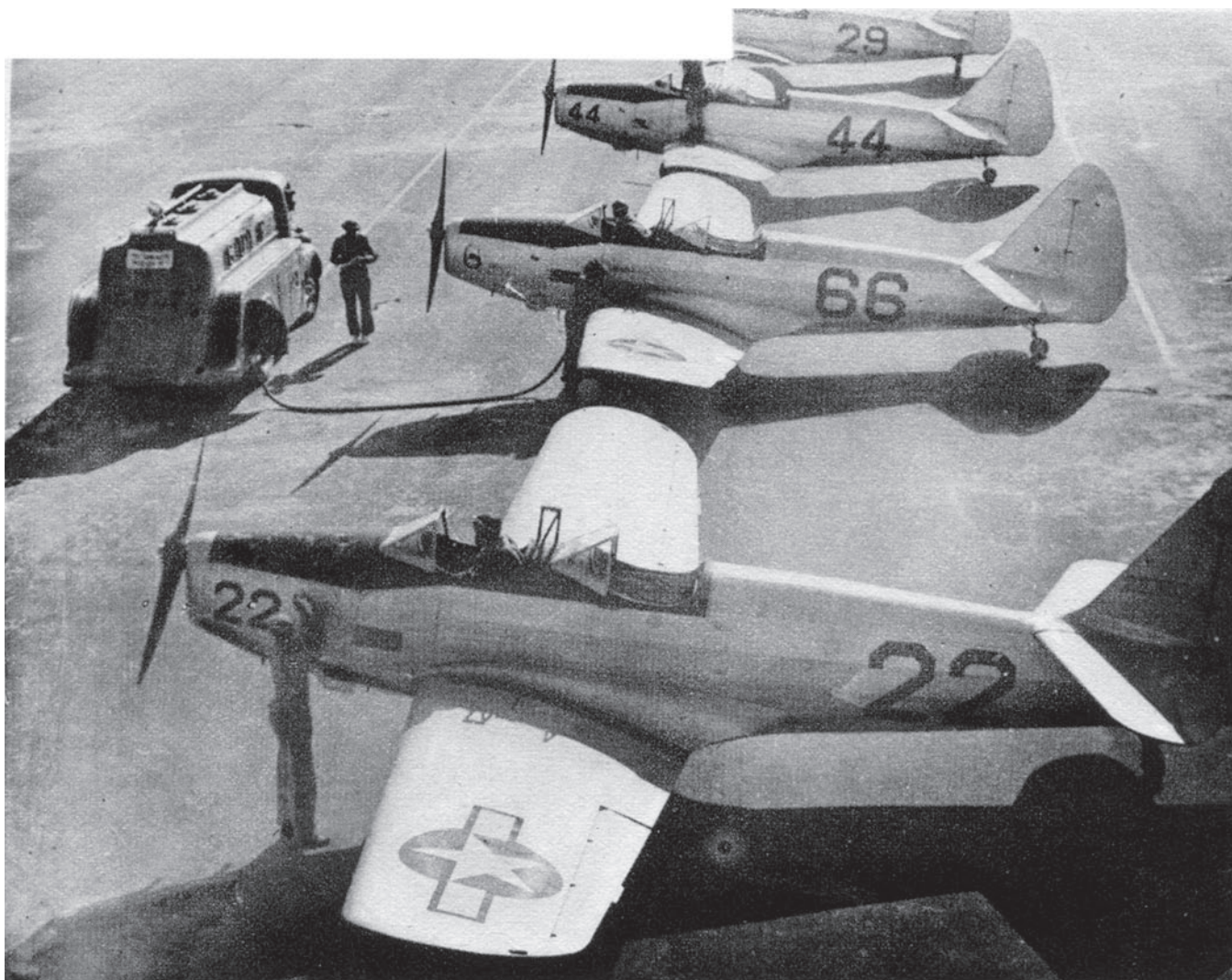


Figure EXT 13 Gassing up. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA206.tif.

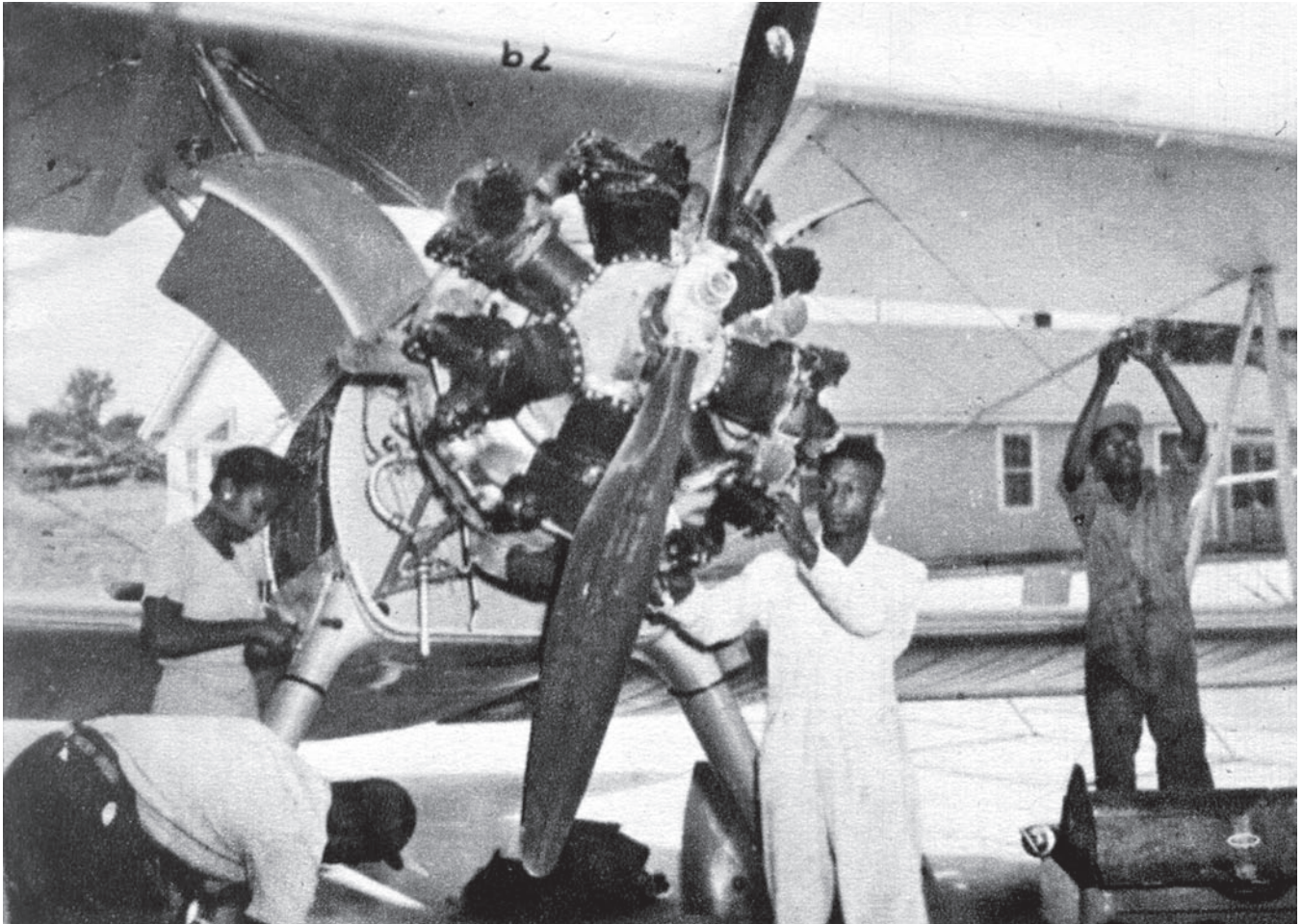


Figure EXT 14 Plane crew inspecting PT-17. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA208.tif.

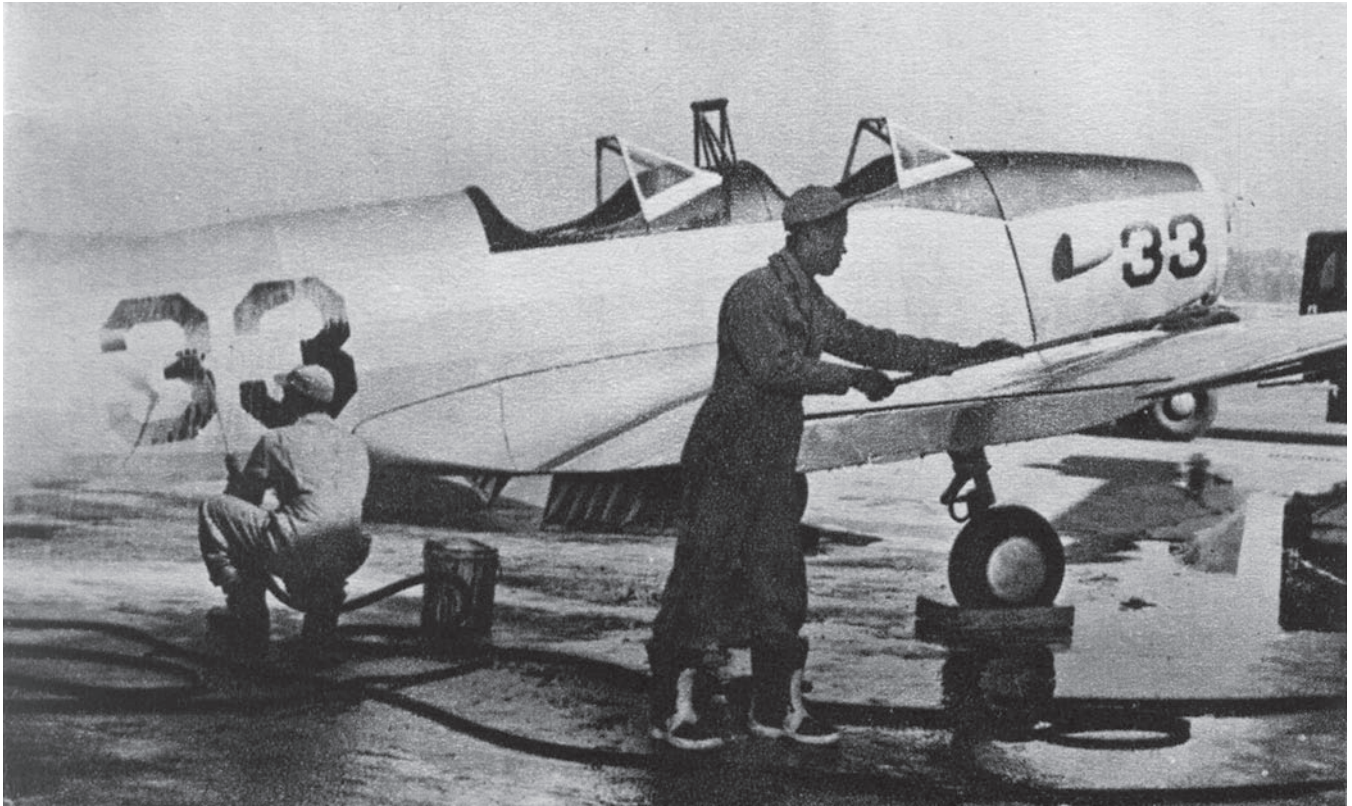


Figure EXT 15 Washing airplane. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA212.tif.



Figure EXT 16 Early morning scene on the ramp showing a line of PT-19A's. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA217.tif.

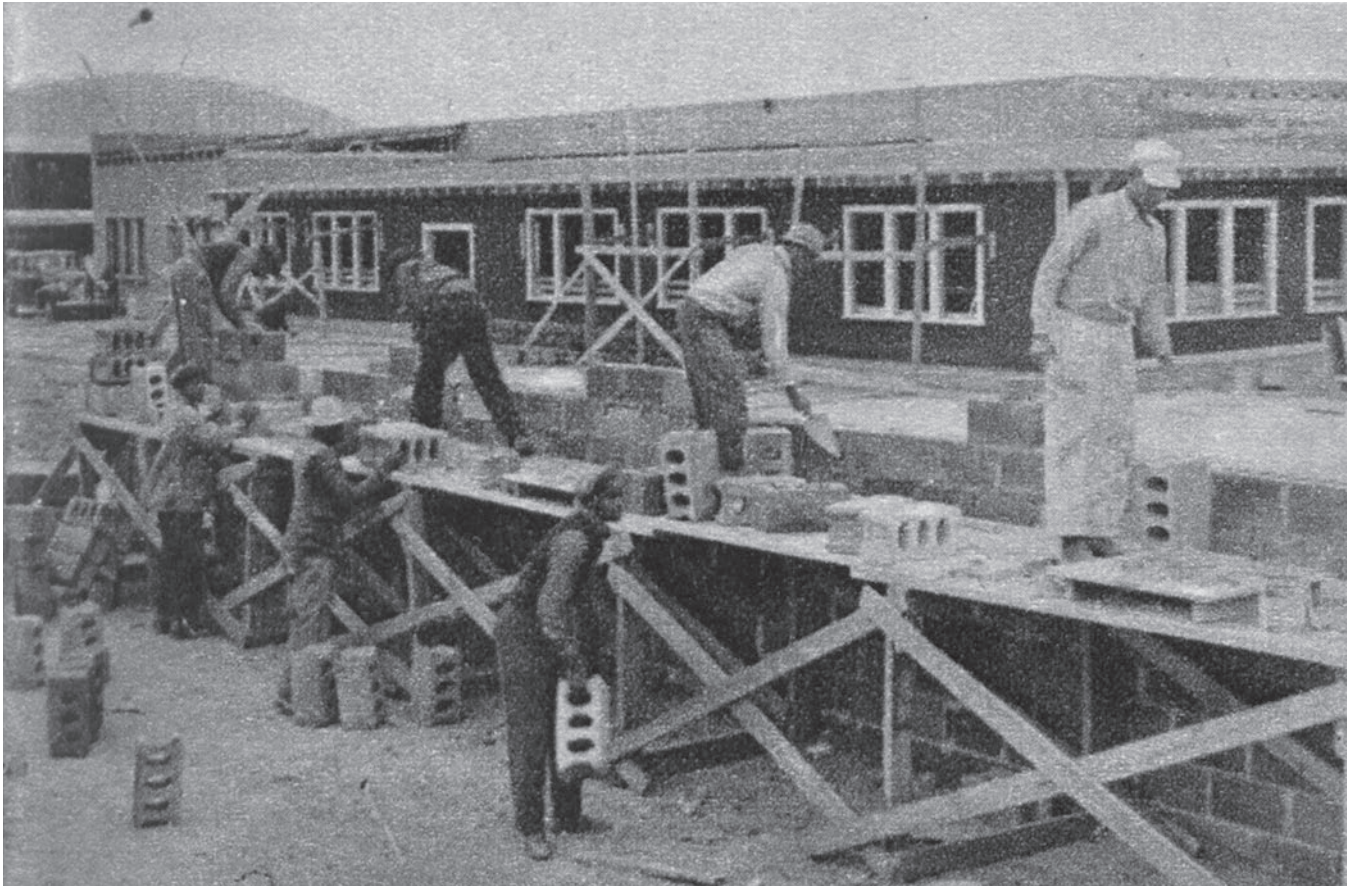


Figure EXT 17 Exterior showing construction. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA220.tif.



Figure EXT 18 Exterior showing construction. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA222.tif.



Figure EXT 19 Demonstrating fire extinguishers outside hangar. From "Pilot Training School, Tuskegee Institute," dated May 1944. AFHRA, TA223.tif.

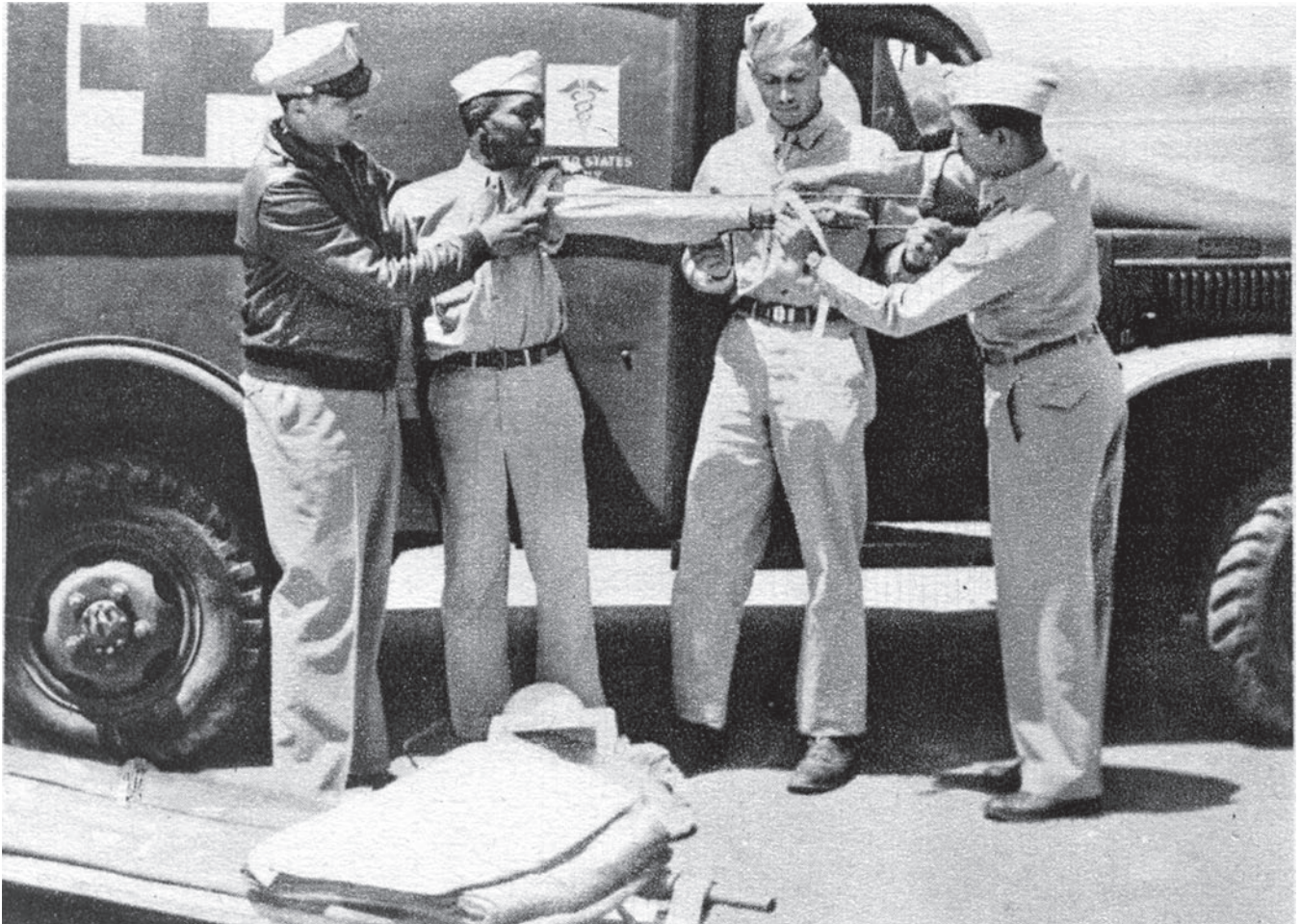


Figure EXT 20 Exterior showing ambulance. From “Pilot Training School, Tuskegee Institute,” dated May 1944. AFHRA, TA226.tif.

MOTON AIRFIELD



Figure EXT 22 Moton Field, 1941. Moorland-Spingarn Research Center, Howard University, scan 190.



Figure EXT 23 "Initial aircraft fuel storage 1941." Moorland-Spingarn Research Center, Howard University, scan 191.



Figure EXT 24 Hangar One. Moorland-Spingarn Research Center, Howard University, scan 398.



Figure EXT 25 New Army office construction. Moorland-Spingarn Research Center, Howard University, scan 305a.



Figure EXT 26 Moton Field, 1941. Moorland-Spingarn Research Center, Howard University. From Historic Structure Report, scan HN1-2.



Figure EXT 27 Cadets leaving airfield in bus, 1944. Moorland-Spingarn Research Center, Howard University. From Cultural Landscape Report, scan CLR-4A.



Figure EXT 28 Plane outside Hangar One, late 1941. Moorland-Spingarn Research Center, Howard University. From Cultural Landscape Report, scan CLR-20.



Figure EXT 29 Carrie Campbell, guard. Moorland-Spingarn Research Center, Howard University, scan "Carrie Campbell."



Figure EXT 30 Field day (note benches). Moorland-Spingarn Research Center, Howard University, scan 405.



Figure EXT 31 Lunchroom expansion. Moorland-Spingarn Research Center, Howard University, scan “building.”



Bishop John Gregg, A M E Church and Chaplain Douglas Robinson, TAAF, renew old acquaintances at Moton Field, April 1945.

Figure EXT 32 Exterior showing benches. Army History Section IX (1 Mar '45 – 20 April '45), app. XI. AFHRA, P4219.



Figure EXT 33 Guardhouse. From Historic Structure Report, scan GB-1. AFHRA TA136.tif is a cropped version of this image.



Figure EXT 34 Cadets boarding station wagon. Moorland-Spingarn Research Center, Howard University, scan 270.