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ELITE SERIES 51

# US ARMY AIR FORCE: 2


GORDON ROTTMAN FRANCIS CHIN

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All photographs are period USAAF images unless otherwise noted. Line drawings are from USAAF and US Army sources or are by the author.



**Abbreviations**

| | |
|---|---|
| AAF | Army Air Forces |
| AF | Air Force (numbered or named) |
| AFFC | Air Force Ferrying Command |
| AN | Army-Navy (standardization program) |
| ANC | Army Nurse Corps |
| ASC | Air Service Command |
| ATC | Air Transportation Command |
| AVG | American Volunteer Group ('Flying Tigers') |
| BoS | Branch of Service |
| CAA | Civil Aeronautics Authority |
| CAP | Civil Air Patrol |
| EAB | Engineer Aviation Battalion |
| MP | Military Police |
| NCO | Non-Commissioned Officer |
| OD | Olive Drab |
| QMC | Quartermaster Corps |
| WAAC | Women's Auxiliary Army Corps |
| WAC | Women's Army Corps |
| WAFS | Women's Auxiliary Ferrying Squadron |
| WASP | Women's Airforce Service Pilots |

**Artist's note**

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# INTRODUCTION

While the most conspicuous components of the US Army Air Forces (AAF) in World War II were the air units, there were hundreds of ground units and organizations to support the men in the air. At the war's end the AAF possessed 63,745 aircraft including almost 14,000 heavy bombers, over 8,000 light and medium bombers, and nearly 17,000 fighters operating from 1,895 air bases around the world. Of over 2,000,000 personnel assigned to the AAF (down from a peak 1944 strength of 2,372,292), the vast majority were involved with keeping aircraft flying and supporting the proportionally small numbers of actual flyers. Besides assigned military personnel the AAF also employed thousands of civilians, both in and out of uniform; these reduced the AAF's manpower shortages and included the use of contracted pilots for non-combat missions. The AAF was the lead service in integrating women into the armed forces.

Most of the service, work, and field uniforms and accoutrements worn by AAF personnel were the same as worn by the rest of the US Army, but there were many unique outfits to meet the AAF's special needs. Uniformed civilians also possessed a variety of unique uniforms and insignia. These general issue and specific uniforms are the subject of this book. Aircrew flying clothing and equipment are covered in the first of this pair of titles, published as *Elite 46* US Army Air Force: (1).

It must be pointed out that though adoption dates are provided for uniform items, it was often as long as a year before new items were actually issued to the troops in the field. Additionally, lengthy wear-out periods were permitted, and existing stocks were issued before new replacement items could be distributed. In respect of field clothing, ground combat troops were generally the first to receive new items, while existing older items continued to be issued to support and service troops, including AAF ground units.


*Civilian contract instructors, wearing white coveralls, demonstrate C-47 engine servicing procedures to trainee power plant specialists. This view of the back of the one-piece suit displays the 'bi-swing' shoulder pleats feature allowing full unrestricted arm motion. (Shelby L. Stanton collection)*

# AAF ORGANIZATION

AAF air units were organized under an extremely flexible structure allowing tactical formations to be tailored to the demands of specific theaters. Air units were completely self-contained when coupled with their attached supporting ground service units. All units, both air and ground, were equipped to operate from austere field locations, which was more often the case for those posted to North Africa, Italy, the Pacific, and China-India-Burma than those operating out of the comparative luxury of English bases.

### Air units

The **squadron** was the smallest unit with both tactical and administrative responsibilities, and the unit with which airmen most closely identified. Squadrons were classified as bombardment (very heavy, heavy, medium, light), fighter (single-engine, two-engine, night, fighter-bomber), search attack, antisubmarine, reconnaissance (a wide range of specialized types existed), combat mapping, liaison, troop carrier, combat cargo, emergency rescue, weather, tow target, and ferrying.

A single common model of aircraft was assigned to a given squadron. Heavy bombardment squadrons had 12 × B-17s or B-24s; very heavy had 10 × B-29s; while medium squadrons had 16 × B-25s or B-26s (12 initially). Fighter squadrons initially had 16 aircraft, but 25 by 1944. Troop carrier squadrons, with 24 × C-46 or C-47 transports, were often augmented with CG-4A cargo gliders. A heavy bombardment squadron had 67 officers and 360 enlisted men, but fewer than 170 personnel were on flying status; medium bombardment squadrons had 50 fewer enlisted men. The 1944 single-engine fighter and fighter-bomber squadrons had 39 officers and 245 enlisted men.

Bombardment and fighter squadrons normally conducted missions as part of a group, though in the Pacific it was common for fighter squadrons to conduct independent missions. Squadrons had organic operations and intelligence sections, which along with the aircraft and crews, comprized the tactical division. Administrative, service, and technical divisions, the latter including aircraft ground crews, were also organic to the squadron. Squadrons were commanded by majors, though captains occasionally ran fighter squadrons. Squadrons were designated by one- to three-digit numbers, e.g. 13th Reconnaissance Squadron (Night Photographic). All following levels of units possessed a headquarters squadron with operations, intelligence, and administrative elements.

The **group**, roughly analogous to a ground battalion, was normally commanded by a lieutenant colonel. Groups were made up of two to four squadrons, usually with the same model of aircraft; though some composite groups existed with mixed types. Bombardment groups usually had four squadrons while fighter groups had three. The group was the basic air unit for planning combat missions; e.g. three bombardment groups, escorted by two fighter groups, might be assigned to a specific bombing mission. An entire group might be based at a single field, in which


*Mechanic's clothing issued in the early 1930s consisted of the minimum of necessary items, some of which were used during the war (*). Left to right: F-1 cap*, OD overseas cap, B-1 suit, A-1 sweater*, A-1 shoes, 1-2 rigger's shoes, and new type rigger's shoes*.*

case its squadrons' technical and service divisions might be centralized under group control. A group might also be divided between two or more airfields and its own support elements attached to the dispersed squadrons. Groups were designated by one- to three-digit numbers, e.g. 338th Fighter Group.

Two or more groups could be organized into a **wing**, though this and other higher, intermediate levels of command between the group and the numbered air force were not always employed. Wings could be made up of groups all equipped with the same model of aircraft or possess different types. The wing was principally a tactical planning headquarters, but also had administrative and support functions. Wings, commanded by a colonel, were designated by one- or two-digit numbers, e.g. 94th Bombardment Wing (Heavy).

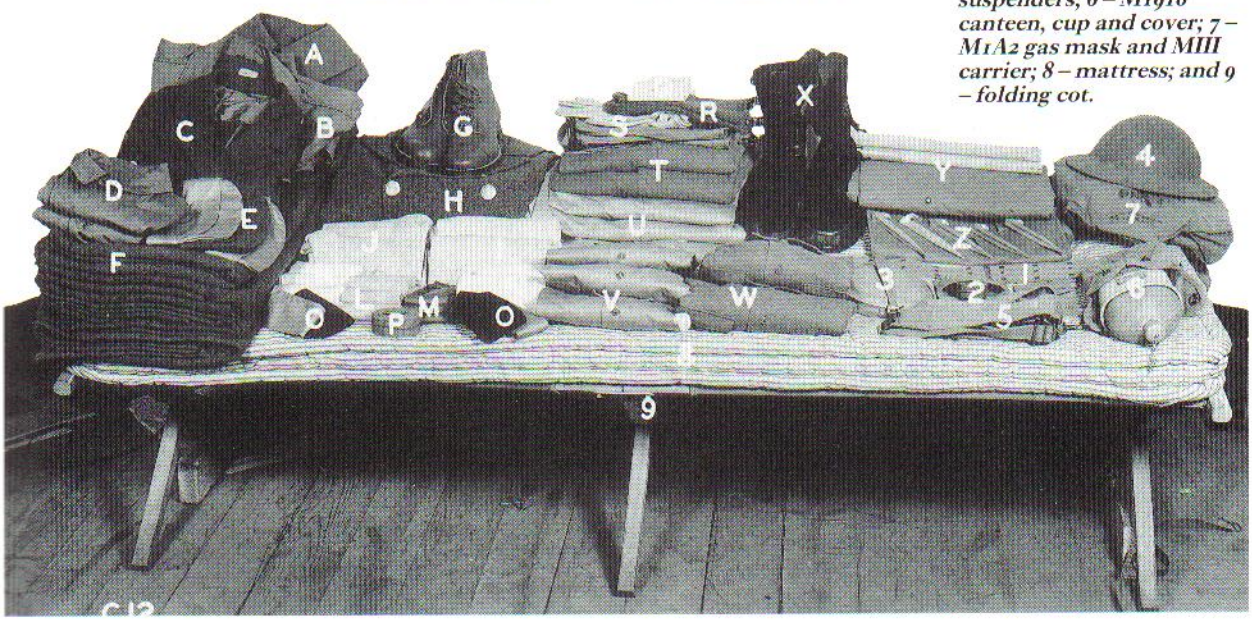
The **division** was employed in only limited instances, particularly in the Eighth Air Force where the 1st, 2nd, and 3rd Bombardment Divisions each controlled four wings. These divisions, commanded by brigadier generals, contained common model aircraft: 1st and 3rd with B-17s and 2nd with B-24s (later, B-17s as well). Specialized named divisions were used by some support commands.

On 12 April 1941 the numbered air forces formed bomber and interceptor **commands** (and from May 1942, fighter commands) to control offensive and defensive air units respectively. They were usually commanded by a brigadier general. Air service commands were also formed to oversee air forces' ground support units. Commands were designated by Roman numbers, usually the same as the parent air force's designation, e.g. the Sixth AF's VI AF Bomber Command. Some theater air forces later formed tactical air commands to support ground forces if a numbered air force was not assigned that task. There were some specialized commands that operated separately from numbered air forces such as I Troop Carrier Command.

The **air force** (AF) was the key theater operational command and was headed by either a major general or lieutenant general. In December 1940 the continental United States was subdivided into four air districts (Northeast, Northwest, Southeast, Southwest) to oversee the training, administration, and support of assigned air units. Overseas, named air forces were responsible for air units within a given region (Far East, Caribbean, Hawaiian, and Alaskan AFs). The US air districts were redesignated the 1st to 4th AFs on 9 April 1941, while the overseas air forces were redesignated the 5th to 7th and 11th AFs on 5 February 1942. On 18 September 1942, air

*An enlisted man assigned to a Stateside AAF ground unit in late 1942 was issued a variety of clothing and equipment. Those deploying overseas would receive additional winter clothing and the new M1 steel helmet.*

*A – M1938 raincoat; B – M1941 field jacket; C – OD service coat; D – one-piece work suits (2); E – garrison caps (2 khaki, 1 OD); F – M1934 OD wool blankets (4); G – service shoes; H – OD wool overcoat; I – wool undershirts (2); J – wool drawers (2); K – cotton drawers (2); L – wool socks (3); M – cotton socks (3); N – cotton undershirts (3); O – neckties (2 black, 2 khaki); P – M1937 waist belt; Q – handkerchiefs (4); R – leather and wool gloves; S – M1938 leggings; T – OD trousers (2); U – khaki trousers (3); V – khaki shirts (3); W – OD shirts (2); X – rubber overshoes; Y – tent shelter half and 3-section pole; Z – M1936 field bag and 5 tent pegs; 1 – M1936 pistol belt; 2 – M1924 first aid pouch and dressing; 3 – M1910 mess kit; 4 – M1917A1 steel helmet; 5 – M1936 suspenders; 6 – M1910 canteen, cup and cover; 7 – M1A2 gas mask and MIII carrier; 8 – mattress; and 9 – folding cot.*



*Brig. Gen. Robert Olds, Commanding General, Air Corps Ferrying Command from May 1941 to March 1942. He wears the OD service coat with the special embroidered combined US and Air Corps branch of service lapel insignia. Approved in 1926, it was used by some officers throughout the war. Above the World War I French decorations is the Command Pilot Badge.*

force designations were changed from Arabic numbers to fully spelled out, e.g. the 8th AF became the Eighth. The Eighth to Fifteenth and Twentieth AFs were activated to support specific theaters of operations between 1942 and 1944.

The air forces varied widely in size. In early 1944 the massive Eighth AF in England comprized over 189,000 personnel in the VIII AF Bomber Command with 33 heavy bombardment groups (132 squadrons) formed into 11 wings under three divisions; VIII AF Fighter Command with three fighter wings and 12 groups and a reconnaissance wing with four groups; VIII AF Service Command to control the large numbers of support and logistical units; and Eighth AF Composite Command with a number of combat crew replacement groups. Most air forces were smaller with several wings and a dozen or so groups of different types. One of the smallest was the Tenth AF in Burma, with only three bombardment, two air commando (actually fighter), one reconnaissance, and three combat cargo groups, giving a total of fewer than 30 air squadrons.

Late in the war some theaters were assigned two or three numbered air forces: one or two for offensive bomber operations, with heavy bombers and escorting fighters, and the other as a tactical air force providing close air support to ground forces with medium and fighter-bombers. These were under the collective control of named **strategic air forces**, such as the Far East AFs (FAAF), Northwest African AFs (NAAF), Mediterranean Allied AFs (MAAF), US Army Strategic AFs in the Pacific (USASTAF) and US Army Strategic AFs in Europe (USSAFE). A good example of the internal structure is provided by the USSAFE. It comprized the 1st Tactical AF (Provisional), Eighth and Ninth AFs; IX Troop Carrier Command, Air Service Command-USSAFE, Engineer Command-USSAFE, Air Defense Command (Provisional), Air Disarmament Command (Provisional), and 70th Reinforcement Depot (AAF).

### Ground units

Ground units assigned or attached to the AAF provided a wide variety of support functions and included quartermaster supply, ordnance supply and maintenance, signal, transportation, medical, chemical, weather, engineer, and military police units. There were well over 150 types of AAF ground units and more than 30 types of Army Service Forces units attached to the AAF. Those units from other than the Air Forces branch of service were identified by the normal company and battalion ground unit designations. Company-size ground units assigned to the Air Forces branch bore squadron designations.

Ground units assigned to a numbered air force were subordinate to its air service command, with many being parcelled out to wings and groups. These units were formed into air service groups for administration purposes. The large number of support units assigned to an air unit is often unappreciated. For example, a fighter group was assigned an air service group comprising headquarters, station complement, and service squadrons plus signal, quartermaster, ordnance supply and maintenance, and military police companies. Other types of ground units were also assigned to numbered air forces, e.g. engineer aviation, signal aircraft warning, signal construction, air base security, MP, and ordnance battalions; plus headquarters, mobile radio, aircraft assembly, liaison, and many other types of squadrons. Within the States, AAF base units were formed to supervise units responsible for the operation of non-tactical air bases. These comprized lettered ground support squadrons and other ground units.

Major noncombatant commands with support and logistical responsibilities were organized in the States. Scores of specialized air and ground units and organizations were assigned to these commands. These went through a complex series of reorganizations, mergers, and separations and included the Ferrying, Air Transport, Material, Air Service, Air Technical Services, Personnel Distribution, Proving Ground, and Training Commands.

### Aviation engineers

Of the many categories of ground units assigned to the AAF, one is particularly notable. The aviation engineers were originally envisioned as specially trained construction troops capable of repairing bomb-damaged runways and base facilities, camouflaging airfields, and defending them if necessary. For this last role they were almost as heavily armed as an infantry battalion. The 21st Engineer Aviation Regiment became the first such unit in June 1940 at Langley Field, Virginia. It served as the parent unit for additional aviation engineer units. By mid-1941 the aviation engineer's mission was expanded to include the construction of new airfields behind advancing ground forces and to make captured fields operational. By early 1945 the aviation engineers numbered almost 118,000 personnel. Eventually, aviation engineer units included three brigade and three group headquarters, 19 regiments (either with organic battalions or as headquarters to control separate battalions), 145 battalions, and numerous separate companies operating in all theaters. Twelve of these battalions and some companies were designated 'airborne'; these were not parachute units, but were trained and lightly equipped for air transport or glider delivery into forward areas to rapidly construct new or repair captured fighter landing strips. Special units included five camouflage battalions for air base camouflage and decoy construction, aviation engineer utility companies, topographic companies for aeronautical chart and targeting map production, petroleum distribution companies, and fire-fighting platoons.

*Army Airways Communications System flight controllers operate control tower radios. The officer to the right wears the dark OD shirt and khaki trousers, and an early AAF patch embroidered on felt. The enlisted men wear the issue light OD service uniform with khaki shirt, and fully embroidered patches. This photo serves to illustrate the differences between officer and enlisted uniform OD shades. Early war equipment shortages are illustrated here by the radio speakers donated by civilian radio stations.*

*An Eighth AF staff sergeant, accompanying an American Red Cross nurse's aide (blue-gray uniform) while touring London, displays chevrons with the unofficial Air Forces BoS insignia; standard OD on navy blue stripes adorn his OD overcoat.*

In spite of the original concept of employing these units directly under AAF command, more often than not they were placed under Army Ground Forces control. Many were employed as standard construction engineers, usually reinforced with heavier equipment, since the need was so great for engineers and the opportunities rare for their employment as envisioned. Those units that did support the AAF were frequently employed only to maintain and upgrade heavily used airfields. By 1944 an aviation engineer battalion had 807 personnel with 220 pieces of engineer equipment and 146 vehicles. The aviation engineers became experts in constructing airfields in extremely difficult terrain and conditions.

The Twelfth AF's AAF Engineer Command (Mediterranean Theater of Operations) was formed to control these units in Italy and Southern France. Their mission was further expanded to include constructing fuel and ammunition dumps, water purification, and even hauling supplies from the landing beaches to captured airfields. A similar, but more ambitious concept was undertaken after the Normandy invasion by the Ninth AF's IX Engineer Command. It was subdivided into the 1st and 2nd Engineer Aviation Brigades to support the IX and XIX Tactical Air Commands (themselves supporting the Third and First Armies) respectively. IX Engineer Command controlled four regimental headquarters and 20 battalions (including three airborne and one camouflage). In other theaters, some battalions and separate airborne engineer aviation companies were placed directly under AAF control.

# AAF INSIGNIA

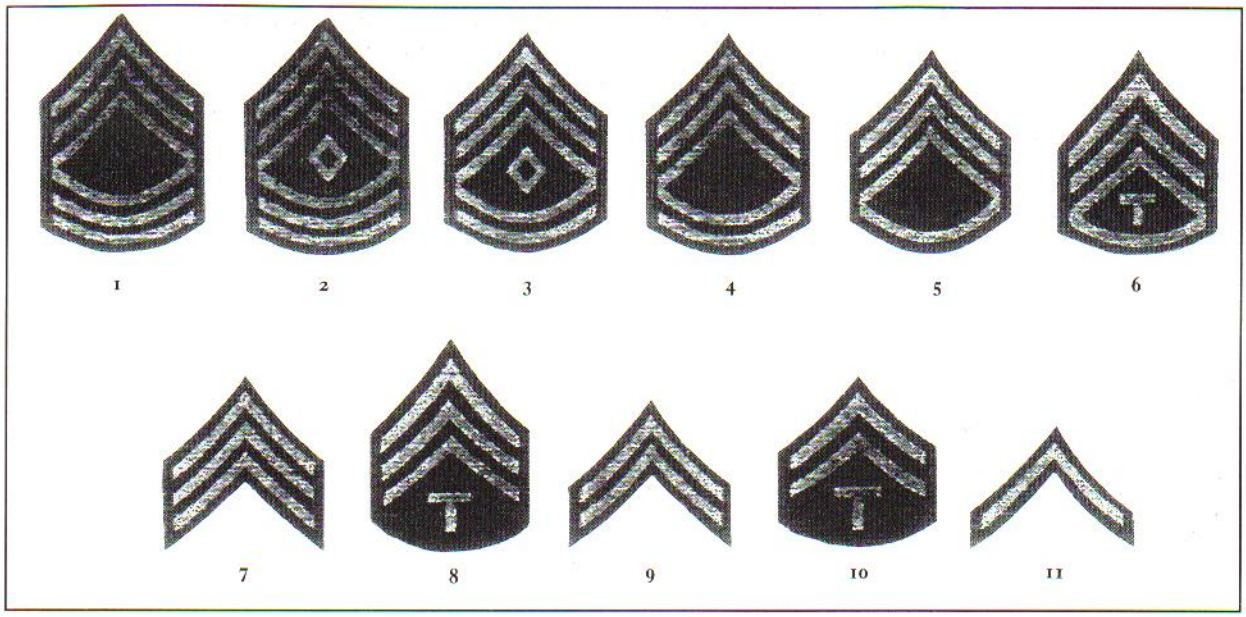
The Air Forces' branch of service collar insignia, the winged propeller, was introduced on 17 July 1918 and subsequently incorporated into other insignia. It dates back to 1908 when prescribed as a cap badge for Signal Corps Aeronautical Division NCOs.

### Enlisted ranks' insignia

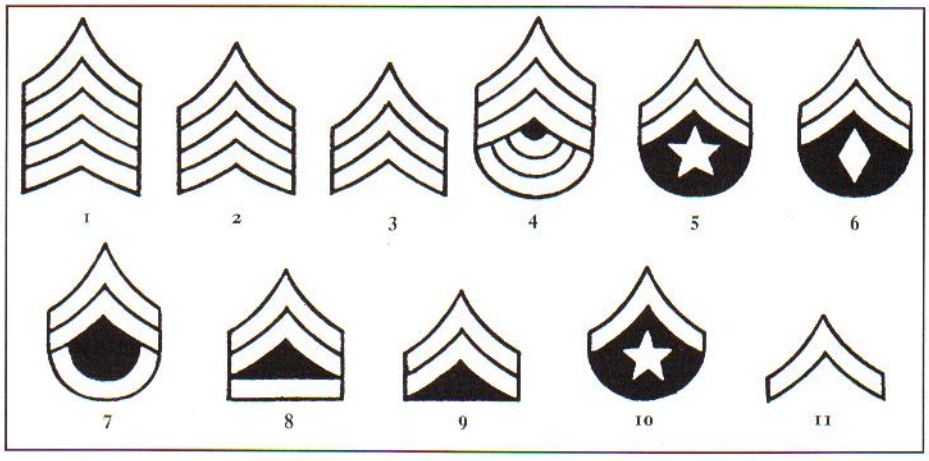
Enlisted ranks were divided into three categories: privates, technicians, and NCOs (corporals and up). Technicians, introduced on 19 December 1941 and phased in through early 1942, came beneath NCOs of the same pay grade in regards to authority.

Enlisted rank was identified by a system of $3\frac{1}{8}$ in. wide point-up chevrons and inverted arcs or 'rockers'. Technicians were further identified by a 'T' and first sergeants by a lozenge or diamond device. Collectively referred to as 'stripes', these insignia were worn centered on the upper sleeves of service coats, overcoats, and shirts worn as an outer garment as well as on most field uniforms. Standard insignia were light OD embroidered on a very dark blue (almost black) wool backing. Other colors and materials included: light OD or khaki wool cutouts sewn to dark blue wool (pre-war); dark blue wool cutouts on khaki wool (early unofficial); embroidered khaki on dark blue cotton (on khaki shirts); embroidered khaki on woven dark blue (government purchased in Australia or privately made); and dark khaki embroidered on khaki (private purchase for khaki shirts). Stripes were also stencilled in black either on OD patches or directly on work uniforms. An unofficial, but generally condoned practice within the AAF was for enlisted men to privately purchase rank insignia with the Air Forces' gold and white winged prop insignia embroidered below the chevrons.

On the service cap a small brass US Coat of Arms on a disc was worn. Branch of service (BoS) insignia was worn on the left front curtain of the garrison cap, although this was seldon practised; enlisted men sometimes wore instead a distinctive unit insignia (crest), if the unit was authorized one, or an officer's Air Forces BoS insignia.




*Enlisted rank insignia. In the fall of 1942 NCO positions were authorized a one-pay-grade increase for morale purposes. The new rank of first sergeant 1st grade was introduced in September 1942 to accommodate this, and replaced first sergeant 2nd grade. The parenthesized titles are those used by the WAAC from May 1942 to September 1943, when they became the WAC and adopted standard rank titles. Private 7th grade (Auxiliary second class) had no insignia. (1) Master sergeant 1st grade (Chief leader); (2) First sergeant 1st grade (after September 1942); (3) First sergeant 2nd grade (First leader); (4) Technical sergeant 2nd grade (Technical leader); (5) Staff sergeant 3rd grade (Staff leader); (6) Technician 3rd grade; (7) Sergeant 4th grade (Leader); (8) Technician 4th grade; (9) Corporal 5th grade (Junior leader); (10) Technician 5th grade; (11) Private first class 6th grade (Auxiliary first class).*




*Aviation cadet rank, actually duty position, insignia; black on slate blue (1928–42), OD on dark blue (1942–47). Officially, the titles would be preceded by 'cadet': (1) Battalion commander; (2) Company commander; (3) Lieutenant; (4) Battalion adjutant; (5) Color sergeant; (6) First sergeant; (7) Battalion sergeant major; (8) Supply sergeant; (9) Sergeant; (10) Color corporal; (11) Corporal.*

The cap's curtain was piped in BoS color, intertwined golden orange and ultramarine blue in the case of the Air Forces.

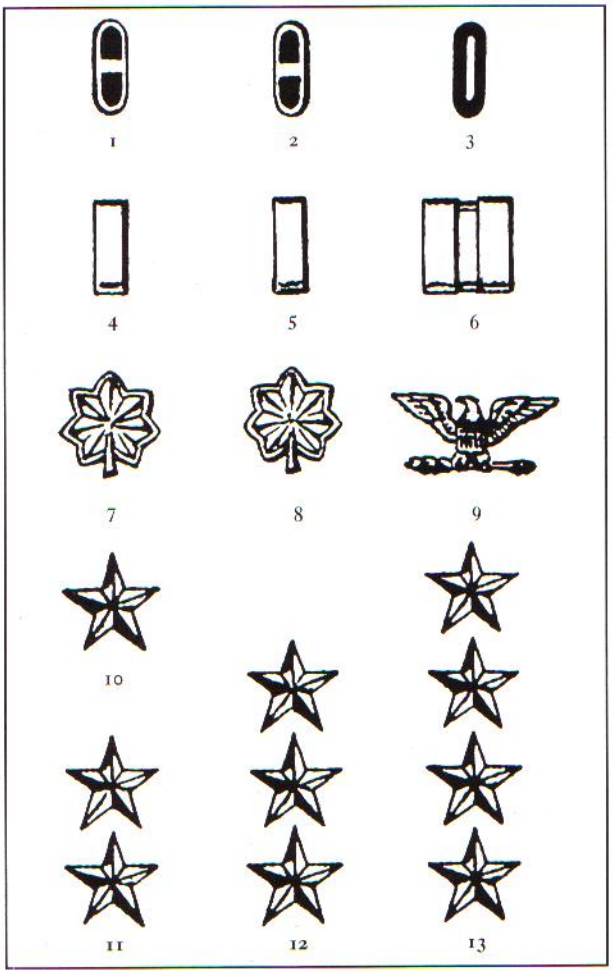
Enlisted men wore a gold 'U.S.' device on the right coat collar and their BoS insignia ('collar brass') on the left. Unit crests, if available, were worn below these on the lapels of service coats. No insignia were worn on shirt collars.

Enlisted BoS insignia were smaller versions of the officers' and affixed to a 1 in. diameter disk. Originally made in a two-piece brass style, from 1942 they were made of one-piece brass-plated zinc. Most personnel assigned to the AAF wore the Air Forces winged prop BoS insignia, but the AAF also included a wide range of units from other branches and their personnel wore their parent branch's insignia (cap piping colors in parentheses): Corps of Engineers (scarlet, white), Military Police (green, yellow), Signal Corps (orange, white), Ordnance Department (crimson, yellow), Quartermaster Corps (buff),

Transportation Corps (brick red, golden yellow), Chemical Warfare Service (cobalt blue, yellow), Medical Department (maroon, white), and Finance Department (silver gray, golden yellow).

### Aviation cadets' insignia

Aviation cadets were rated as staff sergeants for pay. Upon graduation they were simultaneously discharged from the Army and commissioned as 2nd lieutenants or appointed as flight officers in Army of the United States. Originally designated flying cadets, they were subdivided in May 1942 into two categories: flying and ground. Aviation cadets, flying, undertook 10 weeks preflight training prior to selection for pilot, bombardier, or navigator training. Pilot cadets received 30 weeks' training while bombardiers and navigators undertook 20 weeks plus six weeks of aerial gunnery training. Aviation cadets, ground, were highly qualified individuals selected for training in advanced technical fields. After eight weeks of basic training and 12 weeks initial officer training, they undertook up to 48 weeks of specialty training.




Aviation cadets wore stripes similar to those of NCOs; these did not indicate rank as such, but rather duty positions within cadet training units, e.g. cadet corporals were squad leaders, cadet lieutenants were platoon leaders. From 1928 to 1942, the chevrons were black on slate blue, the color of their uniforms; $2\frac{7}{8}$ in. wide for service coats and shirts, 7 in. for overcoats. OD and khaki uniforms were issued in 1942 and from May of that year the chevrons were light OD on dark blue and $3\frac{1}{8}$ in. wide. This meant that some duty grades' chevrons were the same as standard chevrons. The design of the overcoat chevrons was also changed at this time making them similar in appearance to those worn by US Military Academy (West Point) cadets, $7\frac{1}{2}$ in. wide. The black on slate blue chevrons were initially used when OD uniforms were first introduced. These unique design chevrons were in short supply, so from January 1943 training center commanders were authorized to procure them locally. This resulted in some unauthorized color combinations, e.g. dark blue or black stripes on OD, plus the creation of local non-standard duty position chevrons.

Aviation cadets wore an enlarged version of the officer's Air Forces BoS insignia on the service cap and standard size embroidered or metal officer's BoS insignia on the left front of the garrison cap curtain. Embroidered or metal officer style BoS insignia and 'U.S.' devices were worn on coat collars and lapels. On the shirt, the BoS insignia was on the left collar and the U.S. on the right. A brass identification name bar was worn above the left breast pocket on shirts and coats, with black on white name tag inserted in a brass frame. The Aviation Cadet Sleeve Insignia was worn on the left sleeve 4 in. above the cuff (Plate B3).

### Officer's insignia

Commissioned officers included company grade (lieutenants and captains), field grade (majors and colonels), and general officers. Warrant officers were highly skilled former NCOs appointed, not commissioned, to perform specialized technical duties; this rank category had been

*Officers' rank insignia. Insignia were silver unless stated otherwise. The parenthesized titles are those used by the WAAC from May 1942 to September 1943, when they became the WAC and adopted standard rank titles: (1) Flight officer (blue and gold); (2) Warrant officer, junior grade (red and gold); (3) Chief warrant officer (red and gold); (4) Second lieutenant (Third officer) (gold); (5) First lieutenant (Second officer); (6) Captain (First officer); (7) Major (Field director) (gold); (8) Lieutenant colonel (Assistant director); (9) Colonel (Director); (10) Brigadier general; (11) Major general; (12) Lieutenant general; (13) General.*

*Maj. Arvid E. Olson, Jr. wears the OD service coat with insignia arranged in the most common manner, circa 1943. On his right breast is an embroidered bullion Chinese pilot wing awarded while serving as a 'Flying Tigers' squadron commander. (Shelby L. Stanton Collection)*

introduced in 1920. They were generally accorded the same respect and benefits as commissioned officers. The grade of flight officer was instituted on 8 July 1942. Upon graduation from flying training, aviation cadets not qualified for commissioning as a 2nd lieutenant were appointed flight officers with a status equivalent to that of a warrant officer junior grade. They could later be promoted to 2nd lieutenant. The War Department, seeking a proper description for the newly created rank stated, 'The flight officer is to be accepted in the nature of a 3rd lieutenant.'

On the service cap officers wore the large gold US Coat of Arms. Warrant and flight officers wore a wreath and eagle insignia in the same position. Their crest was worn on the left front curtain of the garrison cap until 25 August 1942 when it was ordered to be replaced by rank insignia.

Officers wore their silver or gold rank insignia at the base of shoulder straps on service coats and overcoats. Gold embroidered (on an OD backing) or metal 'U.S.' devices ($\frac{7}{16}$ in. high) were worn on the collars and BoS insignia were worn on the lapels. A combined Air Corps BoS and smaller U.S. ($\frac{3}{8}$ in. high) insignia embroidered on a five-sided OD backing was also authorized; approved in 1926, these were sewn on the coat lapels and were retained by some senior officers throughout the war. BoS insignia for most AAF (and Air Corps) officers was the $1\frac{1}{4}$ in. wide gold wings and $\frac{3}{4}$ in. silver prop (a $\frac{3}{4} \times \frac{1}{2}$ in. version for shirt collars available, but little worn). Many officers assigned to the AAF wore other insignia as did enlisted men. Besides the same branches described under enlisted men, there were also some manned solely by officers: Chaplains, Adjutant General's Corps, Inspector General's Corps, and Judge Advocate General's Corps. Generals did not habitually wear BoS insignia, although a few AAF generals did wear the winged prop. Warrant officers used small versions of their cap insignia in place of BoS insignia while flight officers used the standard officer's Air Forces BoS insignia. Unit crests, if worn, were centered on the service coat's shoulder straps.

Prior to August 1942 officers wore their rank on the shirts' shoulder straps when worn as an outer garment; the 'U.S.' device was worn on the right collar and the BoS

*Three AAF officers being released from a station hospital, 1945, demonstrate insignia wear on different uniforms. (Left) Winter service uniform with OD shirt and khaki trousers; the two gold cuff bars each represent six months' overseas service in a combat zone. (Center) The major wears an M1941 field jacket with gold oakleaves on the shoulders. (Right) A 9th Troop Carrier Pathfinder Group lieutenant pilot wears the Pathfinder Badge and First Allied Airborne Army patch (to which IX Troop Carrier Command was attached) on his 'pinks and greens'.*

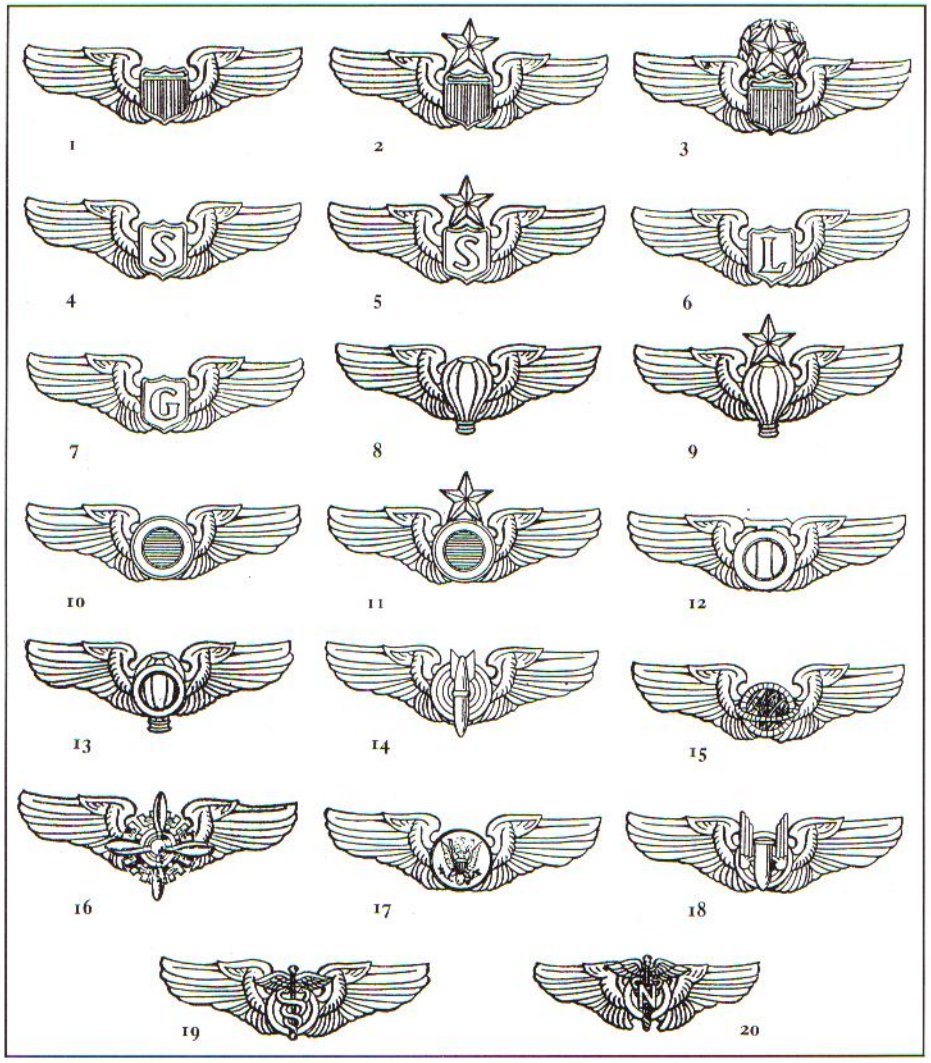
insignia on the left. At that time the rank insignia was ordered removed from the shirt's shoulders and worn on the right collar in place of the 'U.S.'

### Aeronautical rating badges

Officially designated 'badges', as they signified a 'rating', what was to become the standard design for aviator's 'wings' was introduced in January 1919 and designed by Herbert Adams of the Federal Commission of Fine Arts. These wings were made of oxidized silver and measured $3\frac{1}{8}$ in. across. Prior to the war 2 in. miniature wings were approved for wear on shirts worn as an outer garment, but full-size ones were more commonly used.

Between the wars there were five authorized ratings: Airplane Pilot (1919); Airship Pilot (1919); Airplane Observer (1921); Balloon Observer (1921); and Military Airplane Pilot – usually called 'senior pilot' (1937). On 20 February 1940, these ratings were redesignated as: Pilot; (abolished); Combat Observer; Balloon Pilot; and Senior Pilot. On 23 March 1940, additional ratings were approved: Command Pilot, Technical Observer, Senior Balloon Pilot, and Balloon Observer. The introduction of specialized pilot ratings and the advent of large bombing aircraft with new categories of crew positions led to the introduction of new wings during the war. Most of these – Navigator, Bombardier, Air Crew Member; Service, Liaison and Glider Pilots – were announced on 4 September 1942. These wings were identified by the addition of distinctive devices or letters (the latter being on a finely lined but otherwise plain shield). At the same time the Combat Observer rating was redesignated Aircraft Observer. The Aerial Gunner Badge was announced on 29 April 1943. The Senior Service Pilot and Senior Aircraft Observer ratings were approved in early 1944 while the Flight Engineer Badge was approved late that year.

Silver bullion wings, embroidered on a dark blue




► *The officer's OD A-13 flight jacket worn with tropical worsted khakis. In the background is a B-17G bomber.*

*AAF aeronautical rating wings. All were silver except (19) and (20), which were gold until September 1944: (1) Pilot; (2) Senior Pilot; (3) Command Pilot; (4) Service Pilot; (5) Senior Service Pilot; (6) Liaison Pilot; (7) Glider Pilot; (8) Balloon Pilot; (9) Senior Balloon Pilot; (10) Aircraft Observer; (11) Senior Aircraft Observer; (12) Technical Observer; (13) Balloon Observer; (14) Bombardier; (15) Navigator; (16) Flight Engineer; (17) Aircrew Member; (18) Aerial Gunner; (19) Flight Surgeon; (20) Flight Nurse.*

backing, had been approved for optional wear on service coats at the end of 1926; these were no longer authorized after March 1938, but many were still worn unofficially during the war years, usually on a dark OD elastique or khaki cotton backing following the wings' shape. These were often made overseas and were miniature works of art in their own right. Unofficial white silk wings, embroidered on dark OD or khaki, were also available. A number of wings of incorrect design were made, leading to some confusion among collectors. These included a 'G', 'L', or 'S' on observer's wings (rather than a shield) or applied to standard pilot's wings (neither were worn). There were also a few totally unofficial locally made wings, often one-of-a-kind, identifying some unique or humorous 'qualification'.

All wings were worn above the left breast pocket. An individual could hold two or more aeronautical ratings, but only one badge could be worn. From 20 February 1943 flyers in combat zones were to wear their wings on a $1\frac{1}{2} \times 3\frac{1}{4}$ in. dark blue cloth rectangle sewn to the uniform. This **Combat Flying Duty Patch** was an effort to prevent non-flying personnel from donning unauthorized wings when off base; it appears that the patch was seldom worn, except within some early 8th Air Force units.

In order to qualify in any of the aeronautical ratings, officers, warrant officers, flight officers, and enlisted men must have met certain requirements[1]:

**Pilot** Successfully completed an AAF advanced pilot school (the means by which most achieved this rating), or had been recommended by a board of officers due to past qualifications: certain civilian experience (i.e. manufacturers' test pilots); previous rating as a military pilot; qualification as a pilot in a friendly armed force.

**Senior Pilot** At least five years' service and 1,500 flying hours as a pilot.

**Command Pilot** This rating was achieved by a complex formula of active duty time (10, 15 or 20 years), logged flying time (2,000 or 3,000 hours), per cent of time as a pilot, co-pilot or in command of a flight of two or more aircraft when not actually at the controls, and other flying time.

**Service Pilot** Physically and technically qualified pilots with previous civilian experience who passed a flight test and professional exam, and were recommended by a board of officers. Service pilots flew only transports, liaison, and other non-combat aircraft outside the theaters of operation.

**Senior Service Pilot** Service pilots with at least 1,500 War Department flying hours and at least five years' experience as a commercial pilot.

**Liaison Pilot** This rating was given to pilots of light liaison aircraft assigned to organic air observation elements in field artillery units. The AAF dropped this rating in mid-1942, but it was retained by the Army Ground Forces. Both officers and NCOs received this rating, though most of the latter received commissions by April 1943; a few NCO liaison pilots did continue to serve in combat zones. Since August 1942, liaison pilot training had been provided by the Field Artillery School at Ft Sill, Oklahoma. The AAF opposed the concept of non-AAF flyers and made endless attempts to gain control of Army Ground Forces organic aviation.

**Glider Pilot** Completion of an advanced glider flying course at an AAF special service school was required. It included 125 hours of glider and light powered aircraft flying. Enlisted men completing this training were appointed flight officers or commissioned 2nd lieutenants. Rated airplane pilots or service pilots who completed three hours in gliders, made at least ten landings, passed a glider flight test, and were recommended by an examining board, could receive this rating. Glider pilots insisted that the 'G' on their wings stood for 'guts'. Regardless of the nerve it took

1 Officers and enlisted men on flying status received a 50 per cent increase of their base pay when required to participate regularly and frequently in aerial flight.

*Lt. Gen. George C. Kenney, Commanding General, Fifth AF (left), greets the first pilot to land on Tacloban Airfield, Leyte, while still under construction; this 35th Fighter Squadron pilot's P-51 was hit by fire from a Japanese destroyer. All wear khakis. To the left of the hatless pilot is an officer wearing the jungle troop helmet liner with painted camouflage pattern. Behind him another officer wears the non-standard khaki version of the herringbone twill cap, the 'Swing cap'. (Shelby L. Stanton Collection)*

when every landing was a controlled crash, powered airplane pilots never accepted the 'glider riders' as 'real' pilots.

**Balloon Pilot** Those who completed a prescribed balloon pilot's course in military airships or motorized balloons received this rating. (No AAF courses were conducted during the war.)

**Senior Balloon Pilot** Ten years' service in air units and at least 100 hours of airship or motorized balloon flying were required.

**Aircraft Observer** Airplane pilots were awarded this rating if they had qualified as a sharpshooter or expert aerial gunner, and been certified as competent of conducting aircraft observer duties. In addition they must have been assigned as a member of a combat crew in air observation or reconnaissance units and qualified as both a navigator and bombardier; or be a graduate of the AAF Tactical School and have at least six years as an AAF rated pilot.

Bombardiers, navigators, flight engineers, radio observers night fighter, and radio observers were also rated as aircraft observers (the first three possessed their own wings). They were required to complete the specified courses held at special service schools. Airmen who demonstrated their ability to perform the duties of bombardiers, navigators, or radio observers night fighter during combat missions, were certified by their commander as competent to carry out the functions of such ratings, and had flown for at least 50 hours and had performed such duties during combat missions could also achieve the rating of Aircraft Observers.

**Senior Aircraft Observer** Rated aircraft observers with at least five years' flying service and 500 or more flying hours received this rating.

**Technical Observer** Commissioned officers holding an airplane pilot or balloon pilot rating whose principal duty was that of a technical observer, certified by their commander, and possessing the technical experience making them especially qualified for the duties could receive this rating.

**Balloon Observer** Balloon pilots who had additionally qualified as a sharpshooter or expert aerial gunner, certified by their commander as competent of conducting balloon observer duties, and had satisfied one of two other requirements were awarded this rating: assigned as a member of a combat crew in a balloon unit and certified as a competent aircraft observer; or graduate of the AAF Tactical School having at least six years as an AAF rated pilot.

**Aircrew Member** Enlisted men demonstrating their ability to perform the required duties while assigned as a regular aircrew member could be authorized this badge, but only while performing in such an assignment.

**Aerial Gunner** This badge was granted to enlisted men who graduated from an aerial gunnery or flexible aerial gunnery instructor school, or were authorized by their commander as having demonstrated their proficiency while a member of a combat aircrew. It could only be worn by airmen performing such duties, awaiting assignment to such duties (after graduating from the school), or performing as an aerial gunnery instructor. Prior to its adoption, the Aircrew Member Badge was worn by aerial gunners.

Airmen awarded the Aircrew Member or Aerial Gunner Badge could continue to wear them after they were no longer assigned such duties if they: either had undertaken at least 150 flying hours in such an assignment; or had participated in at least 100 combat flying hours during which exposure to enemy fire was probable and expected; or were physically incapacitated through enemy action while discharging such duties.

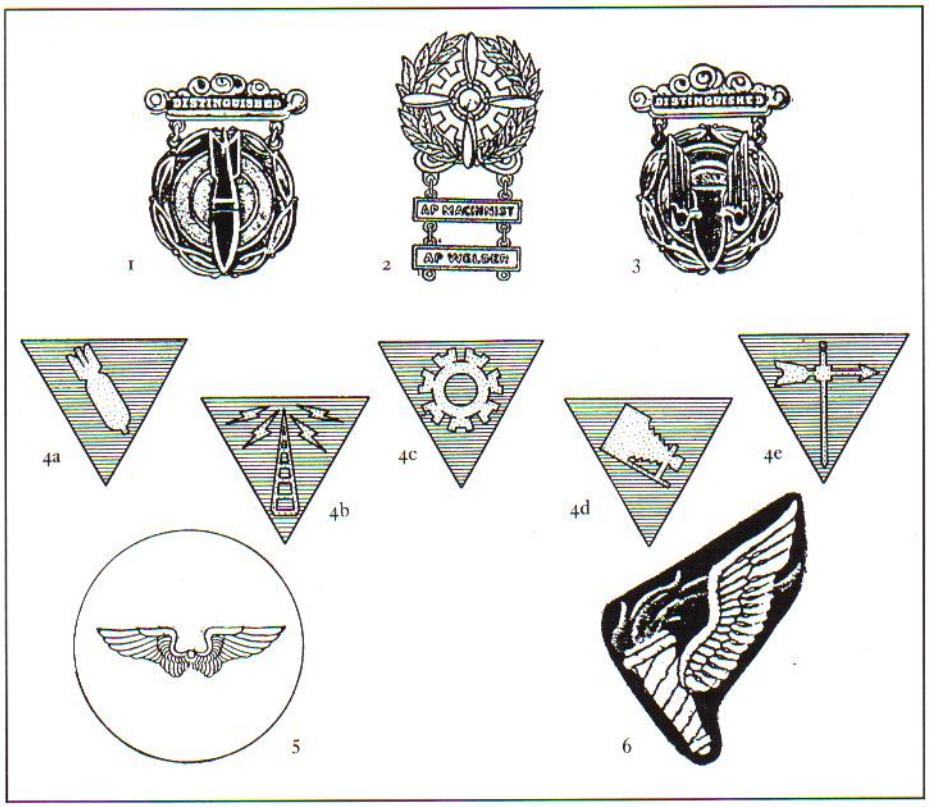
**Flight Surgeon** Even though this rating was established in 1918, the badge was not introduced until 4 March 1942, but not officially announced until 11 February 1943. It was presented to AAF medical officers (physicians) who had completed the 300-hour aviation medical examiner's course plus accumulated a year's experience in the field and 50 hours' flying time. They were not rated pilots, but were highly trained in the unique skills required to safeguard the health of air crews. First issued in gold, the 3.125 in. wings were changed to sterling silver on 12 September 1944 to accord with other aeronautical rating badges. They were sometimes confused with US Navy aviator's gold wings.

**Flight Nurse** The precedent for the flight nurse wings was established in February 1943 when the AAF Air Surgeon, on the spur of the moment after realizing that the new flight nurses had no form of qualification insignia, pinned his own miniature flight surgeon wings on the first course's honor graduate. It was not until 15 December 1943 that their own gold wings were officially approved in the smaller 2 in. design. In the interim, they used the miniature gold Flight Surgeon Badge with an 'N' soldered on by unit dental officers. The approved wings had a gold-edged maroon enameled 'N'. Their wings were changed to silver sterling on 12 September 1944 with a silver-edged maroon enameled 'N', but wings with a silver 'N' were more common.

### Qualification badges

Two **Distinguished Designation Badges** were introduced in 1926 as awards to honor Distinguished Aerial Bombers (bombardiers) and Distinguished Aerial Gunners. They were worn by the annual competition winners for one year and then returned to the awarding command. The gold badges comprized an elaborate bar inscribed 'DISTINGUISHED' from which a wreathed bullseye was suspended. The bomber's bore a drop bomb and the gunner's a winged bullet. They were worn on the coat left breast pocket flap. Their award ceased after the outbreak of the war, but the badges' devices were copied for the Bombardier and Aerial Gunner Badges.

A 1936 Air Corps study recommended that maintenance personnel should be given the same privileges afforded unit command groups, i.e. relief from fatigue and




*AAF qualification insignia (not to scale): (1) Distinguished Aerial Bomber (gold); (2) AAF Technician Badge with Airplane Machinist and Welder qualification bars (silver); (3) Distinguished Aerial Gunner (gold); (4) Distinctive Sleeve Patches for Technical Specialists: (4a) Armament, (4b) Communications, (4c) Engineering, (4d) Photography, (4e) Weather (orange on blue); (5) Flying Instructor Insignia (orange on blue); (6) Pathfinder Badge (gold winged torch, light blue and red flames on purple).*

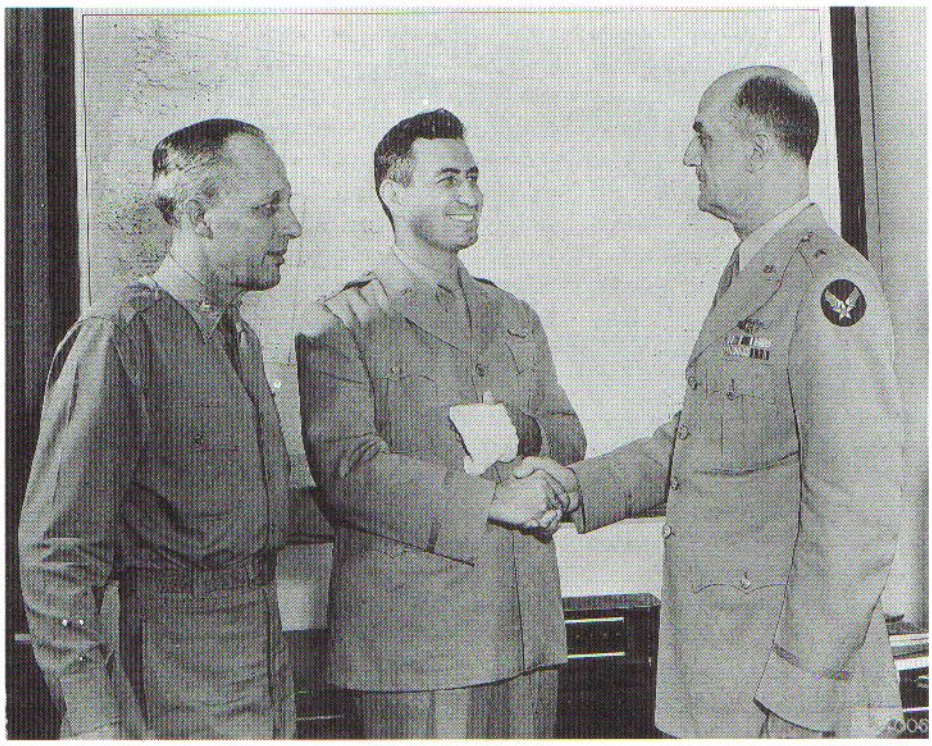
guard duty, and assured a progressive career due to their great responsibility and long preparatory training. Some form of identification was needed for these skilled specialists.

The **AAF Technician Badge** was finally announced on 11 January 1943 for enlisted technicians and mechanics to recognize 24 technical qualifications. At least six months' service in the AAF was required along with graduation from an approved course or other evidence of capability in the specialty. The silver-colored basic badge, measuring $1\frac{3}{8}$ in. across, comprized a four-blade prop superimposed on a cog wheel surrounded by a wreath. It was worn on the service uniform's left breast pocket flap in the same manner as marksmanship badges. Any number of 1 in. qualification bars could be suspended from the badge: Airplane (AP) Armorer, AP Electrical Specialist (SP), AP Hydraulic SP, AP Instrument SP, AP Mechanic, AP Machinist, AP Metal Worker, AP Power Plant SP, AP Propeller SP, AP Welder, ACS Radio SP, Bombsight Mechanic, Link Trainer Instructor, Parachute Rigger, Photographer, Photographic Laboratory Technician, Turret and Gunsight SP, Radio Visual-Instrument (V-I) Mechanic, Radio V-I Observer, Radio Mechanic, Radio Operator, Teletypewriter Mechanic, Weather Forecaster, and Weather Observer.

The **Distinctive Sleeve Patches for Technical Specialists** were announced on 1 March 1943. These were triangular, gold on blue embroidered patches sewn 4 in. above the left cuff on coats, shirts, and field jackets. On work uniforms they were worn centered on the left breast pocket or a comparable position if there was no pocket. They recognized five broad technical categories identified by a logo: Armament, Communications, Engineering, Photography, and Weather.

The **Flying Instructor Insignia** was announced on 6 March 1943 for pilots tasked as instructors. It depicted embroidered golden orange wings on an ultramarine blue $2\frac{1}{2}$ in. circular backing. It was sewn 4 in. above the left cuff on coats, shirts, and field jackets and worn only while assigned as a flying instructor.

The unofficial **Pathfinder Badge** was designed by a 9th Troop Carrier Pathfinder Group (Provisional) navigator, a Lt. Prescott. Besides specially trained paratroopers who jumped in ahead of the main body to mark drop and landing zones, included among the Pathfinders were highly skilled IX Troop Carrier Command crews trained to guide paratrooper-laden and glider-towing transports to the designated release points. Both groups of volunteers wore the 'winged torch'. Designed in May 1944, it was issued to the Pathfinder crews on 5 June 1944, the day before the Normandy jump. It comprized a gold, winged torch with light blue and red flames embroidered on a $2\frac{1}{2} \times 3$ in. dark purple wool backing. Prior to sewing on the uniform, however, it was trimmed down to the insignia's outline. It was worn only on the service coat 4 in. above the left cuff.



*Brig. Gen. David N.W. Grant (right) and Col. Walter S. Jensen of the Aero Medical Lab congratulate Lt. Col. Randolph Lovelace after his successful 40,200 ft parachute jump, June 1943. The opening shock of his static-line activated parachute knocked off his glove resulting in frostbite. Lovelace's test jump contributed much to the AAF's understanding of the hazards of high altitude parachute descents. Both Lovelace and Grant wear the khaki summer service uniform; Lovelace wears embroidered pilot wings while Grant wears the gold Flight Surgeon Badge.*

### Organizational insignia

This covers official AAF organizational shoulder sleeve insignia, or patches, and not the hundreds of approved squadron, group, and wing insignia painted on aircraft and subsequently worn unofficially as patches on flying jackets (ranging from 4–7 in. across). Official insignia were generally circular and about $2\frac{1}{2}$ in. across, though there were some shape variants. They could be fully embroidered, or the design could be embroidered on a twill or felt backing. Elaborate, handmade bouillon insignia were also popular. The predominant colors were ultramarine blue and golden orange, the Air Forces' branch colors, plus red, white and blue. The organization's patch was worn $\frac{1}{2}$ in. below the left shoulder seam on service and field uniform coats, jackets, and shirts worn as an outer garment.

The most common patch was the Army Air Forces insignia approved for wear by all AAF personnel on 19 March 1942. It was not until 1943 that numbered air forces and other organizations began to receive approval for insignia, though some had been in use prior to authorization. (On 25 March 1943 the War Department notified field commanders to submit shoulder sleeve insignia designs to the Quartermaster General for approval.) Even after numbered air forces and other organizations were authorized their own patches, it was not uncommon for the AAF patch to be retained.

Distinctive unit insignia, more commonly called crests, were introduced in 1922. Prior to and early in the war, hundreds of designs were approved for Air Corps/AAF squadrons, groups, wings, commands, schools, and air bases. These were generally 1 in. or so in height with colorful designs enameled on a brass backing. Their production and the approval of new designs ceased in 1942/43 in order to conserve materials.

*An Air Transport Command pilot turns over a Lend Lease B-17G to a Red Air Force senior lieutenant. The AAF first lieutenant wears travel-rumpled khakis and service cap.*

# AAF MEN'S UNIFORMS

Besides flying clothes, mechanics' outfits, and unique uniforms worn by some specialized organizations, the uniforms worn by the AAF were basically the same as those used by the remainder of the US Army. No attempt will be made to describe every uniform and component used by the AAF, rather the aim is to provide an overview of the most commonly worn items.

The official colors of uniforms is a complex topic due to the wide range of olive drab (OD) shades. OD shades varied from deep dark browns to light browns used in service uniforms as well as the various shades of drabs and olive greens found in field clothes. Dark shade olive drab (shade No. 51) was reserved for officers' uniforms while light shade drab (shade No. 54) was used in enlisted uniforms. Summer uniforms were khaki shade No. 1, a light tan. Most field uniform components were of the greener OD shade No. 7. Leather components were russet (reddish) brown.

Those items designated by a letter and hyphenated number were unique to the AAF. These followed the AAF's type standardization system; the term 'type' would precede the designation, but was dropped to conserve space.

### Enlisted men's service uniforms

Enlisted men were issued two basic service uniforms: winter and summer. The principal component of the winter uniform was the OD shade No. 54 **wool serge coat** adopted in 1926; replacing the standing collar style. It was originally intended not only for Class A or 'dress' wear, but

*Lt. Gen. Hoyt S. Vandenberg (left), Commanding General, Ninth AF, confers with Gen. of the Army 'Hap' Arnold, AAF Commanding General, in April 1945. Vandenberg wears the tropical worsted khakis while Arnold wears standard cotton khakis with a fiber tropical helmet.*

also as a field uniform. It was ill-suited for field service and the search for a more appropriate field jacket began in 1935; one was not adopted until 1941. The coat possessed a hip-length skirt with breast and skirt pockets. All pockets had buttoned flaps, but the breast pockets were of the external pleated type while the skirt's were internal. The four front closure, pocket, and shoulder strap buttons were brass. These buttons were the same for both enlisted and officers with a raised US Coat of Arms.

This coat was accompanied by OD shade No. 54 **wool serge trousers**. These were of simple straight design having replaced breeches in February 1939. Both coat and trousers were made of 18 oz. wool serge.

Buttoned front shirts for wear with the service coat were not adopted until 1934 to replace the pullover style. Shirts were not authorized to be worn as an outer garment without the coat until 1938. With the coat removed, it became a winter Class B uniform. The OD shade No. 54 **coat style wool shirt** and **coat style flannel shirt** were also components of the winter field uniform. The latter, made of a 40% wool and 60% cotton blend, was a lower cost alternative to wool and saw much wider use as the war progressed. A khaki cotton shirt, described below, was authorized for wear with the wool service uniform when the coat was worn in the summer as a Class A uniform.

From 1943, some US troops in England were supplied with contracted British-made jackets similar to British battledress. Gen. Eisenhower requested that an improved version (with sharper appearance, concealed buttons) of this jacket be developed for use in the European and Mediterranean Theaters as both a service and field jacket. It was standardized on 2 November 1944 as the OD shade No. 54 **wool field jacket** and made of 18 oz. wool serge. Often referred to as the 'M1944' (not an official designation), it was immensely popular as a service jacket, but less so as a field item. What came to be known as the 'ETO' or 'Ike' jacket could be worn in the US only by troops returning from the European and Mediterranean Theaters until they were issued the standard wool coat. The 'Ike jacket' was waist length with pleated breast pockets and shoulder straps.

The British-contracted jacket was extremely popular with the AAF due to its sharp appearance, when properly tailored, and the fact that it could more comfortably be worn under flying clothes than the wool serge coat. This led to the adoption of two similar jackets unique to the AAF, which preceded the 'Ike jacket'. The OD shade No. 54 wool **B-14 flight jacket** was standardized on 14 March 1944 for wear by AAF enlisted air crewmen. It was made limited standard on 8 January 1945, being replaced by the 'Ike jacket'. Essentially the same as the 'Ike jacket', it had internal breast pockets supplemented by midriff slash pockets placed to prevent interference by parachute harnesses.

The Class B long-sleeve cotton khaki shade No. summer uniform was authorized for Army-wide use in April 1938 for year-round wear in hot-climate zones as well as summer wear in other areas. Previously it had been permitted only in Panama, Hawaii, and the Philippines and was considered the field uniform in these areas. The **khaki cotton shirt** and **khaki cotton trousers** were initially made of 8.2 oz. fabric, but in 1941 uniforms of oz. cotton were introduced. This was replaced by 5 oz cotton in early 1945. This shirt was of the same design as the OD versions with six or seven button front closure and external buttoned flap breast pockets. The khaki trousers were of a simple straight design with internal front and hip pockets. A **khaki cotton coat** of identical design to the wool coat was adopted in 1926 for tropical wear; it was dropped from use early in the war.

The OD shade No. 54 **roll collar melton wool overcoat** was originally intended for both service and field wear; it was much too heavy and cumbersome for the latter and was replaced by several models of field jacket. This calf-length coat was made of 32 oz. wool. Its double breasted front was secured by two rows of three brass or plastic buttons and had internal side pockets and shoulder straps. A single-breasted dark OD **M1938 dismounted raincoat** was also issued. It had external flapped side pockets and the front closure was secured by five plastic buttons. It was made of rubber-coated cotton, but with

rubber becoming scarce in 1942 synthetic resin and plastic-coated cotton versions were produced.

The OD shade No. 51 **wool serge service cap** was a circular 'saucer cap' that had a russet leather visor, a chin strap secured by two small brass buttons and green hatter's leather lining. A khaki cotton cover was available for wear with khaki uniforms, but little used. In 1941 this cap was made limited standard due to its cost and the fact that it was awkward to fit into a duffle bag.

In its place was issued the **garrison cap**. It had been introduced as the overseas cap during World War I for these same reasons, but dropped from use after the war. They were again authorized in August 1933 for the Air Corps, which unofficially referred to them as 'flight caps', and mechanized units, while the rest of the Army retained the service cap or campaign hat. The practice of wearing garrison caps in the field was dropped by 1943. Early wool serge shade No. 33 OD and cotton shade No. 1 khaki garrison caps had rounded crown corners and a fold along the crest. From about 1943 they were made with squared or only slightly rounded corners and without the fold to conserve materials and speed manufacture. This 'envelope' style cap could also be privately purchased, and was popular as soldiers could 'crush' the crest to achieve a rakish look. The side curtain was piped in the branch-of-service color, though it was frequently deleted.

### Officers' service uniforms

Officers' (including warrant and flight officers') service uniforms were basically of the same design as enlisted men's. However, they were made of higher quality materials, often of a different color shade, and a wide range of optional materials were available for the privately purchased uniforms.

The OD shade No. 51 **officer's service coat** was identical to the enlisted version, but of darker OD higher quality material and had a $\frac{1}{2}$ in. wide light OD shade No. 53 mohair braid band 3 in. above the cuff (not worn by warrant or flight officers). A unique feature added to this coat by AAF officers was a $1\frac{3}{4}$ in. wide cloth waist belt sewn down around its edges with a brass buckle. This was worn in place of the M1921 commissioned officer's belt, a leather Sam Browne not used by AAF officers. In November 1942 this belt was authorized for all officers' coats and the M1921 belt restricted from use on 7 April 1943, although it had been dropped from use by most officers by 1942. Custom-made uniforms could be made of $14\frac{1}{2}$ to 26 oz. wool, elastique, barathea, or whipcord.

The adoption of the more practical open roll collar service uniform, replacing the old stiff standing collar design, was due to the efforts of the Army Air Corps. The Air Corps had long sought approval for a uniform with a collar permitting more freedom of head movement than the 'choker collar' and to replace medal collar insignia with embroidered, the Sam Browne belt with a cloth belt, breeches with trousers, and riding boots with shoes. This was approved in 1925 and implemented in January 1926. The new Air Corps uniform was so practical that later in the year it was approved for wear by all ranks in all Army branches.

*Two B-17F bomber pilots wear OD and khaki service caps sporting the '50 mission crush', along with orange-yellow B-3 life vests.*

Officers were required to possess OD shade No. 51 **officer's service trousers** while light OD shade No. 54 trousers were optional for garrison wear. Most officers, however, wore khaki chino cotton or wool trousers in garrison. In bright sunlight the coat appeared a deep dark green and the trousers a pinkish khaki, leading to this distinctive uniform being called 'pinks and greens'.

An **officer's khaki cotton shirt** was worn with 'pinks and greens'. The OD shade No. 33 **officer's wool shirt** or OD shade No. 50 **officer's cotton shirt** could be worn as an outer garment or with the coat. Officers' OD shirts were of the same basic design as enlisted men's, but had shoulder straps. Like the enlisted B-14 jacket, the **B-13 flight jacket** was standardized on the same date, but made of a higher quality OD shade No. 51 wool.

The dark OD **officer's wool overcoat** was similar to the enlisted version, but made of higher quality wool with bone buttons. The officers' braid was not worn on the cuffs, but generals were authorized two bands of black braid, one $1\frac{1}{4}$ in. wide and $2\frac{1}{2}$ in. above the cuff and the other $\frac{1}{2}$ in. wide and $1\frac{1}{2}$ in. above the lower band. The **officer's raincoat** was of the trench coat design with an integral waist belt and shoulder straps. They were required to procure their own from commercial sources with the

*The officer's OD garrison cap showing its folded crown crest. 1st Lt. Hoyt S. Vandenberg, 1932 (later Air Force Chief of Staff), wears the olive green A-1 flying jacket with the khaki uniform. Aviators never recognized the fact that the A-1 and A-2 jackets were not a component of the service uniform.*

stipulation that they be of 'as nearly as practical OD color'. By 1944 they were required to be OD shade No. 7.

Officers also wore the khaki shade No. 1 cotton shirt and trousers identical to enlisted men's, but with shoulder straps. Popular among AAF officers in the China-Burma-India Theater was the British khaki drill jacket; locally purchased, this was worn with US insignia. Of the same color as US khaki (British No. 4 brown), this bush-style jacket had scolloped flaps on the pleated breast pockets while the bellows skirt pockets had straight flaps; there were shoulder straps, and sometimes a cloth waist belt. The four front closure, pocket, and shoulder strap buttons were usually tan plastic. It was not uncommon for the sleeves to be cut short.

The **officer's summer service coat** and **trousers** were adopted in 1926 as required clothing for officers, but were made optional early in the war. These items were of the same cut as the wool service coat and trousers, but made of khaki gabardine; khaki shade No. 5 or light OD $\frac{1}{2}$ in. wide braid was worn on the cuffs.

The OD shade No. 51 **officer's wool service cap** was similar to the enlisted men's, but made of higher quality fabric and the cap band was covered by a $1\frac{7}{8}$ in. wide light OD mohair braid. The **officer's cotton service cap** was of identical design, but made of khaki material with the mohair braid band of the same color or light OD; the OD version was often worn with khaki uniforms. The OD shade No. 51 **officer's wool garrison cap** was of the same cut as the early enlisted men's, but made of higher quality fabric and retained the crown's rounded corners and crest fold throughout the war. While enlisted men were authorized to wear the cap in 1933, officers had worn it since 1925 'for use in flying missions'. General officers wore gold piping around the cap's curtain edges, other commissioned officers used intertwined gold and black, while warrant and flight officers used silver and black.

According to pre-war uniform regulations, within the Air Corps the service cap's 'front spring stiffening may be omitted and the grommet may be removed'. This permitted the wear of the radio/intercom headset over the cap when more protective headgear was not required. This style eventually came to be known as the 'fifty mission crush', even though they were seldom actually worn on missions due to the need for shearling flying helmets, oxygen masks, goggles, and steel flak helmets. They were scorned by senior ground officers, but there was little they could do to halt the practice since virtually all the AAF's senior generals sported the battered caps.

There was a wartime recipe for achieving the desirable 'fifty mission crush': remove the spring stiffener, soak cap overnight (seawater preferred); stuff with a towel and secure with string, place the cap in direct sunlight until mostly dry; remove string and towel; wear until completely dry; later, sprinkle on a few drops of light engine oil and run over it with a jeep (after removing it from the head)..

### Service uniform accoutrements

A silk four-in-hand **black necktie** was worn with the OD winter service uniform while a cotton **khaki necktie** was introduced in 1939 with the khaki summer uniform. In 1940 the black necktie was changed to wool. Both colors of ties were replaced by the khaki shade No. 5 **cotton mohair khaki necktie** in September 1943 and intended to be worn with all uniforms. The older ties continued to be issued until stocks were exhausted and were used throughout the war.

*Another view of the officer's OD service cap with the '50 mission crush' and worn with a seal brown A-2 flying jacket, HS-38 radio headset, and B-4 life vest.*

The **M1937 enlisted man's web waist belt** was made of $1\frac{1}{4}$ in. wide khaki or light OD cotton webbing with a brass tip and either a rectangular open-face or solid-face brass buckle (worn mainly by officers). From 1943 the open-faced buckle and tip were also issued with a matt black finish; this was also used by officers.

Both officers and enlisted men were authorized four styles of gloves for service wear. **Chamois dress gloves** were made of light tan chamois leather or other materials of the same color. For more formal occasions, **white cotton dress gloves** were authorized, with buttoned wrists. **Leather service gloves** made of light russet leather, lined or unlined, were more commonly worn; these had securing snaps or buckles on the wrists. OD knit **wool service gloves** were also issued.

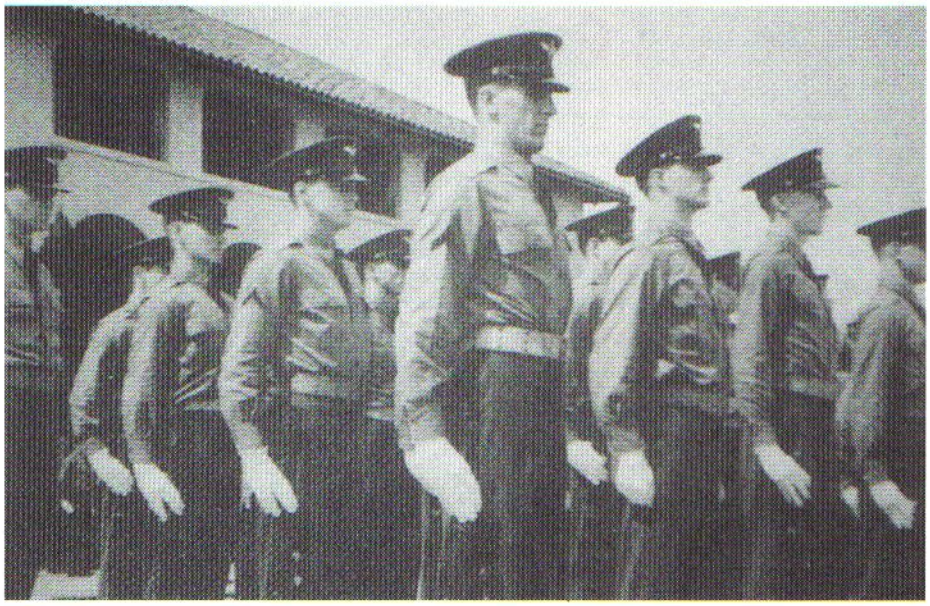
Issue russet brown laced, ankle-high **service shoes**, commonly called 'GI shoes', were worn with the summer and winter service uniforms as well as with field and work uniforms. They were of two types: those with smooth leather uppers and a capped toe were for Stateside issue while those of rough leather and no toe cap were issued for overseas deployment. The overseas issue shoes had black reclaimed rubber soles while the Stateside issue had this type of sole or a leather sole and rubber heel. **Tan low quarter shoes** were an Oxford dress shoe; these were originally issued to enlisted men for summer wear outside of formations, but from 1942 were issued only to medical personnel for wear with white ward uniforms. **OD light wool socks** were worn with the winter service uniform while **tan cotton socks** were worn with khaki uniforms.

### Aviation cadets' uniforms

Flying cadets originally wore a slate blue wool uniform until redesignated aviation cadets in 1942. This uniform comprized a service cap, coat, shirt, trousers, and overcoat of identical design to the enlisted men's, except for color and insignia. After redesignation as aviation cadets they were issued OD officer's uniforms. The following year, due to the expansion of the cadet program and the cost of officer quality uniforms, the AAF was forced to issue OD and khaki enlisted uniforms. With the switch to OD uniforms cadets were issued a blue cap band to slip on the OD service cap. In 1944 this was replaced by the aviation cadet OD wool serge service cap with an integral blue band, and aviation cadet OD and khaki garrison caps with blue crowns.

Aviation cadets were for all practical purposes officer candidates. However, there was another category of personnel who wore these same uniforms. Aviation students undertook the same training as aviation cadets and would graduate as rated pilots, but would not be commissioned or appointed flight officers; they would graduate only as staff sergeants.

The Army had possessed small numbers of enlisted pilots since before World War I, and some 'flying NCOs' remained in the service between the wars. The pressing need for pilots due to Air Corps' rapid pre-war expansion led to a new aviation student program in June 1941. By mid-1942 over 2,000 enlisted pilots had graduated and were employed as flying instructors and for ferrying, target towing, and liaison duties. It was not envisioned to use them in combat, though a few flew transports in combat zones. By early 1942 the need for pilots had grown to the point that standards were drastically lowered and all flying graduates were commissioned. Most existing sergeant pilots were eventually commissioned or appointed flight officers. The AAF had grown to such an extent as the war had turned in favor of the Allies that the training of pilots was suspended in early 1944, resulting in the release of 71,000 aviation cadets to the Ground Forces. Pilot training was later restarted to support the very heavy bomber program.



*Aviation cadets, Randolf Field, Texas, 1943. They wear OD service caps with the aviation cadet badge, khaki shirts, enlisted quality OD trousers, M1936 pistol belts, and white dress gloves. OD on navy blue chevrons are worn on the shirt sleeves.*

▼ *A 1st lieutenant training officer inspects an aviation cadet, Ellington Field, Texas, 1944, while a cadet officer notes his transgressions. Both the training officer and cadets wear the aviation cadet patch on the left shoulders of their khakis rather than on the lower left sleeve as prescribed by regulation.*

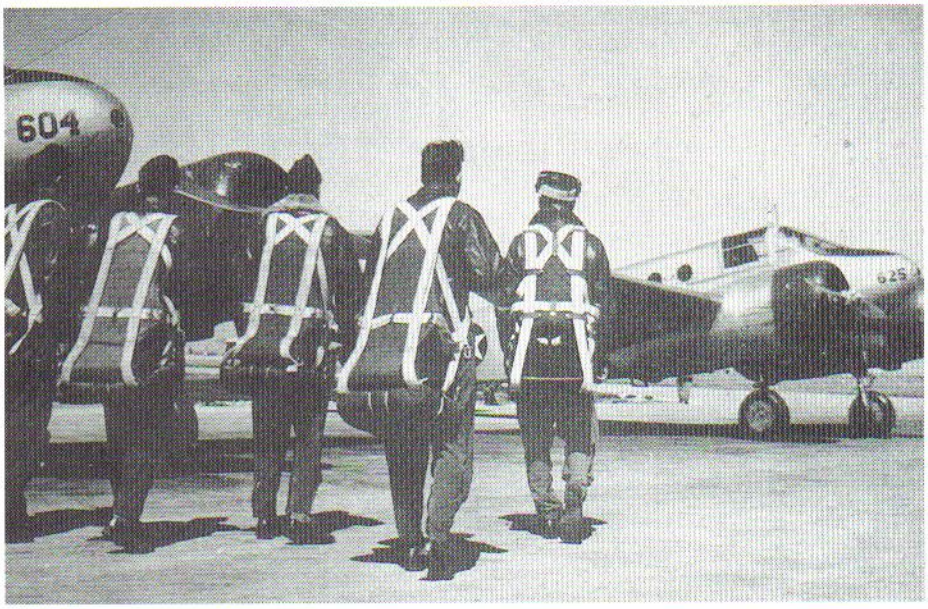
### Field uniforms

As stated earlier, the OD and khaki service uniforms doubled as field uniforms with the addition of leggings and appropriate headgear. Ill-suited for the role, they were soon replaced by more practical uniforms. The uniforms described below were worn by AAF ground personnel in all areas of the world. Arctic clothing, little used by the AAF, is not addressed.

In 1942, for winter field wear, the OD wool or flannel shirt and wool trousers were complemented by the **OD field jacket**, also known as the 'M1941' (not an official designation) or 'Parsons jacket' after its main proponent, Maj. Gen. James Parsons, III Corps Commander. It was standardized on 10 November 1941 and remained in wide use throughout the war. This was a waist-length jacket with the front closure fastened by six or seven plastic buttons and a zipper, with internal slash pockets at the midriff. The outer shell was made of very light OD, a tan or pale green, water-repellent and wind-resistant cotton poplin lined with dark OD shirt flannel. OD shade No. 33 **wool field trousers** completed the winter field uniform; these were of the same design as the standard wool serge trousers, but made of 22 oz. wool.

For colder climates, the **OD mackinaw coat** was provided; in use since the early 1920s, it was a thigh-length, double-breasted coat for wear in far northern areas, made of 10.2 oz. canvas duck and lined with 30 oz. OD wool. It had two rows of three front closure buttons, a waist belt, and large flapped internal skirt pockets; the shawl type collar was faced with lining wool. On 26 November 1942 it was replaced with a version made of a lighter weight OD shade No. 7 poplin and the lining woo reduced to 26 oz., it also lost the collar's wool facing making it a less effective garment.

The mackinaw, M1941 field jacket, and three othe types of jackets and parkas were made limited standard i August 1943 when the OD **M1943 field jacket** wa adopted. The OD shade No. 7 used in the M1943 jacke and other new clothing was a much darker green tha found in earlier field uniforms. This extremely popula thigh-length jacket was made of wind-resistant and water repellent cotton sateen lined with poplin; the sateen wa replaced by Oxford cloth in 1945. The waist was fitted wit an internal drawstring; on the chest were flapped bellow pockets, and on the skirt flapped internal pockets. Al




*A group of aviation cadets approach their Beech AT-7 Navigator trainers at Ellington Field, Texas, 1943. They are wearing A-2 and B-3 flying jackets, A-4 flying suits, and service shoes with S-1 seat parachutes.*

buttons were concealed. The jacket was intended to capitalize on the layering principle to allow for different temperature ranges.

Any combination of wool undershirt, wool or flannel shirt, wool sweater (Book 1), M1941 field jacket, and/or the **type B OD pile field jacket** could be worn under the M1943 jacket. This latter item was intended as a liner for the M1943 jacket and made of cotton poplin lined with gray alpaca pile (artificial fur). In 1944, a detachable hood was introduced for the M1943 jacket. OD **cotton field trousers** were issued along with the M1943 field jacket; these were made of cotton sateen like the jacket and could be worn over wool trousers in cold weather or by themselves in the summer. They had internal front and hip pockets and cuffs fitted with adjusting tabs.

Besides khakis, troops in hot weather regions soon began using the OD cotton **herringbone twill work jacket** and **trousers**. Intended as a fatigue outfit to replace the blue denim work uniform, it was adopted in mid-1941 and often worn as a field uniform. The hip-length shirt-like jacket, worn outside trousers of the usual design, had buttoned, flapped, pleated, patch breast pockets. Eight plastic buttons closed the front. The OD shade No. 3 or 7 **herringbone twill jacket** and **trousers** were standardized in July 1943 as a lightweight field uniform. The jacket had large buttoned flapped breast pockets. Five black metal M1941 buttons secured the front opening, their raised pattern of 13 stars being known as the 'burst of glory'. It could be worn in or out of the trousers. The trousers had large button flapped bellows cargo pockets on the upper sides. The jacket and trouser pockets were capable of holding a K-ration meal.

The **wet weather parka** and **trousers** were made of OD waterproof, two-ply laminated material combined with a synthetic resin. The pullover parka had an attached hood. The trousers had a bib front, integral suspenders, and a snapped flap cargo pocket on the right front. The similarly designed **rain jacket** and **trousers** saw limited use late in the war, mainly in Alaska. The main differences were that the jacket lacked a hood, had a full-length front opening, and was made of lighter weight material. A set of Navy-designed N-1 winter clothing, adopted in mid-1943, was issued to AAF crash boat crews operating in cold areas (Plate F2).

The 1941 M1 steel helmet and M1 helmet liner were issued to all personnel deploying overseas (*Elite 46*). Through 1942 many rear area personnel were issued the M1917A1 steel helmet in lieu of the M1. All of the below caps were designed to be worn under the helmet.

The OD **herringbone twill hat** was a full brim 'flop hat' issued with the herringbone work uniform and widely worn in tropical areas. This had been preceded (from 1938) by a short-lived **cotton khaki field hat** of the same design for wear with khakis. The 1941 OD shade No. 7 **herringbone twill cap** was intended for mechanics and armor forces, but was widely worn by others as a summer field cap. A non-standard khaki version of this, the 'Swing cap' (named after Maj. Gen. Joseph Swing, 11th Airborne Div. Commander), saw use in the Southwest Pacific from 1944. A longer visored version of the OD cap was introduced in early 1945.

Two items of winter headgear were developed in 1941, but not authorized for production until mid-1942. The OD **M1941 wool knit toque** was a close-fitting 'Balaclava

helmet' that protected the head and neck. The **M1941 wool knit cap**, also known as the 'jeep cap' or 'bennie', had a small, semi-rigid visor and roll-up ear flaps. An unlined water-repellent, windproof OD **cloth hood** with a visor could be worn over them. This 1942 item was not attached directly to any coat, but covered the head, neck, and shoulders. In July 1943 the OD shade No. 7 **cotton field cap with visor** was standardized for use in moderately cold or temperate weather. This water-repellent cotton poplin cap possessed a semi-rigid visor and flannel-lined ear flaps that folded up inside. Also adopted in 1943 was the OD shade No. 7 **pile field cap**. This extreme cold weather cap had a fold-up visor and long ear flaps that protected the back of the head, sides and neck. It was made of cotton poplin lined with gray alpaca pile, including the ear flaps and visor underside.

The pre-war **fiber tropical helmet** was of the pith helmet style. It was covered with khaki or light OD cotton, its interior was green, and it was fitted with a russet artificial leather chin strap worn over the front brim. The officer's or enlisted service cap's US Coat of Arms was often affixed to the front.

### Field uniform accoutrements

The Risistol **M1938 goggles**, intended for ground troops, were used early in the war by AAF personnel. The later QMC issue **M1943** and **M1944 goggles** were also widely used. The **F-1 sun goggle**, actually sun glasses, was standardized on 17 November 1943 for use by ground personnel in arctic and desert regions; it had a plastic frame with replaceable rose smoke lens and plastic insulated metal arms. Standardized on 3 January 1944, the **G-1 contrast sun glasses** had amber lens in a nickel frame and were issued to control tower operators.

An **OD wool muffler** was issued as a scarf and made of brushed wool. **Trousers suspenders**, for various types of heavy trousers, were made of OD webbing with leather button hole end tabs.

The **leather palm OD wool glove** was standard for field wear; they were made of knit wool or blanket material with russet leather-covered palms and fingers. These were replaced in 1943 by **leather glove shells** and OD knit **wool glove inserts**; the shells were made of russet leather with OD wrist securing straps.

Standard service shoes were also worn with field uniforms with **M1938 dismounted canvas leggings** to protect the ankles and lower calves. These had fully replaced the unpopular wrap-around puttees by 1939. Leggings were $12\frac{3}{4}$ in. high and made of OD shade No. 9 (dark tan) cotton duck; they were secured by a system of laces, hooks, and eyelets. Early versions had 16 eyelets, two per hook; from 1943, some were made with eight eyelets to conserve brass. They were unpopular due to the time required to don and remove them; they also absorbed water, and chafed the calves.

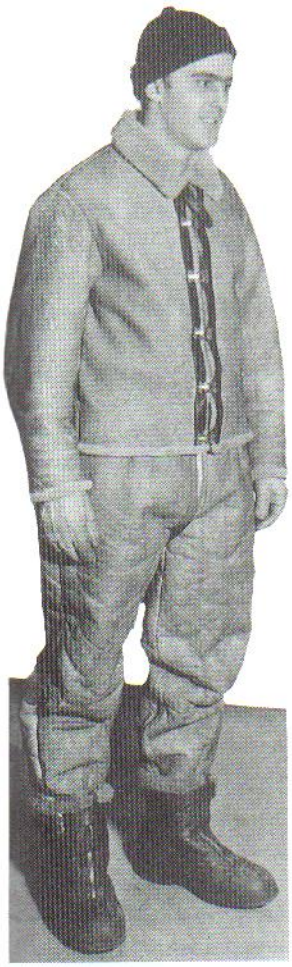
*Gen. Carl Spaatz, Commanding General, US Strategic AFs in Europe, wears an unofficial khaki version of the B-13 flight jacket during the interrogation of* Reichsmarshall *Hermann Göring, May 1945.*

The **composite sole combat service boot** was standardized in November 1943, entered production in January 1944, but was not issued in Europe until July 1944. The russet boot's quarter (lower portion) was of the same basic design as the uncapped toe service shoe, but had a 5 in. high, two-buckle cuff added, thus eliminating the need for the unpopular leggings. The sole and heel were made of black rubber. A similarly designed **tropical combat boot** was adopted in November 1944, but did not enter mass production until 1945. It differed in that the upper body was of OD canvas (the quarter and buckled cuff were brown and tan leather respectively) and had cleated soles.

For cold-wet conditions, several types of **shoe pacs** were available. The three early models came with 10, 12, and 16 in. high russet leather uppers; the quarter was black rubber. A much improved 12 in. high **M1944 shoe pac** replaced the earlier models, but was not issued until January 1945.

### Mechanics' and work uniforms

While the AAF used some standard QMC work clothes a number of garments were developed specifically for aircraft mechanics. Development of such clothing began in



*An airplane mechanic, 1940, wears the OD A-4 winter cap, D-1 jacket, B-1 trousers, D-2 gloves, and A-6 flying shoes. This early version of the mechanic's shearling suit is natural tan, most were dyed seal brown.*

*Ground crewmen, wearing D-1 mechanic's jackets to ward off the morning chill, eat breakfast at a Tunisian airfield, 1943. In the background are their quarters: two-man 'pup tents'.*

1920, but until 1931 QMC work clothing was the most commonly worn. Most of the QMC items were ill-suited to mechanics' needs, the primary complaint being that they failed to provide sufficient protection from the cold while working on aircraft for long hours in open areas. In below-freezing weather ground crewmen also had to be protected from gasoline: any splashed on them would cause severe blistering. In 1936, as an interim measure, mechanics were issued the shearling (sheep skin retaining the beige dyed fleece as a lining) winter flying B-3 jacket and A-3 trousers (see *Elite 46*). This suit proved to be far too bulky and cumbersome and development soon began on an improved shearling suit.

Adopted in 1940, the **aircraft mechanic's D-1 jacket** and **B-1 trousers** were made of seal brown (very dark brown) $\frac{3}{8}$ in. thick shearling and similar in design to the winter flying B-6 jacket and A-3 trousers. The jacket's collar, cuffs, and skirt hem were trimmed with fleece; its collar could be folded down or secured around the neck by a strap and buckle; there were internal slash pockets on the midriff. The trousers had a zippered crotch opening and zippers at the ankles. Large, non-flapped patch pockets for tools were provided on the front thighs. The high-waisted trousers were supported by integral suspenders.

The **aircraft mechanic's D-2 jacket** and **B-2 trousers** were introduced in late 1943 as a lighter weight less cumbersome outfit made of alpaca-lined OD shade No. 7 boat cloth. The jacket was a pullover parka with buttoned, flapped patch pockets on the hip-length skirt; it also had a detachable alpaca-lined, fur-ruffed hood. The trousers had a bib front, integral suspenders, and the same type of front thigh pockets as the jacket.

In milder weather mechanics used the QMC issue OD **herringbone twill one-piece suit**. Adopted in 1938, it was not widely issued until 1941. Early versions of this coverall had two breast pockets, the left unflapped and the right with a non-buttoning flap, plus internal slash pockets on the leg fronts and concealed front closure buttons. The 1943 version featured a single buttoned flap pocket on the left breast, large external flapped leg front pockets, and exposed M1941 black metal front closure buttons. Both versions had an integral cloth belt with an OD painted metal buckle.

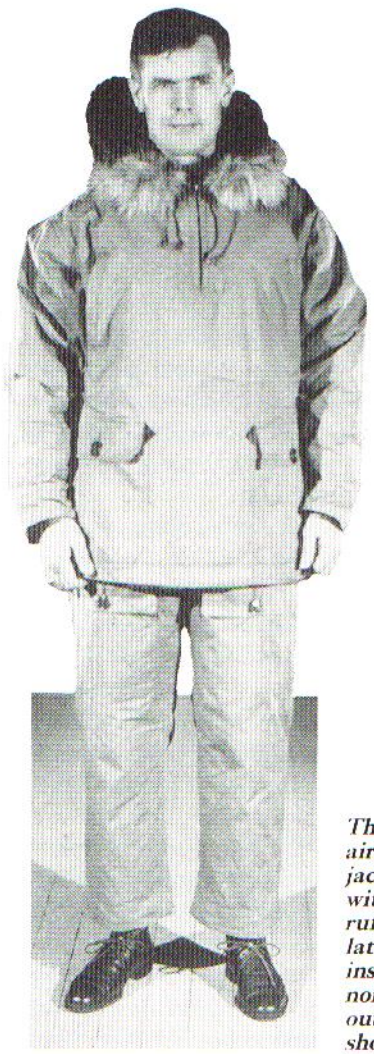
The pre-war fatigue uniform was the **blue denim work jacket** and **trousers** adopted in 1938. Early jackets had only buttoned flap internal pockets on the skirt and five metal buttons. From 1940 the jacket had simple unflapped external pockets on the breasts and skirt and the front was secured by only three buttons. The jacket was

intended to be worn outside trousers of normal design. This uniform was replaced in 1941 by the herringbone twill work jacket and trousers described under field uniforms, and the blue denims were quickly phased out.

The pullover **A-1 mechanic's sweater** was standardized on 20 March 1926. It was made of dark OD worsted knit wool with a 'V' neck. It was declared obsolete on 9 August 1944 and other QMC sweaters were issued.

A very specialized work outfit was the **A-1 asbestos suit** used by aviation crash crews for fire fighting and rescue. It was made of thick layers of fire-resistant, off-white asbestos with attached hood (possessing a large one-piece, heat-resistant, tinted glass vision lens), gloves and boots.

The **blue denim work hat** was similar to the OD twill cap. The **F-1 mechanic's cap** was adopted in 1931 and made of OD cotton twill with a soft visor and folding ear flaps with a tie tape. This was replaced by two caps in the autumn of 1939. The **A-3 mechanic's summer cap** was adopted in 1939, though the F-1 remained in use for some time. The OD mercerized cotton A-3 was of the 'baseball cap' style with a long, semi-rigid visor. The **A-4 mechanic's winter cap** was of the navy watch cap style, an OD knit wool skull cap with sufficient material to pull down over the ears. The **F-2 mechanic's blizzard helmet** was made of seal brown $\frac{3}{8}$ in. shearling. It was made in the form of a hood, covering the head and face except around the eyes, with a short cape extending over the wearer's shoulders; adopted in late 1939, it saw little use. The **B-9 winter flying helmet**, standardized on 7 September 1943, was more similar to the pile cap than a flying helmet. It was made of mouton-lined OD shade No. 7 fabric; side flaps could be buttoned down for ear and neck protection and a dark brown mouton-faced visor normally kept folded up. It was used by mechanics and flying personnel not requiring a headset, and saw only limited use in extreme cold areas.



*The OD alpaca-lined aircraft mechanic's D-2 jacket and B-2 trousers, with the detachable fur ruffed hood, modeled in late 1943. Some form of insulated boot would normally be worn with this outfit rather than the 'GI shoes' shown here.*

### Mechanics' and work uniform accoutrements

Several types of protective goggle assemblies were available for mechanics to include welder's, grinder's, and metal clipper's as were welder's helmets and face shields.

An important aid was the **B-2 mechanic's apron**. This was actually an OD heavy duck bib, secured by a neck strap and tie tapes at the small of the back, which protected the chest, and had three small pockets on the lower chest and tool pockets on the side hip extensions. Two full-length (neck to mid-calf) aprons were also used: the black rubber **A-3 mechanic's acid proof apron**, used when filling batteries, and the off-white **welder's asbestos apron**.

Gloves were critical to protect mechanics' hands from the cold, hot engine parts, abrasions, and contact with below-freezing metal: mechanics in Alaska were reported to have hands that looked like lepers' as they had lost so much flesh due to repeated contact with sub-zero metal. Mechanics also feared the loss of a finger, not only for the obvious reason, but because it would destroy their credibility a common pilots' maxim was: 'You can trust a mechanic with bad hearing, but not one with missing fingers!'

The **D-2 mechanic's gloves** (the D-1 was never adopted) were standardized in August 1940; they were made of yellow dyed horsehide with a wool knit lining and dark brown elastic wristlets. The **D-3 mechanic's gloves** were standardized in March 1943, were of the same basic design as the D-2, but with removable OD wool knit inserts. Both types were also issued in some survival kits. OD wool knit **wristlets** were simply fingerless gloves allowing delicate work in above freezing cold weather. OD

rayon glove inserts, used in conjunction with many flying gloves, were originally issued to mechanics for use in subfreezing weather when heavier gloves were required to be removed for delicate manipulations. A wide variety of adopted commercial gloves were available to meet specialized needs: asbestos leather-faced, asbestos welder's, canvas-faced leather, unlined canvas, chrome leather gauntlet, electric welder's chrome leather, welder's leather, steel armored palms sand blasting, heavy leather, and chemical-resistant rubber gloves.

Standard service shoes were usually worn with these uniforms, but more specialized types were also available. Of similar design were the 1944 **safety shoes** made of reversed (rough side out) russet leather with a steel toe protector inside the toe cap. The **A-2 aircraft rigger's shoes** were adopted in 1941 and made of OD canvas with non-skid black rubber soles; they were designed to minimize damage to the surface of an airplane. (The A-1 leather-reinforced tennis shoe-like white canvas shoes of 1927 were originally designed for work on fabric skin aircraft, but tended to slip on the newer metal aircraft.)

The footwear issued to mechanics in Alaska, Greenland, and other extreme cold regions were designed on the assumption that the ground or hangar floor would be dry in such low temperatures. However, firepots were placed beneath and heaters inside aircraft to maintain a warm temperature to prevent expansion differential (aluminium, copper and steel expanded and contracted at drastically different rates in Alaska's bitter cold causing close tolerance parts to become loose and making finely tuned engines worthless). This caused oil to drip and the snow and ice beneath aircraft to melt creating a wet, oily work area requiring warm, waterproof footwear. The A-6 winter flying shoes (*Elite 46*) issued to mechanics failed to provide sufficient protection. Various models of black rubber overshoes were first issued to overcome this problem. After August 1942, A-10 winter flying shoes were issued to ground crews when they were no longer deemed suitable for air crews, as were A-14 arctic flying shoes (*Elite 46*).

### Military police uniform accoutrements

The AAF relied heavily on MP units for base security, traffic control, and law enforcement. AAF, and other Army MPs, were authorized a number of uniform distinctions and items to readily identify them and assist them in their duties. Most of these items were worn only in an air base or garrison duty environment with service or field uniforms.

With the OD or khaki service uniforms, one of two types of white MP cap cover was fitted over the standard OD service cap: one covered only the crown while the other had an extension to cover the band. While on guard or traffic duty, an all-white painted M1 helmet liner could be worn, with a black '**MP**' stencilled on the front. In forward areas the OD M1 steel helmet was added, with a white stencilled 'MP' and usually a $1\frac{1}{4}$ in. white band (narrower bands were sometimes used). The second most distinctive means of identification was the military police arm brassard (see Plate H4).

MPs were also issued the MP belt, MP shoulder strap, policeman's club carrier, double magazine pouch, first aid packet pouch, and M1916 pistol holster, all of russet leather (replaced by standard web gear in the field). Other items included a white cord pistol lanyard, police whistle on a chain, hand irons, and a 24 in. policeman's club. White canvas leggings, otherwise identical to the OD M1938, were sometimes used along with white web pistol belts and white cotton dress gloves for directing traffic.

***A Ninth AF military police corporal snaps to attention as Maj. Gen. Lewis H. Brereton emerges from his headquarters. The MP wears the OD service uniform adorned with typical MP distinctions: white cap cover, whistle, MP brassard, leather MP belt, and white leggings. The general wears 'pinks and greens' with French World War I wings over his right breast pocket.***

# AAF WOMEN PERSONNEL

Three categories of uniformed females served in the AAF doing much to reduce the severe manpower shortage.

### Air Women's Army Corps

The War Department began developing plans to include women in the Army in the spring of 1941 when it was learned that a female state representative proposed to introduce a bill establishing a women's corps. The Army initially resisted the plan, but America's entry into the war quickly changed its outlook. On 15 May 1942 the Women's Army Auxiliary Corps (WAAC) was signed into law with an authorized strength of 150,000 women, though initially limited to 25,000. The women were classified as civilian auxiliaries with no hospitalization, military insurance, burial, or pension rights.

It did not take long for the Waacs[2] to prove their worth in a wide range of duties, which increased as the war progressed. In November 1942 the WAAC was authorized to expand to full strength, but it reached only just under 100,000, mainly due to the competition for women by the other services and defence industry.

The AAF was the first branch to fully realize their value and eventually employed just under 50,000. The AAF made two proposals that were initially turned down in late 1942. The first was for the AAF to be allowed to recruit a separate women's corps; the idea was rejected, AAF recruiters coined the phrase 'Air Wacs' to make women's service in the AAF more appealing. The second proposal was that the Waacs be given full military status as it was realized that the duties they were called on to perform required full-time personnel subject to military discipline.

Recruitment was voluntary and open to women between 21 and 45 (later 20 to 49). Applicants had to be US citizens, have no children under 14 if married, at least two years of high school, satisfactory health, average height and weight, and be able to qualify in one of 200 job categories. They underwent six weeks (initially, four) of basic training at one of five WAAC training centers followed by on-the-job training or specialized courses. Training time was often cut to maximize employment on practical projects. WAAC officer candidates undertook an additional six-week course. In November 1943 Wacs were declared eligible to take noncombat training courses attended by men if the station commander needed women with such skills.

2 The terms Waac and Wac refer to individuals assigned to the WAAC and later WAC organizations.

*Two Air Wacs, a pfc and a technician 5th grade, inventory maps. Both wear khaki 'waists' while the former wears an OD skirt and the technician a khaki one.*

On 30 September 1943, the WAAC was redesignated the Women's Army Corps (WAC)[3]. In their earlier role as Waacs they had not possessed military rank, but rather were designated directors (field grade), officers (company grade), leaders (NCOs), and auxiliaries (enlisted). With the change of status to the WAC they became commissioned officers, NCOs, and enlisted women. The recruitment of Air Wacs was intensified in late 1943, and by 1945 there were over 32,000 serving in the States and 7,300 overseas. Air Wacs began to be shipped overseas in the spring of 1944, with over half serving in Europe. Wacs were formed into self-contained company-size WAC squadrons and detachments assigned to air bases and other stations. Individual Wacs were attached to base units to perform their duties. At least 20 Air Wacs are known to have been awarded the Air Crew Member Badge. Other Wacs made noncombat flights as radio operators. Over 1,200 Wacs worked as aircraft mechanics on flight lines. Though some Wacs were exposed to hostile action, none died as a direct result of it, though 18 were wounded.

After providing an extremely valuable service to the Army and the AAF, the demobilization of the WAC began in January 1945. Some Wacs were retained after the war's end and those serving with AAF units were made members of the Women in Air Force (WAF) when the Air Force was formed as a separate branch of service in 1947.

### Army Nurse Corps

The Army Nurse Corps (ANC) had its origins in 1898 during the Spanish-American War when qualified nurses

3 Most sources give this date as 1 July 1943, but this was the approval date of the Public Law. The WAC was not given Regular Army status until 1948, however.

were employed to assist surgeons. In 1908 the ANC was established as a permanent branch of the Army Medical Department. The ANC were granted military officer rank in 1921. The original requirement that nurses be fully qualified prior to their entry into the Army has remained to this day. During the war an ANC applicant was required to be a high school graduate, graduate of an accredited hospital-connected three-year nursing school, a citizen of the US or an Allied country, and 22–30 years of age (21–40 for reserve nurses). Applicants accepted by the AAF undertook four weeks of military basic training and were then assigned to an AAF station hospital. Over 6,500 nurses were assigned to the AAF during the war.

The concept of specialized nurses trained for air ambulance duty was proposed as early as 1932, and was suggested repeatedly thereafter. AAF medical officers resisted until late 1942 when it was realized that air medical evacuation from combat zones did indeed require specialized nursing skills. The first formalized flight nurse course graduated in February 1943. The course was vastly refined in June when the School of Air Evacuation was activated at Bowman Field, Kansas. After at least six months' service in an AAF hospital, nurses could apply for the eight-week Flight Nurse Course. Having passed a flight physical they were trained in the special skills required to care for sick and wounded personnel during air transport evacuation. Some of the 500 nurses who completed this gruelling course were exposed to combat evacuation operations in forward zones in Sicily and Italy.

### Women's Airforce Service Pilots

The Wasps had their origins in two organizations employing female civilian pilots. In 1941 there were over 2,700 licensed female pilots in the US. Two prominent aviatrixes had independently made proposals to the Chief of the Air Corps prior to the war, stating that qualified women flyers could alleviate the heavy demand for pilots in times of emergency. Jacqueline Cochran's 1939 proposal called for training women with no flying experience to fly transports, courier, and ambulance planes to release men for combat duty. Nancy Harkness Love's 1941 proposal envisioned a small number of fully qualified women pilots to assist the Air Corps Ferrying Command. Both plans were initially rejected, but with America's entry into the war, the AAF chief reconsidered. Both plans were accepted and instituted in September 1942.

The Women's Auxiliary Ferrying Squadron (WAFS – pronounced 'Waffs') was formed under the command of Mrs. Love at New Castle Army Air Base, Wilmington, Delaware. The WAFS was open only to fully qualified pilots with commercial licenses and at least 500 logged flying hours. They had to be US citizens, 21 to 35 years of age, and a high school graduate. About 150 women applied, but only some 50 were accepted as civil service employees. Employed by the Air Transport Command's (ATC) Ferrying Division, WAFS were initially to ferry liaison and training aircraft from factories to user air bases. As the women demonstrated their abilities, it was not long before they were ferrying larger transports, bombers, and fighters. Due to the redundancy of effort between the WAFS and Women's Flying Training Program, the 28 remaining WAFS were merged with the latter on 5 August 1943 to form the Women's Airforce Service Pilots. Mrs. Love became WASP executive to the ATC's Ferrying Division.

*A WAC technician 5th grade at Ellington Field, Texas, is outfitted in khakis without a necktie, the one concession to the base's humid climate.*

The Women's Flying Training Program was established in September 1942 under the command of Miss Cochran. Applicants had to pass the same flying physical and intelligence tests as male aviation cadets. They were to be between $18\frac{1}{2}$ and 35 years of age, US citizens, high school graduates, and a minimum of $62\frac{1}{2}$ inches in height. From the spring of 1944, due to reduced needs, applicants were required to already possess 35 hours' certified flying time. A civil contract flying school was begun in November at the Howard Hughes Airport, Houston, Texas. The 319th Women's Flying Training Detachment was soon moved to Avenger Field, Sweetwater, Texas, where it was

redesignated the 318th. The candidates undertook a four-month flying course, the same as male aviation cadets, but without the tactical and gunnery training. Some 25,000 women applied with only 1,830 accepted for training and 1,074 graduating. Almost 800 also graduated from advanced flying courses including the School of Applied Tactics and various bomber transition and advanced instrument courses.

When merged with the WAFS in August 1944, the two organizations were designated the Women's Airforce Service Pilots (WASP – pronounced 'Wasp', also the term used to identify individuals). The Wasps, and both their predecessor organizations' members, were civil service employees subject to military discipline. They had no rank, hospitalization, military insurance, burial, or pension rights. Efforts were made to militarize the Wasps, but they were disbanded before this took place.

The Wasps were organized into four squadrons and based at New Castle, Delaware; Dallas, Texas; Romulus, Michigan; and Long Beach, California. Besides fulfilling their original role of ferrying aircraft (including heavy bombers and fighters), they flew tow target, meteorological, anti-aircraft gun and searchlight tracking, smoke-laying and simulated bombing for troop unit training, courier, and instrument instruction flights. A few were selected to test fly the first rocket- and jet-propelled aircraft. When some experienced male pilots assigned to the first B-29 bomber units expressed reluctance to fly the massive aircraft, a heart-stopping aerobatic demonstration was flown for their benefit. To say the male pilots were humbled when two Wasps emerged from the cockpit is an understatement.

Due to an abundance of male pilots returning from overseas combat tours, the need for female pilots dwindled in mid-1944. On 20 December 1944 the Wasps were disbanded abruptly putting the remaining 916 highly qualified pilots out of work. A total of 37 lost their lives and another 36 were injured in air accidents.

*A flight nurse class at the School of Air Evacuation, Bowman Field, Kansas, 1944, learns how to install litter supports in a C-54 transport. Their white undershirts have* 'U.S. AIR FORCES' *printed in black above the Air Forces BoS insignia. They wear name plates on the left breast, OD cotton slacks, and black shoes.*

# AAF WOMEN'S UNIFORMS

Lack of space allows only a cursory look at AAF women's uniforms. Those of the WAC and Nurse Corps more or less paralleled the uniforms of their male counterparts.

### Women's Army Corps uniforms

The formation of the WAAC in the summer of 1942 found the QMC ill-prepared to design and provide women's clothing. The initial WAAC uniforms displayed poor choices in styles and materials, with little outside consultation with the women's apparel industry. In fact, the uniforms were so poorly designed and out of step with accepted styles that women were reported to have been joining other services simply because of their more appealing uniforms. Efforts were made to improve the appearance and comfort, but this was not fully achieved until after the war, and a dedicated QMC women's clothing section was not even established until 1945. Another problem was the redundancy of clothing items between the WAAC and Nurse Corps. This was sorted out to some degree by 1943 with the standardization of many common items.

Officer and enlisted WAAC service uniforms, adopted in July 1942, were virtually identical in design, though with differences in fabric. The winter and summer uniform jackets had false breast pockets with buttoned scalloped flaps, internal slash skirt pockets, shoulder straps, and four brass front closure buttons. Until October 1942 an integral cloth waist belt was included. The officer's winter jacket was dark OD shade No. 51 and made of wool barathea or elastique while the enlisted woman's was of light OD shade No. 54 wool covert. The officer's optional summer jacket was tropical worsted khaki shade No. 1 while the enlisted woman's was made of cotton twill. The tropical worsted jacket was approved for optional enlisted wear in mid-1944. In late 1944 two off-duty dresses were approved. These were a stylish one-piece design with pointed-flap, pleated patch breast pockets, shoulder straps, concealed buttons, and integral cloth waist belt. The winter version was made of horizon (dark) tan wool crepe and the summer model of beige shade No. 55 rayon shantung. A dark OD shade No. 37 wool field uniform was issued in late 1944; though designated 'field', it was considered a service uniform. The field jacket was similar to the men's 'Ike jacket', but without external pockets. A matching skirt, slacks, and garrison cap were issued; officers could wear the enlisted women's light OD skirt with this uniform, which was also authorized for nurses.

Skirts were worn to just below the knee and of the same color and material as the appropriate jacket; they were constructed with six gores, waistband, and a short zipper on the left hip. The original designs were ill-fitting and bunched up around the waist after sitting. Officers had an optional winter light OD shade No. 54 barathea wool skirt. Worn under the jacket was a 'waist', a hip-length shirt normally worn outside the skirt. These came in OD shade No. 50 or 51 or khaki shade No. 1 in wool for winter, or khaki cotton poplin or broadcloth for summer. The 'waist' was tucked into the skirt when worn as a summer outer garment. A khaki tropical worsted 'waist' and skirt

*This 1st lieutenant wears a prototype version of the nurse's intermediate flying B-17 jacket and A-13 slacks, with an OD wool garrison cap and A-9 shoes.*

*A khaki test version of the A-1 nurse's winter flying suit, late 1943. The standard suit, which was OD, had a removable alpaca liner allowing it to be used as a summer suit. She wears A-9 flying shoes.*

◀ *The issue nurse's intermediate flying B-17 jacket and A-13 slacks with A-9 shoes are worn by this flight nurse aboard a C-54. The full-color AAF insignia is printed on the left shoulder.*

were adopted from late 1944 as a more comfortable summer outfit for all ranks. A khaki necktie was worn with all jackets.

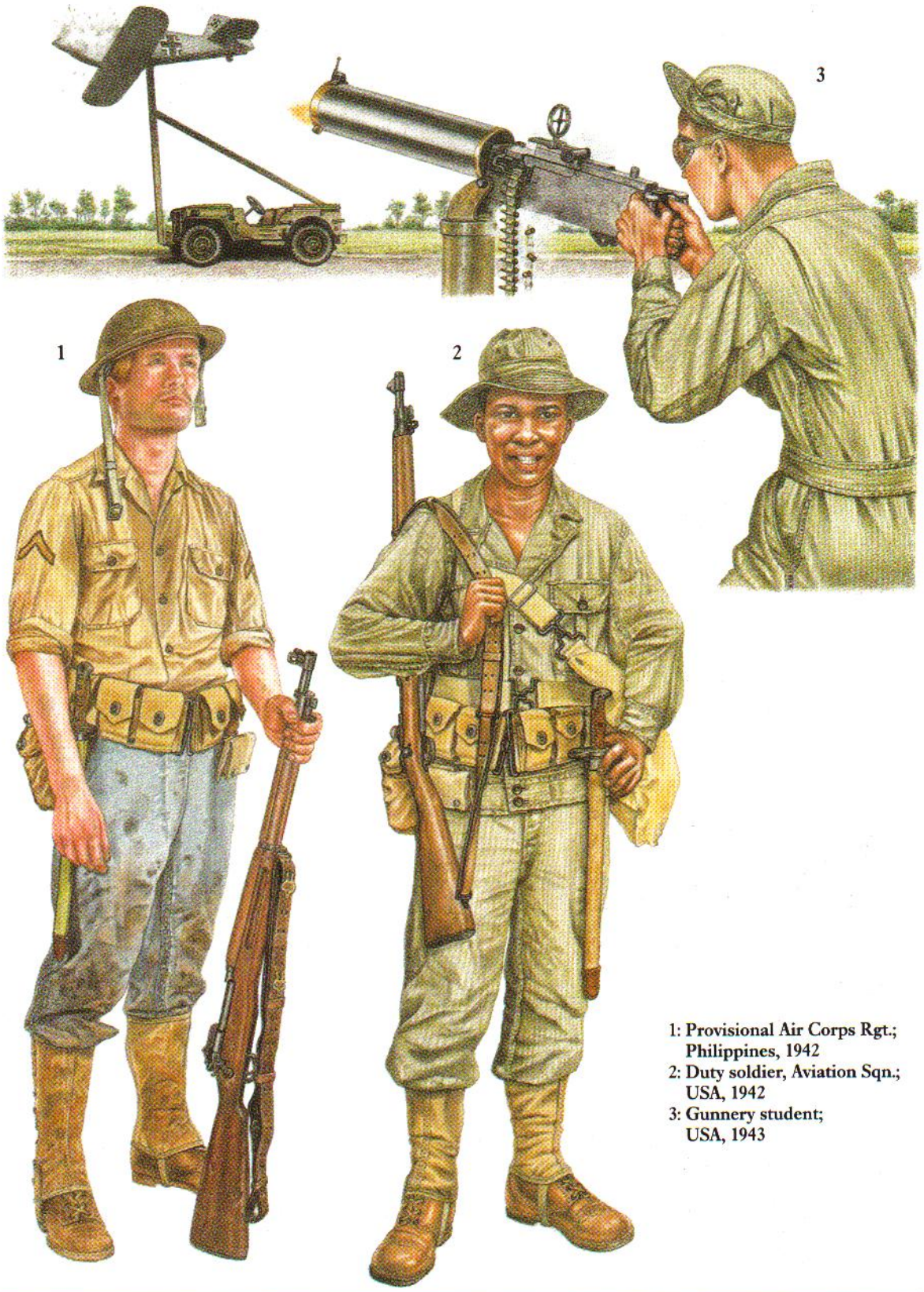
The women's WAC cap was of a stiff pillbox design with a semi-rigid cloth-covered visor and chin strap; the winter version was OD and the summer was khaki of the appropriate officer and enlisted quality materials. Known as the 'Hobby cap', after the WAC Director Col. Oveta Cupp Hobby, it was replaced in 1944 by the women's garrison cap, this being provided in OD and khaki in the appropriate materials. A beige version was issued with the off-duty summer dress. Officers' garrison caps were piped with intertwined gold and black braid while enlisted women's had old gold and moss green.

The WAC overcoat was an OD shade No. 54 wool serge, double-breasted mid-calf-length coat with two rows of three brass buttons and an integral cloth belt. The officer's version had shoulder straps and was made of OD

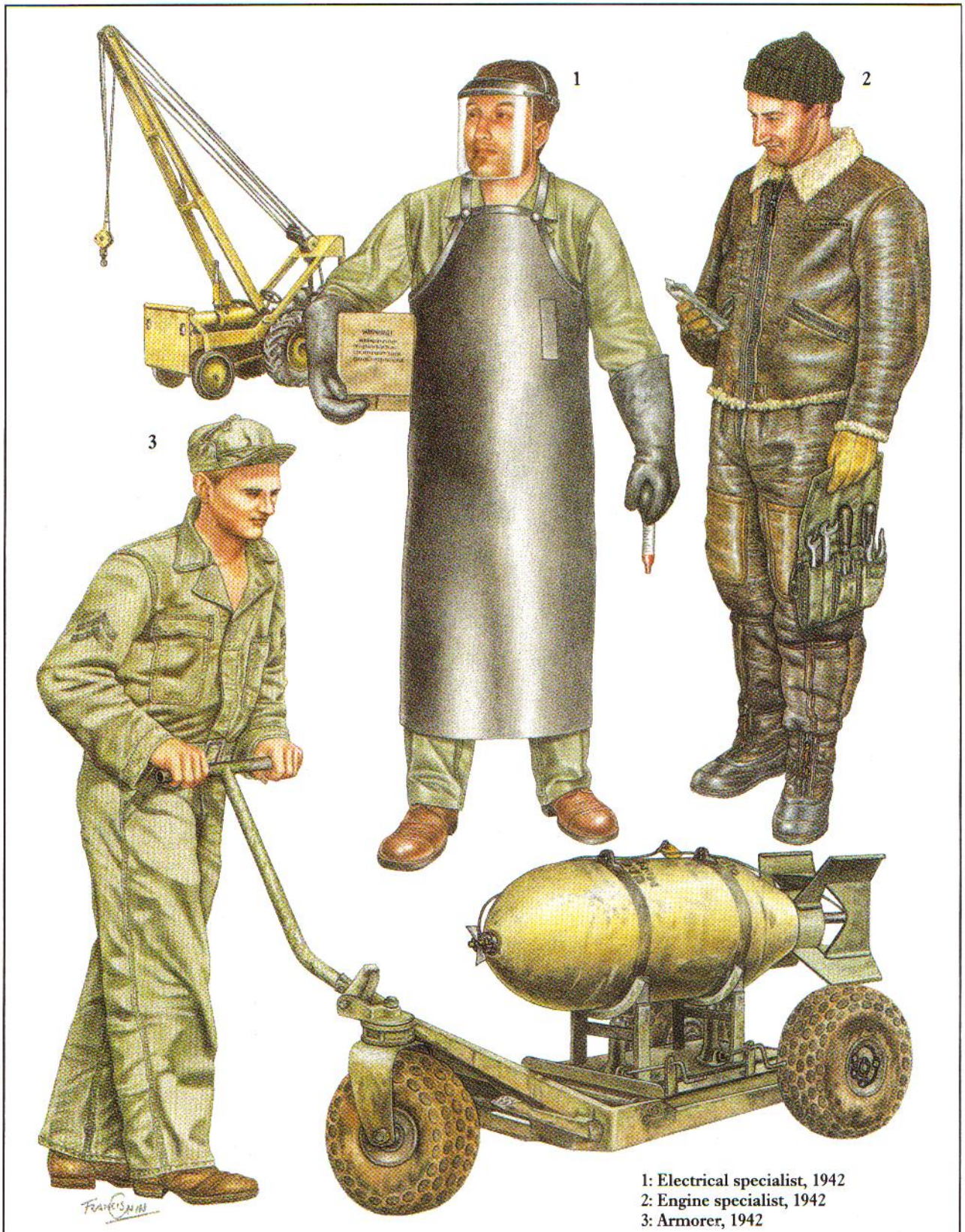
England, 1943
1: Captain bomber pilot
2: 2nd Lt. bombardier
3: Staff Sgt. air gunner

A


1: Chief warrant officer pilot; USA, 1944
2: Flying cadet; USA, 1942
3: Aviation cadet patch
4: Captain, signal officer; CBI, 1944
5: Fighter mechanic; Panama, 1943
6: Sixth AF patch



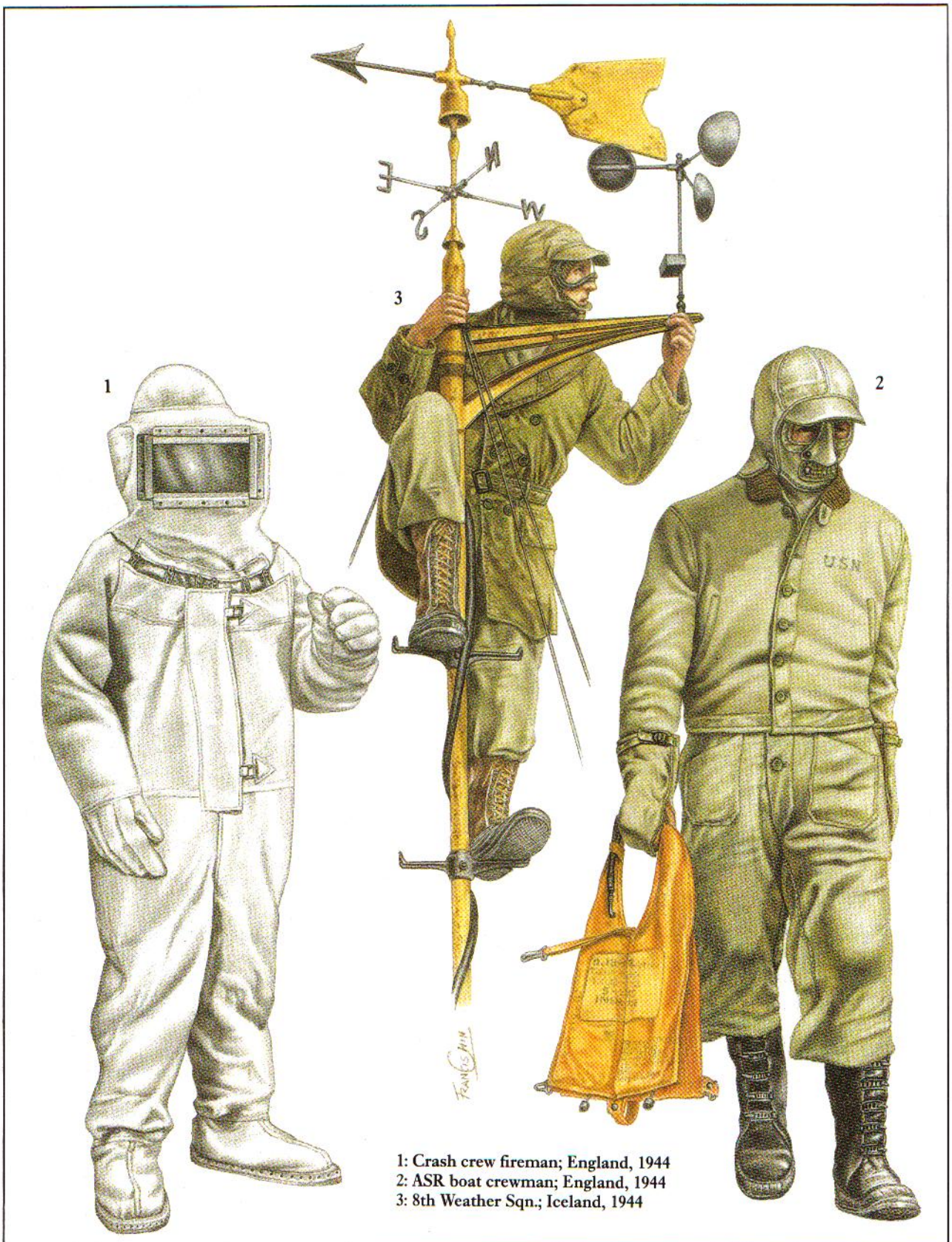

1: Provisional Air Corps Rgt.; Philippines, 1942
2: Duty soldier, Aviation Sqn.; USA, 1942
3: Gunnery student; USA, 1943




1: Electrical specialist, 1942
2: Engine specialist, 1942
3: Armorer, 1942

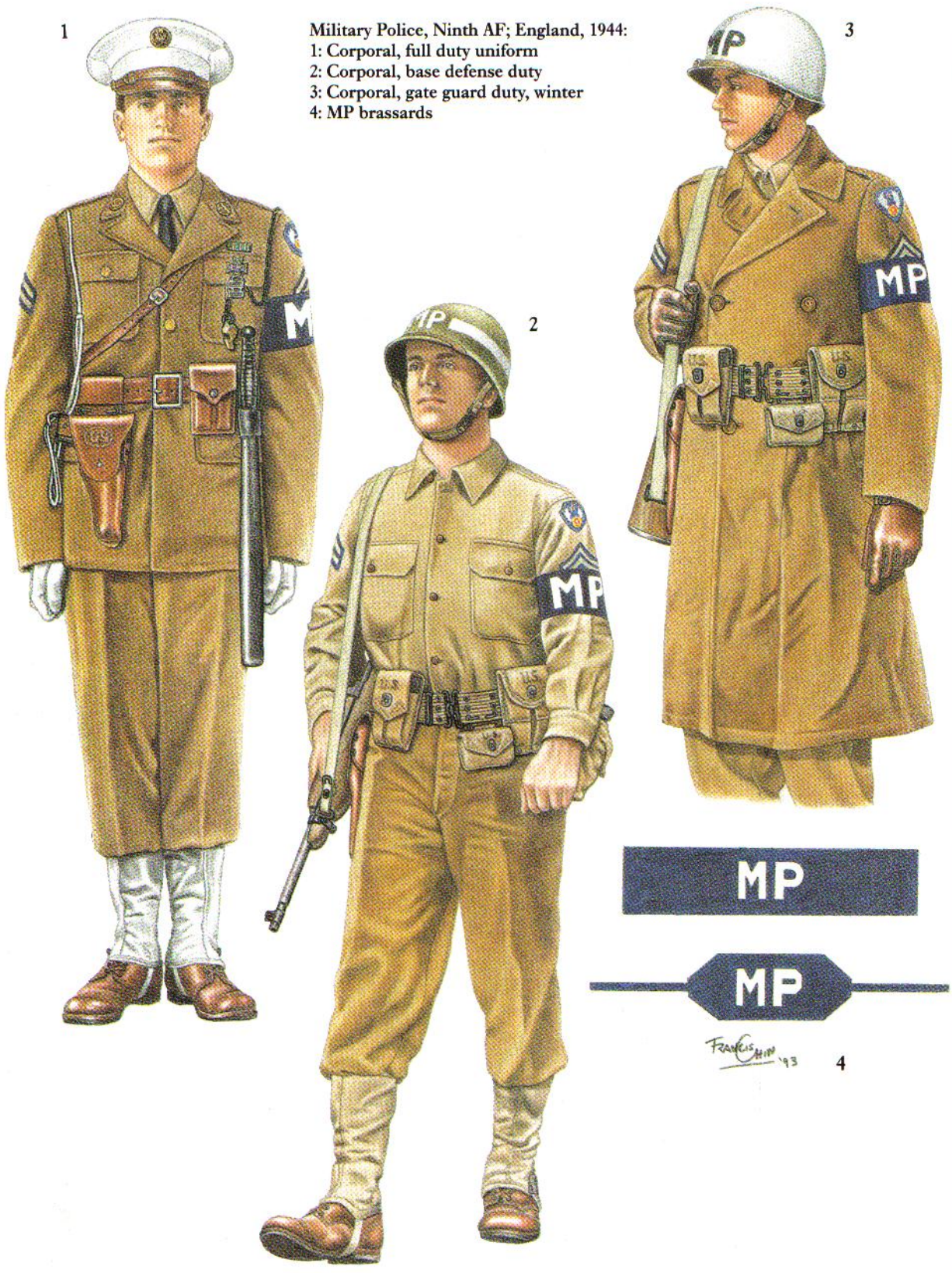
D


1: Welder, 1943
2: Armorer, 1944
3: Mechanic, 1944




1: Crash crew fireman; England, 1944
2: ASR boat crewman; England, 1944
3: 8th Weather Sqn.; Iceland, 1944


1
2
3
Engineer Aviation Battalions:
1: 815th EAB; Italy, 1943
2: 836th EAB; Insoemar Island, 1944
3: 876th EAB; France, 1944
FRANCIS HIN




Military Police, Ninth AF; England, 1944:
1: Corporal, full duty uniform
2: Corporal, base defense duty
3: Corporal, gate guard duty, winter
4: MP brassards


1: WAAC, Air Weather Service, 1943
2: Air WAC fighter controller, 1944
3: Nurse, station hospital, 1943
4: Nurse, field hospital, 1945
5: Air WAC, USSTAF, 1945


1: WAFS pilot, 1943
2: WAFS insignia
3: WASP pilot, 1944
4: WASP insignia
5: Flight nurse, 1943

1: ATC contract pilot, 1943
2: ATC contract navigator, 1944
3: ATC patch
4: Noncombatant patch
5: Contract flight instructor, 1944
6: Technical representative, 1944
7: Tech. rep. patch



1: CAP Forest Patrol, 1944
2: CAP Coastal Patrol Force 16, 1942
3: CAP Parachute Sqn. 632-5, 1943
4: CAP Texas Wing, 1944

shade No. 51 or 52 wool doeskin, though many other optional fabrics were authorized. A woman's parka type raincoat was also issued; made of a synthetic-coated OD shade No. 7 fabric, it was single-breasted with five plastic buttons. A knit khaki hip-length woman's sweater could be worn under the winter jacket. It was collarless, had seven plastic front buttons and internal skirt pockets. A knitted rayon chamois-colored dress scarf could be worn in winter.

Leather dress gloves were made of golden tobacco brown capeskin, wool OD gloves were heavily knitted, and dress cotton gloves (adopted in 1944) were chamois-colored. Women's low service shoes were brown Oxfords. Beige or neutral shade knee-length stockings were issued. A rounded bottom brown leather WAC utility bag (purse) could be carried by its adjustable strap over the left shoulder and on the right hip or its strap could be shortened or removed allowing it to be carried as a handbag.

Initially, Waacs were issued men's field clothing, but specially designed items soon appeared. For summer wear the OD special herringbone twill shirt and trousers were provided. The shirt had flapped patch breast pockets, while the trousers had internal hip and flapped patch thigh pockets and a waistband, but no belt. The khaki cotton WAC summer hat was of the sport hat design, its brim longer in the front than the back. An OD shade No. 7 herringbone twill cap was added in 1943. The winter field uniform included the OD wool 'waist' (as worn with the service uniform), outer cover trousers, made of OD wind- and water-resistant cotton poplin, and wool trouser liner. The OD field overcoat was the same design as the regular WAC overcoat, but made of OD wind- and water-resistant cotton poplin and had a removable hood and wool liner. The officer's version had shoulder straps. A women's version of the M1943 field jacket with a pile liner and hood was also issued; it was similar to the men's, but had flapped internal breast pockets rather than the bellows type. Winter headgear was as men's. Women working as airplane mechanics were issued two OD bandanas, triangular shaped scarves to protect their hair.

Field gloves included yellow cotton work, trigger finger mitten shells and inserts, and brown leather glove shells and inserts, all similar to the men's versions. Women's field shoes were similar to men's. Several types of overshoes were also issued, along with women-sized canvas leggings.

Waacs wore a stylized eagle badge on service caps, but when redesignated WAC they adopted those worn by men. The collar BoS insignia was the bust of the Greek goddess of war, Pallas Athena. Some WAC officers were permitted to wear the BoS insignia of the unit they were attached to such as signal, transportation, or chemical. WAAC rank insignia were as for men, but with different titles until designated WAC.

*A flight nurse checks off a patient on her flight manifest, 1944. She wears the dark blue, later changed to OD, nurse's F-1 flying jacket, A-1 aviation slacks, and C-1 aviation cap with the Air Forces Transport Command crest on her shoulder straps. The aviation engineer 1st lieutenant, also sporting the AFTC crest, wears the khaki service uniform.*

### Army Nurse Corps uniforms

America's entry into the war found the ANC wearing a wool winter uniform with a dark blue hip-length jacket with three brass buttons, maroon (Medical Department color) piped shoulder straps and cuff stripes, and a sky blue skirt. The jacket had only buttoned flap internal skirt pockets. This was accompanied by a white or powder blue blouse and black necktie. A maroon piped dark blue garrison cap was used along with a soft-crowned service cap with a cloth-covered visor. Black Oxford shoes, neutral shade stockings, black or dark gray gloves, and dark blue overcoat with removable liner were also worn. An OD shade No. 51 jacket and skirt were adopted in 1942 along with a matching service cap and waist. An OD garrison cap

*Two WAFS emerge from a B-17 wearing A-2 jackets, A-4 suits, and B-6 shoes. They carry A-2 chest parachutes; though not visible, their parachute harnesses are worn under their jackets, the leg straps unfastened from the front connections and snapped to 'V' rings over their hips for comfort. They wear a version of the unofficial red-white-blue WAFS patch on the left breast of their jacket.*

was adopted the following year, along with matching slacks. These items were identical to the WAC's, but the jacket cuff braid was maroon. Both OD and dark blue thigh-length wool capes were available, the latter lined in maroon. After the adoption of the OD service uniform the blue model was worn only in the States.

Two summer uniforms were used. A maroon trimmed beige jacket and skirt of lightweight wool with a soft visored cap was the most common; the blouse, gloves, and Oxfords were white. A summer-weight dark blue jacket, sky blue skirt, and dark blue cap were also available, but worn with black accoutrements. For off-duty and office wear a one-piece dress was available, beige for summer and dark blue for winter, both trimmed in maroon, and worn with the appropriate white or black accoutrements.

The principal nurses' work uniforms were those intended for hospital ward wear. This included a one-piece mid-calf-length dress with an integral cloth belt, the nurse's cotton uniform; it was available in both white and powder blue and with short or long sleeves. The white nurse's cap was worn with this uniform.

For more austere conditions such as hospital trains, planes or ships, semi-permanent or field hospitals, as well as permanent hospitals, a seersucker ensemble was available. Seersucker was a lightweight white cotton cloth printed with thin vertical pale brown shade No. 11 stripes. Seersucker nurse's uniform components included a cap, jacket, shirt, slacks, and one-piece dress. OD or khaki service or garrison caps could be worn with seersuckers.

Nurses used basically the same accoutrements as WAC officers. The brown nurse's utility bag was different from the WAC's, being rectangular in shape. They were also issued both white and black nurse's shoes.

Insignia was as for WAC officers, but with maroon trim and the ANC's BoS insignia: the Medical Department's caduceus with a maroon enameled '**N**' affixed, while hospital dietitians had '**HD**' (one above the other). Standard officer's rank insignia were used. Most nurses held the rank of captain or below, although there were some majors and lieutenant colonels.

### Women's Airforce Service Pilots' uniforms

The Women's Auxiliary Ferrying Squadron (WAFS) was not issued uniforms, but they did purchase one at their own expense. It comprized a light gray wool gaberdine hip-length jacket and slacks and a white or gray blouse. The jacket had scalloped flap patch breast and skirt pockets secured by gray plastic buttons; its front closure was secured by four gray buttons; it also had an integral cloth belt and shoulder straps. Brown Oxfords and gray socks were used. For summer wear they used light cotton khaki blouses and slacks. Other than their Civilian Pilot wings and the Air Transport Command patch on the left shoulder, no insignia were worn.

The Women's Flying Training Program and later WASP used a uniform similar to the WAFS but of Santiago blue (a deep bright blue). The jacket had shoulder straps and internal, flapped breast and skirt pockets with blue plastic buttons and four buttons on the front. They wore brass '**W.A.S.P.**' devices on the jacket collar and the Air Forces officer's winged props on the lapels. The AAF patch was worn on the left shoulder. They also wore summer khaki shirts and slacks. Santiago blue and khaki garrison caps were used.

Special mention must be made of the wings worn by the WASP and WAFS. WASPs used three versions. It is not certain what type the first (unnumbered) class of September 1942 wore. From April 1943, $3\frac{1}{8}$ in. wings were

*Two Wasps run through their pre-flight checklist prior to taking off in a B-17 from Romulus Field, Michigan. They wear the Santiago blue wool service uniform with the AAF patch.*

*A Wasp conducts a pre-flight inspection prior to boarding her P-47, 1944. She wears the OD women's intermediate flying B-16 jacket and A-12 trousers with A-16 women's winter flying shoes. The printed white AAF insignia can be seen on her right shoe.*

worn which identified their class number (marked '$W_1$' or '$W_2$') on a plain shield surmounted by a scroll bearing '319th' (Training Detachment). From July 1943 the wings, marked '$W_3$' to '$W_7$', bore '318th'. In late 1943 a 2 in. wing was approved bearing a diamond-shaped device and awarded to Classes 44-W-1 to 10 (these did not bear class numbers). Approved wings would not be available in time for the next graduating class, so full-size Aircraft Observer Badges were modified with the addition of a lozenge and presented to Class 43-W-8 of December 1943. The last class, and award of these wings, was in December 1944.

The WAFS Civilian Pilot Badge was a set of 3 in. sterling silver wings. They bore a red-white-blue enameled $\frac{11}{16}$th in. diameter Air Corps Ferrying Command insignia. Below the insignia was a blue arc bearing 'CIVILIAN PILOT' in silver. The raised letters 'A.C.' appeared on the right wing shoulder and 'F.C.' on the left. The wing was introduced in September 1942, its use ending soon after the WAFS were absorbed into the WASP in August 1943.

### Women's flying clothes

Until mid-1943, flight nurses and Wasps were issued the A-2, B-3, and B-6 winter flying jackets and A-3 and A-5 winter flying trousers and A-4 summer flying suits as well as other male flying clothes and accessories as required (see *Elite 46*). Even the smallest men's sizes available in these clothes were often too large for women, and there were fitting and comfort problems. Although AAF policy was to limit the number and types of flying clothes, a counter-productive effort in the design of women's flying clothes took place with separate lines developed for flight nurses and Wasps. (All OD items were shade No. 7.)

The heavy wool **nurse's F-1 flying jacket** and **aviation A-1 slacks**, **A-1 skirt** and garrison style **C-1 cap**

were standardized on 7 June 1943; originally dark blue, in early 1944 they were changed to OD. The blouse type jacket was waist length while the slacks were similar to men's wool field trousers, and the skirt was full-length with six gores. The skirt proved impractical and was little used.

This was followed by the **A-1 nurse's winter flying suit** in early 1944. This short-lived one-piece suit was made of OD boat cloth with a removable gray alpaca liner; without the liner it could be used as a summer suit. It had a small pocket on the left breast and large patch pockets on the lower thighs, all with buttoned flaps; a front closure zipper, and an integral cloth waist belt.

The A-1 suit was quickly replaced by the OD **women's intermediate flying B-16 jacket** and **A-12 slacks**. These were standardized for Wasps in May 1944, the jacket on the 4th and the slacks on the 15th. They were identical in design and materials, except for the sizing, to the men's B-15 jacket and A-11 trousers (*Elite 46*). After the Wasps were disbanded the A-16/B-12 were made limited standard in early November 1944.

***The OD nurse's cold climate parka type overcoat, fur ruffed hood, outer-cover trousers, and arctic mukluks, 1943.***

The OD **nurse's intermediate flying B-17 jacket** and **A-13 slacks** replaced the F-1 and A-1 and were standardized on the same dates as the B-16/A-12; the F-1/A-1 continued to be issued for some time, however. The B-17/A-13 were of a more practical design, closer fitting than their predecessors and very similar to the Wasps' B-16/A-12, but with fuller slacks cuffs and other minor improvements. A full-color AAF insignia was printed on the A-16's and A-17's left shoulder.

Two two-piece flying suits were standardized in January 1945. The **nurse's very light flying L-1 jacket, L-1 slacks**, and **L-1 cap** were standardized on the 10th while the **nurse's light flying K-1 jacket, K-1 slacks**, and **K-1 cap** followed on the 22nd. The L-1 items were made of OD worsted wool gabardine for use in 50° to 86°F temperature ranges. The K-1 outfit was of a lightweight khaki cotton twill and used in 87° to 122°F areas. Other than the materials, the two outfits were of the same design and similar to the men's K-1 and L-1 flying suits (*Elite 46*). The waist-length jacket had two flapped breast pockets, pencil pocket on the left shoulder, zippered front closure, and adjusting straps on the waist band. The slacks had a waist strap, zipper closure on the left side, and side leg pockets. The caps were of the garrison cap style with officer's gold and black piping.

Smaller size men's flying gloves were initially issued to women flyers (*Elite 46*). The **A-11A women's intermediate flying gloves** were introduced in 1944; made of seal brown goatskin or pony hide, they had removable dark OD knit wool inserts, and were identical to the men's version of the A-11A but made in smaller sizes. Smaller sizes of the **B-3A unlined summer flying gloves** were also available for issue to women.

Both flight nurses and Wasps were issued the **A-16 women's winter flying shoes** made of seal brown shearling with black rubber soles similar to men's A-6 winter flying shoes; they were secured by zippers and could be worn over regular shoes. A white AAF insignia was printed on the outside uppers. These were standardized on 2 May 1944. Previously, small sizes of the A-6 and A-9 shoes were issued to women.

# AAF CIVILIANS

Several categories of uniformed civilians provided invaluable service helping alleviate the AAF's critical manpower shortage. AAF civilians serving in theaters of operation and other overseas postings were subject to military law and courts marshal under the provisions of Article of War 2. As such, they were required to wear modified uniforms, both to identify their military status and to meet Geneva Convention requirements in regards to identification as 'civilian employees in the forces of the Army of the United States, having a status recognized by the War Department as part of the forces, and civilian personnel of all United States military missions in theaters of operations and overseas garrisons'.

The uniforms issued to these individuals were based on standard AAF service uniforms modified by special insignia. In early 1942 the AAF civilian service uniform prescribed by the Secretary of War consisted of: OD and khaki garrison and service caps, OD coat and trousers with OD shirt, khaki shirt and trousers, OD or black necktie, russet service shoes with OD socks, and no military insignia except coat and service cap buttons. Low-quarter tan shoes and tan socks could be authorized by local commanders for summer wear when not in formation.

As the war progressed and some of the uniformed categories of civilian employees grew, special insignia and other uniform distinctions were authorized to further identify their organizations and status. A prerequisite for civilian uniform insignia was that they not be confused with AAF military personnel, especially commissioned officers and rated pilots.

### Air carrier contract personnel

In 1941 the Air Forces Ferrying Command (AFFC) lacked the necessary resources to meet the demands of its worldwide mission, principally delivering aircraft to the Allies. Atlantic Airways Ltd, a Pan American Airways subsidiary, was contracted by the AFFC in mid-1941 to provide flight crews and support personnel to aid this effort.

At the time of Pearl Harbor, US commercial aviation possessed over 400 airliners (mostly DC-3s) and some 2,600 pilots. Many of these were Army Reservists, but few were recalled to active duty as this would have disrupted much-needed commercial airline services, and they could still serve the war effort as contract air carriers. On 13 December 1941, the President authorized the armed forces to take possession of any commercial airline assets needed to support the war effort. Several airlines quickly signed contracts with AFFC to provide ferrying and transport services. This reduced the AAF's initial need for transports, allowing priority production of combat aircraft, and permitted current air crews to conduct combat operations or pre-deployment combat training.

Another organization also existed that employed contract airlines. The Air Service Command's (ASC) Contract Air Cargo Division, formed on 30 April 1942, employed the services of 13 domestic airlines. On 20 June 1942 the AFFC and the ASC's air transport assets were merged into the Air Transport Command (ATC) to eliminate duplication of effort. The ATC was responsible for training these personnel, who flew and serviced both military and civilian aircraft, operated domestic and overseas airways systems (airfields, flight operations, maintenance facilities, navigation aids).

In 1942 most of the military's air transport needs were provided by contract carriers with nearly 1,400 commissioned civilian pilots and thousands of support personnel assigned to the ATC. The ATC, assisted by contract air carriers, operated an air transport system many times larger than all the pre-Pearl Harbor commercial airlines combined. The need for contract carriers had diminished by 1944 when sufficient AAF air crews were available.

When the contract programme was begun at the end of 1940, there were no special uniforms; contract crews wore their parent airlines' uniforms and ground personnel wore appropriate civilian clothes. Soon after Pearl Harbor the contract air carriers began wearing the previously described 'demilitarized' AAF uniform. There were instances of confusion as to their status due to their 'stripped-down' uniforms, and it was felt they needed a better means of recognition. Special insignia were approved by mid-1942.

The uniform remained the same, though khaki shirts could now be worn with the OD service coat. All metal devices, including wings and buttons, were bronze with the 'ATC' monogram, the Kitty Hawk National Memorial, NC, predominantly displayed. Flight crews and supervisory personnel were identified by an airline-like rank system of black coat cuff stripes, and shirt and overcoat shoulder strap bars.

### Civil contract flight instructors

An extremely important part of the Civil Aeronautics Authority (CAA) War Training Service Program was the primary flight training given aviation cadets by civilian flying schools. In 1939 the Army Air Corps' Flying Training Command was capable of turning out only 500 pilots a year. In the face of impending war and the planned expansion of the Air Corps this was entirely inadequate. The Civilian Pilot Training Act was passed on 27 June 1939, allowing flying cadets to undertake primary training

at contracted civilian flying schools. The first group of civilian instructors had reported to Randolph Field, Texas, on 1 June for two weeks' training.

Flying cadets (called aviation cadets from 1942), after undertaking five weeks' basic military training and a 10-week preflight school at one of the Air Corps training centers, would proceed to one of what would eventually become scores of primary flying schools located throughout the US. Those cadets making the grade went on to the Flying Training Command's (AAF Training Command from July 1943) more advanced flying training. These schools also trained Allied flying students and technicians[4].

By 1944 the Civil Contract Schools employed 68,000 instructors, mechanics, and administrative personnel. Many of the instructors had grown up with aviation – airline pilots, movie stunt flyers, crop dusters, bush pilots, barnstormers, and World War I vets. Others were newcomers, selected and trained by the schools in a gruelling course covering flight techniques, instruction methods, and technical skills; AAF flight check officers then certified them as instructors. The schools also provided primary training to thousands of navigators, bombardiers, and technicians.

In the early days most of the schools did not have uniforms, though a few of the more affluent ones did provide airline-style uniforms, blue, gray, and khaki outfits being common. There was some confusion over who these men were and instances of them being mistaken for airline pilots, bus drivers, and Army officers (leading to a few arrests for impersonating an officer). There were also cases of young, fit-looking, non-uniformed instructors being accused of draft-dodging, which led to more than one fist fight in the patriotic atmosphere of those days. Many of the young instructors wished to join up and 'do some real flying and fighting'. It was a constant struggle for the schools and AAF to convince them that the 25 prospective pilots they trained on average a year were a more valuable contribution to the war effort.

In late 1943 a national conference of Civil Contract School operators was held in Dallas. Prior to this the operators had requested authorization of a standard uniform to identify civil contract primary flying school personnel and provide recognition of their vital war work. The Army endorsed the concept, and a committee formed to design and supervise the manufacture of the uniforms.

The new uniform made its debut in December 1943, but was short-lived as the CAA War Service Training Program was terminated on 15 January 1944; the AAF Training Command was now able to meet the reduced manpower needs. The uniform comprized a light tan, Navy style, double-breasted coat, trousers, and shirt. Accoutrements included a light tan service cap with brown visor and chin strap, tan necktie, and brown shoes with tan socks. Coat cuff 'rank' stripes and shirt shoulder bars were of the same black designs used by contract air carrier personnel. Other insignia were sparse, consisting only of a silver-colored cap badge and instructor wings, along with a school patch on the left shoulder. Some World War I vets did wear their decorations. These insignia were preceded by the silver CAA instructor 'Indian head wing' and cap badge worn by those schools possessing their own uniforms.

### Civilian technical representatives

The US armed forces employed large numbers of technical representatives or 'tech reps' – employees of the many manufacturers involved in war production. They provided introductory instruction on the equipment and components their parent companies made, conducted specialized technical maintenance, and acted as a conduit for improvements and modifications recommended by the armed forces. They were especially valuable in rapidly providing training on new aircraft, components, and equipment issued to operational overseas units.

The AAF employed over 800 tech reps in theaters of operation in 1944; thousands more were employed in the States. Those serving overseas were under military authority. They wore the previously described standard 'demilitarized' uniform, but received no special insignia other than the noncombatant sleeve emblem in September 1942, if employed overseas. This was replaced in November 1944 by the AAF Technical Representative Insignia. Army issue work and field clothing was provided overseas, while in the States they wore civilian work clothes or office attire.

### Civil Air Patrol

The CAP was formed on 1 December 1941, after first being proposed in 1940, as a division of the Office of Civilian Defense. It was to provide aerial search support, courier flights, and other civil defense and disaster assistance duties. From the beginning its national headquarters was staffed by a small number of AAF officers[5].

Members were, and are, volunteers with no compensation given, except for those serving in CAP active duty units. Within months there were over 40,000 members ranging from seasoned pilots to those who had never been in an airplane. In 1944, 85,000 citizens were serving in the CAP along with more than 30,000 CAP Cadets.

The cadet program was established on 1 October 1942

4 Among these were 12,561 British pilots and technicians.

5 Originally located in Washington, the CAP National Headquarters was soon moved to New York City, and then to Fort Worth, Texas, in April 1945.

*Members of CAP Parachute Squadron 632-5 wear a variety of clothing during an October 1942 demonstration jump. The far left man wears khaki coveralls while the one next to him wears an OD version. The two in the center wear white coveralls while the two on the right wear standard khaki uniforms, although the second from the right has donned an unofficial khaki jacket. At least three different types of parachute harnesses are shown here. (Jim C. Allen)*

for boys and girls 15–18 years old in the last two years of high school. Each man and woman in the CAP was allowed to sponsor a cadet of the same sex and within months there were over 20,000 CAP Cadets. In the fall of 1943 the Aviation Cadet Act allowed 17-year-olds to enlist as Aviation Cadet Enlisted Reservists, undertake CAP pre-flight instruction, and later go on to the AAF and other services' flying branches.

The CAP's aircraft were privately owned and maintained and all facilities were donated, ranging from mobile first aid stations to airfield operations offices, radio rooms, and kitchens. The CAP operated from over 1,000 airfields. Each state's CAP was organized into a wing (e.g. CAP Wing 93 – Washington state), which was subdivided into a varied number of groups (e.g. CAP Group 624), squadrons (group number followed by a hyphened number; also named after the town/city where they were based), and flights.

On 29 April 1943 the CAP was transferred to the War Department as an auxiliary of the AAF. By that year the CAP was operating more aircraft than the Army Air Corps possessed in 1940. Light aircraft, spares, and unit equipment were now more readily available.

Initially some senior military officers opposed 'disorganized civilians' operating aircraft in support of the armed forces, but the CAP was soon to prove its value. There were a number of CAP active duty units. When on active duty (usually 90-day tours), the aircraft were maintained at government expense, and some were even provided by the AAF. These were 'puddle jumpers', L-series light liaison aircraft, to support the active duty units.

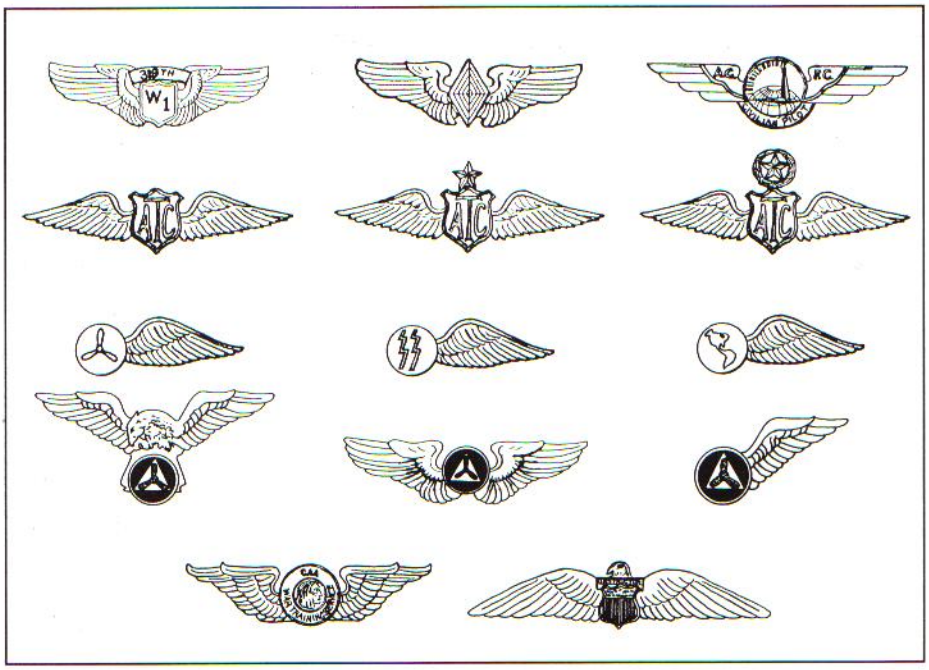
The most important of these missions was the Coastal Patrol. During the antisubmarine operations off the United States East and Gulf Coasts from February to September 1942, 21 Coastal Patrol Forces (1-21) were formed, usually serving 90 days. The small, single-engine, yellow-painted CAP aircraft sank several U-boats, and sighted and reported 173 to the armed forces, which were able to conduct follow-on attacks on many of these. They also located survivors of sunken ships and crashed aircraft, and reported ships in distress. Coastal Patrol aircraft were permitted to carry depth bombs, and proved to be an effective deterrent to the coastal U-boat menace.

The Southern Liaison Patrol operated along the Mexican border from the Gulf of Mexico to Douglas, Ariz., co-operating with the Department of Interior's US Border Patrol and Customs Service from July 1942 to April 1944. Southern Liaison Patrols No. 1 and 2 detected illegal border crossings by personnel and aircraft, and conducted search and rescue operations.

The Forest Patrol assisted the US Forest Service and state forestry departments from June 1942, scouting for forest fires and air-dropping supplies to and guiding ground fire fighters. On the West Coast they searched for unmanned Japanese balloons dropping incendiary bombs.

The Courier Service operated regularly scheduled and emergency flights between AAF bases in the First, Second, and Fourth AF areas from April 1942 to the summer of 1944, delivering urgent despatches and mail. They also flew critical components and materials to factories.

Some of the Coastal Patrol Forces released from active duty, as well as new units, were formed into tow target and tracking service units. These towed aerial targets for anit-aircraft gun crews and tracking practice for searchlights. The CAP also conducted aerial searches for downed military aircraft throughout the States, and even formed



*AAF civilian flyers' wings. (Left to right; 1st line) Example of early unofficial Women's Airforce Service Pilot; official Women's Airforce Service Pilot; and Women's Auxiliary Ferrying Squadron Civilian Pilot (silver). (2nd line) ATC air carrier contract Co-pilot (First Officer); Pilot (Captain); and Chief Pilot (Supervisory Officer) (bronze). (3rd line) ATC air carrier contact Flight Mechanic; Flight Radio Operator; and Flight Navigator (bronze). (4th line) Civil Air Patrol Pilot; CAP Observer; and unofficial CAP Pilot (silver). (5th line) CAA War Training Service Instructor; and Civil Contract Flight Instructor (silver).*

horse-mounted ground search and rescue squadrons made up of Western ranchers; these were also formed in many other states.

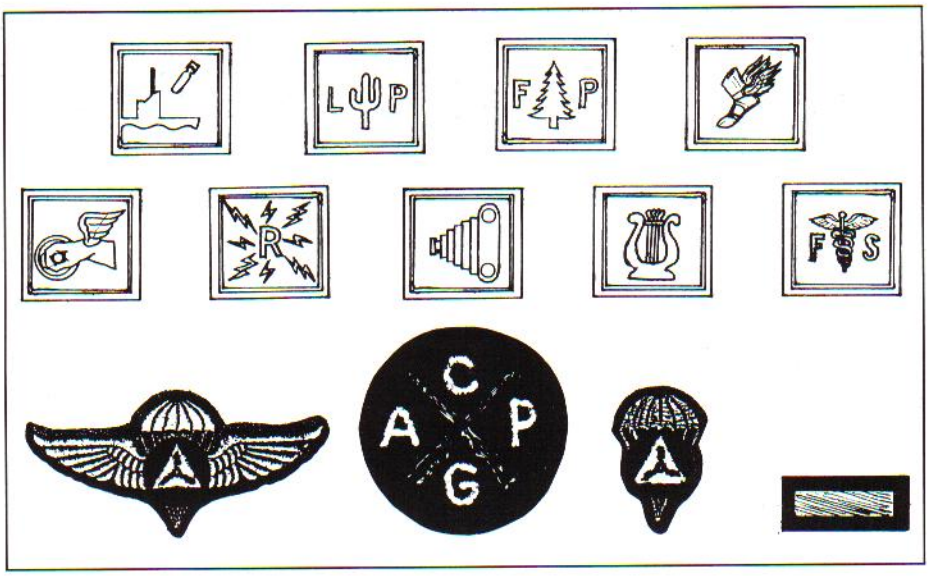
Parachute squadrons, to aid and rescue downed airmen (which also performed jumps at War Bond rallies, armed forces recruiting campaigns, and CAP exercises), were formed by CAP Wing 63 in Detroit, Mich., around a cadre of the Chappel Parachute Club. Parachute Squadron 632-5 was formed in December 1941 and grew into Squadrons 639-1 and -2 in June 1944.

Though they were civilian auxiliaries, CAP officers were generally given the same level of respect as regular AAF officers and this was due to their hard work and contribution to the war effort. Though officially they were not supposed to be saluted, AAF officers and men alike generally did slaute them out of respect. The CAP lost 67 members killed in the line of duty.

When first formed there was no uniform, but after six months of studying proposals the CAP was authorized to wear modified AAF uniforms. These were used rather than a special uniform as they were easily obtainable and could be retained if the individual entered regular service, as many did. Standard OD and khaki service uniforms were purchased at the individual's expense and could only be worn while on duty. About 10% of the CAP was made up of women who wore modified WAC uniforms. Horse-mounted search and rescue squadrons wore Army cavalry uniforms.

CAP officers wore the same rank insignia as AAF officers. To differentiate between the two organizations all CAP ranks, except cadets, wore red shoulder straps on service coats and overcoats. The brass US Coat of Arms buttons were replaced by silver ones bearing the CAP prop and triangle. Officers also had a red $\frac{1}{2}$ in. braid stripe 3 in. above coat cuffs. On coats, officers' ranks were worn on the red shoulder straps, but no rank insignia were permitted on shirts and caps to prevent misidentification. Officers and NCOs were appointed in the CAP with rank corresponding to their duty position: wing commander – major, group commander – captain, squadron commander – 1st lieutenant, and flight commander – 2nd lieutenant. Coastal Patrol Force commanders were also majors, and other officers served on unit staffs. Pilots not holding a command or staff position were appointed as warrant or flight officers.

Enlisted chevrons were khaki on red. All grades' metal insignia were dull silver-colored. To be awarded CAP pilot wings an individual had to possess a private pilot's or higher level license. Pilots were also required to have at least 150 flying hours before being allowed to carry mail, despatches, or cargo, and 200 hours before transporting passengers. Gold on black unit and specialty patches were worn 4 in. above the left cuff by certain active duty units and some specialists. CAP Cadets were given only enlisted ranks. They wore the same uniforms as the CAP, but without the red shoulder straps, and with a red 'CADET' on a white inverted arch tab added under the CAP patch. The CAP also employed uniformed volunteer guards to secure aircraft and facilities, who were provided with a distinctive patch.




*Civil Air Patrol active duty unit and specialty insignia; first and second lines were gold embroidered on black felt. (Left to right; 1st line) Coastal Patrol; Southern Liaison Patrol; Forest Patrol; and Courier Service. (2nd line) Transportation; Radio; Photography; Band; and Flight Surgeon. (3rd line) Parachutist; CAP Guard; Prospective Parachutist (red-white-blue); and Six Months Active Duty Service Stripe (gold on black).*

# THE PLATES

***A1: Aircraft commander, heavy bombardment squadron; England, 1944***

The AAF dark OD officer's service coat worn with khaki chino trousers: 'pinks and greens'. Dark OD trousers matching the coat were also used, while light OD trousers, the same shade as the enlisted men's, could be worn in garrison. A khaki shirt and the older black necktie complete this distinctive uniform; an OD shirt would be worn with the OD trousers in the winter, and a khaki shirt in the summer. His OD service cap is battered into the '50 mission' crush. This captain's Pilot Badge is worn on the blue Combat Flight Duty Patch. The B-4 flyer's clothing bag, standardized in November 1939, allowed flyers to carry a service uniform aboard an aircraft in a compact container without wrinkling.

***A2: Bombardier, heavy bombardment squadron; England, 1944***

The 'M1944' field jacket was worn by both officers and enlisted men; officers might either purchase higher quality versions or wear the enlisted model. This 2nd lieutenant wears the dark OD wool trousers with his 'Ike jacket', along with the OD wool shirt and khaki necktie. All participants in this English pub reunion wear the Eighth AF patch.

***A3: Aerial gunner, heavy bombardment squadron; England, 1944***

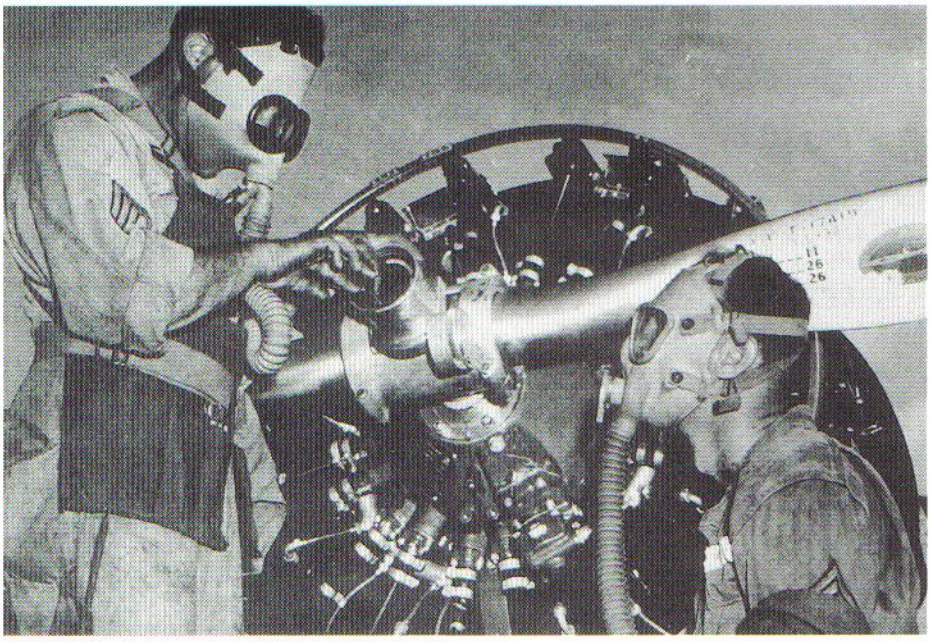
The enlisted version of the winter service uniform comprized the light OD shade wool serge coat and trousers; the light OD coat style flannel shirt and khaki necktie complete the uniform. This staff sergeant's chevrons display the unofficial embroidered Air Forces branch insignia. His OD garrison cap is piped in the Air Forces' branch colors. He wears overseas service shoes polished to a high gloss after a great deal of effort due to their rough leather. The Aerial Gunner Badge is worn above his ribbons with a Sharpshooter Badge. The diagonal service stripe represents three years' active duty; these were not worn by officers.

***B1: Pilot, troop carrier squadron; USA, 1944***

The officer's A-13 and enlisted A-14 flight jackets, though fabricated with different style pockets, were similar in design to the 'Ike jacket'. These flight jackets were issued only to air crewmen while ground personnel wore the 'Ike jacket'. This chief warrant officer wears OD trousers with OD shirt and black necktie. The warrant officer's insignia is worn on both the cap and lapels; flying officers wore the Air Forces BoS insignia in its place on the lapels. What was usually thought of as the 'pilot' was officially designated the aircraft commander, while the 'co-pilot' was officially the pilot. His patch is that of the Third AF, responsible for AAF units in the southeast United States. This patch was made with either a golden orange or a yellow border.

***B2: Flying cadet, cadet training battalion; USA, 1942***

The slate blue uniform was used until mid-1942, when flying cadets were redesignated aviation cadets and received OD uniforms. Cadets wore officer's collar and lapel insignia on both the blue and OD uniforms, but a special badge on the service cap. Their chevrons (here those of a



*Two airplane propeller specialists ply their trade under simulated chemical warfare conditions while wearing 1938 versions of the herringbone twill one-piece suit with sew-on chevrons. The man to the left wears an M1A2 service gas mask and A-2 mechanic's apron while the other wears the M4 service mask with a voice diaphragm.*

battalion adjutant) indicated cadet duty positions rather than rank. Cadets were also provided a brass name bar.

***B3: Aviation cadet sleeve insignia***

This sleeve patch was introduced on 1 December 1928, as the Flying Cadet to be worn centered on the upper left coat sleeve: a golden yellow winged prop on a 3 in. diameter ultramarine blue felt disc; wartime patches were often fully embroidered. Its wear was extended to flying suits in 1933. From 1940, and redesignation as Aviation Cadet it was worn 4 in. above the left cuff on service coats, overcoats, and shirts. Wartime photographs do show it being worn on the upper left shoulder like normal patches. It was also manufactured in error with a black background, but these were accepted and worn by the AAF and had no special meaning.

***B4: Signal officer, air service group signal company; China, 1944***

The locally purchased British khaki drill jacket was extremely popular in the China-Burma-India Theater and was worn as early as summer 1941 by the 'Flying Tigers' (American Volunteer Group) – principally by officers although some were worn by enlisted men. This captain wears Signal Corps collar brass. The cotton service cap is worn here, but it was not uncommon for the OD version to be worn with khakis. He wears the Fourteenth AF patch, reflecting its origins with the AVG: although the Fourteenth had no official connection with the AVG, which was not a US military unit, its 23rd Fighter Group originally absorbed many former 'Flying Tigers'.

***B5: Radio mechanic, fighter squadron; Panama Canal Zone, 1943***

Khakis were the standard summer service uniform and worn in formation, offices, and off-duty. The officers' version was virtually identical. The fiber helmet was widely used in tropical areas; this one is fitted with the enlisted badge as worn on service caps, but it was not unusual for it to be deleted. This technician 5th grade wears the AAF Technician Badge on the left breast.

***B6: Sixth Air Force shoulder sleeve insignia***

Formed on 20 October 1940 as the Panama Canal Zone AF, it was redesignated the Caribbean AF on 5 August 1941, and then as the Sixth on 5 February 1942. Initially responsible for the defence of the Canal, its mission was expanded to cover the Caribbean and adjacent Central and South American regions. This included conducting combat operations with the Antisubmarine and Antilles Air Commands. The patch was approved on 16 July 1943.

***C1: Rifleman/mechanic, Provisional Air Corps Regiment; Philippines, 1942***

Besides use as a service uniform, khakis doubled as a summer field uniform at the beginning of the war, the shirt being worn here with blue denim work trousers as his khaki trousers have worn out. OD cotton herringbone twill uniforms began to replace the khakis in this role soon after America's entry into the war. Stranded Far East Air Force (redesignated Fifth AF on 5 February 1942) ground personnel were formed into the Provisional Air Corps Regiment in early January 1942. The Regiment fought

under the American-led II Philippine Corps on Bataan until US and Philippine forces surrendered on 9 April 1942. It comprized battalion-size ground units which retained their original designations, e.g. 5th and 20th Air Base, 7th Bombardment, and 24th Pursuit Groups. Each of these units' air and ground squadrons, also retaining their designations, reorganized into rifle companies. This on-the-job trained rifleman is equipped with standard pre-war infantry equipment: M1917A1 'dish pan' helmet, M1938 leggings, M1923 cartridge belt, M1924 first aid pouch, M1910 canteen and cover, and M1917 bayonet. His rifle is a .30-cal. M1917 Enfield, a World War I reissue drawn from Philippine Army reserve stocks.

***C2: Duty soldier, aviation squadron; USA, 1942***

Somewhat of a misnomer, aviation squadrons were actually company-size ground units providing guards and general labor support to air bases. They comprized black troops led by white officers. This private is outfitted for guard mount in the 1941 herringbone twill work hat, jacket and trousers, M1938 leggings, and Stateside service shoes. Rank insignia were seldom worn on this uniform. He is equipped with an M1903A1 rifle used in the Great War (it was not until 1943 that reporters began referring to the current conflict as World War II). Prior to May 1942 the issue of the M1 rifle and new M1 helmet meant overseas deployment; regardless, only combat units received the M1 rifle at that time. He is outfitted with the M1923 cartridge belt, M1924 first aid pouch, M1910 canteen and cover, M1905 bayonet in an M1910 scabbard, and the 1935 M1A2 service gas mask in an MIII carrier.

***C3: Aerial gunnery student, flexible gunnery school; USA, 1943***

Wearing the 1938 version of the herringbone twill one-piece suit and 1941 cap, this one of 297,000 graduated gunnery students takes aim with a Browning .22-cal. M2 water-cooled machine gun; even tracers were provided for this sub-caliber training weapon. He wears M1943 goggles with red lens installed (also issued with clear and green) the better to observe tracers in daylight. The first phase of his training included skeet shooting using a shotgun loaded with tracer-backed bird shot. Later he would fire twin-mounted .50-cal. machine guns from the back of a moving truck, and still later, fire from an aircraft in flight at targets towed by another. Upon completion of the six-week course he will be awarded the Aerial Gunner Badge.

***D1: Airplane electrical, hydraulic and instrument specialist, 1942***

Preparing to fill batteries with acid, this specialist wears the clear glass protective face shield, A-3 mechanic's acid proof apron, and type 3 synthetic rubber gloves with the 1941 herringbone twill work jacket and trousers. In the background is a 6,000 lbs capacity fixed boom wheeled crane.

***D2: Airplane power plant specialist, 1942***

This specialist's D-1 jacket and B-1 trousers proved to be far too bulky for easy movement, but did provide sufficient protection when working on exposed aircraft. Besides this standard seal brown version, early ones were often undyed natural tan. Each man authorized shearling mechanic's or flying suits was issued four leather name plates. He wears the A-4 mechanic's winter cap, D-2 mechanic's gloves, and A-6 winter flying shoes, and holds a B-2 mechanic's tool pouch.

***D3: Airplane armorer, 1942***

This technician 5th grade has his rank stencilled directly on the 1938 version of the herringbone twill one-piece suit; the 'T' was often deleted. Under it is worn the A-1 mechanic's sweater. He also wears the F-1 mechanic's cap. While armorers did the muscle work of loading the bombers' deadly payload, as well as maintaining their machine guns, it was the bombardier's responsibility to supervise the loading operation, personally fusing the bombs, and pulling their safety pins while en route to the target. The light bomb cart bears a 100 lb general purpose demolition bomb. It was not until later that bombs were painted OD for camouflage when stored in open air dumps.

***An armorer, working on a machine gun, wears the 1938 herringbone twill one-piece suit with black technical sergeant stripes stencilled on the sleeves. The white name tape bears*** T/SGT MANNING ***in black.***

*E1: Welder, 1943*

Welders were provided a number of protective items, including the hand-held face shield, goggle assembly (these were not worn simultaneously), asbestos apron, and asbestos gloves. This private first class is wearing the 1943 herringbone twill jacket and trousers, B-2 winter flying cap (frequently used by ground personnel), and overseas issue service shoes.

*E2: Airplane armorer, 1944*

This technician 4th grade wears the 1943 version of the herringbone twill one-piece suit, A-3 mechanic's summer cap, and steel-capped safety shoes. His rank insignia is stencilled on cloth patches; and a Distinctive Sleeve Patch for Technical Specialists, here Armament, is sewn on the left breast as prescribed for work uniforms. He carries an AN-N-6 gun camera, dismounted from a fighter, to the photo lab where the 8 mm film will be removed and processed.

*E3: Airplane mechanic, 1944*

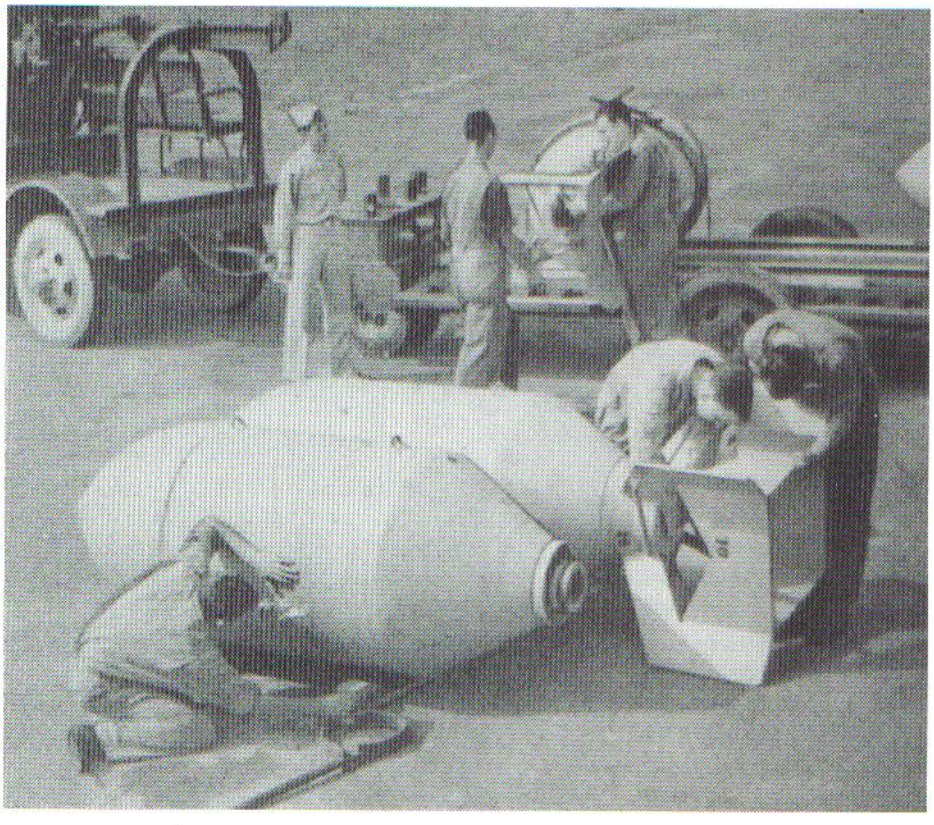
This mechanic wears the improved alpaca-lined mechanic's D-2 jacket, minus its detachable hood; B-2 trousers; B-9 winter flying helmet (mainly worn by ground crewmen); D-3 mechanic's gloves, and A-10 winter flying shoes. For additional protection, the A-11 winter flying shoes (inserts) could be added. He also wears the B-2 mechanic's apron holding tools. In the background is a type E-2 oxygen servicing trailer.

*F1: Crash crewman; England, 1944*

The A-1 asbestos suit protected engineer fire-fighting platoon rescuemen from the intense fires which often resulted from crash-landed aircraft. When aircraft were departing and returning from missions, the stand-by crash crew was required to have at least one man outfitted in this suit. A British two-piece asbestos suit with a front-opening jacket was also used. Crash crews were issued rubberized fabric fire-fighter's coats, fire fighter's helmets, and rubber overshoes; all black. Most simply wore standard mechanic's clothing such as the D-1 jacket and B-1 trousers or one-piece work suit. A red arm brassard with 'FIRE' in white could be worn by fire-fighters.

*F2: Air-sea rescue boat crewman; English Channel, 1944*

The AAF made a late start on its rescue boat effort, mainly because of its early reliance on the Royal Air Force in the North Sea and Channel and the US Navy in the Pacific. Responsibility shifted to the AAF from 1943, and training of the 4- to 16-man crews for the 22 ft, 63 ft, and 104 ft emergency rescue (or 'crash') boats was the responsibility



*Armorers install the tail fuze booster charges and attach fin assemblies to massive yellow-painted 2,000 lb general purpose demolition bombs, and load them on a heavy bomb cart.*

of Training Command. Emergency rescue boat squadron training fell first to the Stateside Fourth AF and later the Third. Some clothing suitable for small boat operations was available through QMC channels, having been developed for engineer boat units, but better protection was needed. A quick fix was found with the Navy-designed N-1 winter helmet, face mask, jacket, and trousers (with bib front and suspenders) standardized by the Army in mid-1943. These items were made of OD water-repellent, windproof, wool-lined, cotton jungle cloth. This Army Air Forces able seaman (his official job title) also wears an AN6519-1 life vest (see *Elite 46*), waterproof trigger finger mitten shells with wool inserts, and safety-sole boat overshoes. Under this outfit were worn the Navy blue denim dungaree jumper and trousers, and OD canvas low-quarter safety-sole boat shoes.

***F3: Weather observer, 8th Weather Squadron; Iceland, 1944***

Taking a reading from a meteorological instrument array, this Air Weather Service specialist wears the later version of the mackinaw coat with a separately issued cloth hood over an M1941 wool knit toque, M1944 goggles (issued with interchangeable clear and green lens), leather glove shells with wool inserts, wool trousers, and high shoe pacs. Garments providing additional protection were available for arctic conditions, including heavy duty hoods, mittens, different types of parkas, lined trousers, mukluks, and overshoes. The AWS was a critical technical element of the AAF, responsible for all Army weather services; by 1945 it operated some 900 weather stations, with over 600 located in 53 overseas countries.

***G1: Aviation engineer, 815th Engineer Aviation Battalion; Italy, 1943***

The 815th EAB constructed forward airstrips on the heels of the Salerno and Anzio landings, and continued to do so in the wake of the Fifth Army as it fought up the length of Italy. The conditions placed many unusual demands on aviation engineers, including laying out an unsurveyed airstrip by flashlight while under fire, building another in a marsh, and plowing a road through fallen volcanic ash to tow away stranded B-25 bombers after Mount Vesuvius erupted. This staff sergeant wears the M1941 wool knit 'jeep cap', 'M1941' OD field jacket, flannel shirt, wool field trousers, 'GI shoes', and M1938 leggings. Waiting in a rear area chow line, he holds an M1932 'mess kit' and M1942 canteen cup, with a TL-122D flashlight on his M1936 pistol belt. Two short rifle clip holders are also fitted to the belt; each holding four clips for his M1 rifle (or three 15-round carbine magazines), these were procured through AAF supply channels. The AAF patch was worn at this time, as the unit's parent Twelfth AF patch, and though approved, was not yet issued.

*An aircraft painter overpaints a white US star with red prior to delivery to the Red Air Force. He wears the 1943 version of the one-piece suit with black sergeant chevrons stenciled on the sleeves and* PAINTER *stenciled in white on the back of his cotton field cap.*

***G2: Aviation engineer, 836th Engr. Avn. Bn.; Insoemoar Island, 1944***

The first such battalion to be engaged in close combat, the 836th EAB landed on the first day with the 163rd Infantry Regiment on this island off New Guinea. Repair of the Japanese airfield began immediately, and the engineers were forced to defend themselves against repeated counterattacks. Regardless, the field was operational in four days. The 1943 herringbone twill jacket and trousers had quickly become the standard combat uniform in the Pacific. He also wears the M1 jungle troops' helmet liner and camouflage band. Besides M1 rifles and M1 carbines EABs were armed with Thompson M1 submachine guns. His equipment includes an M1936 pistol belt, AAF issue

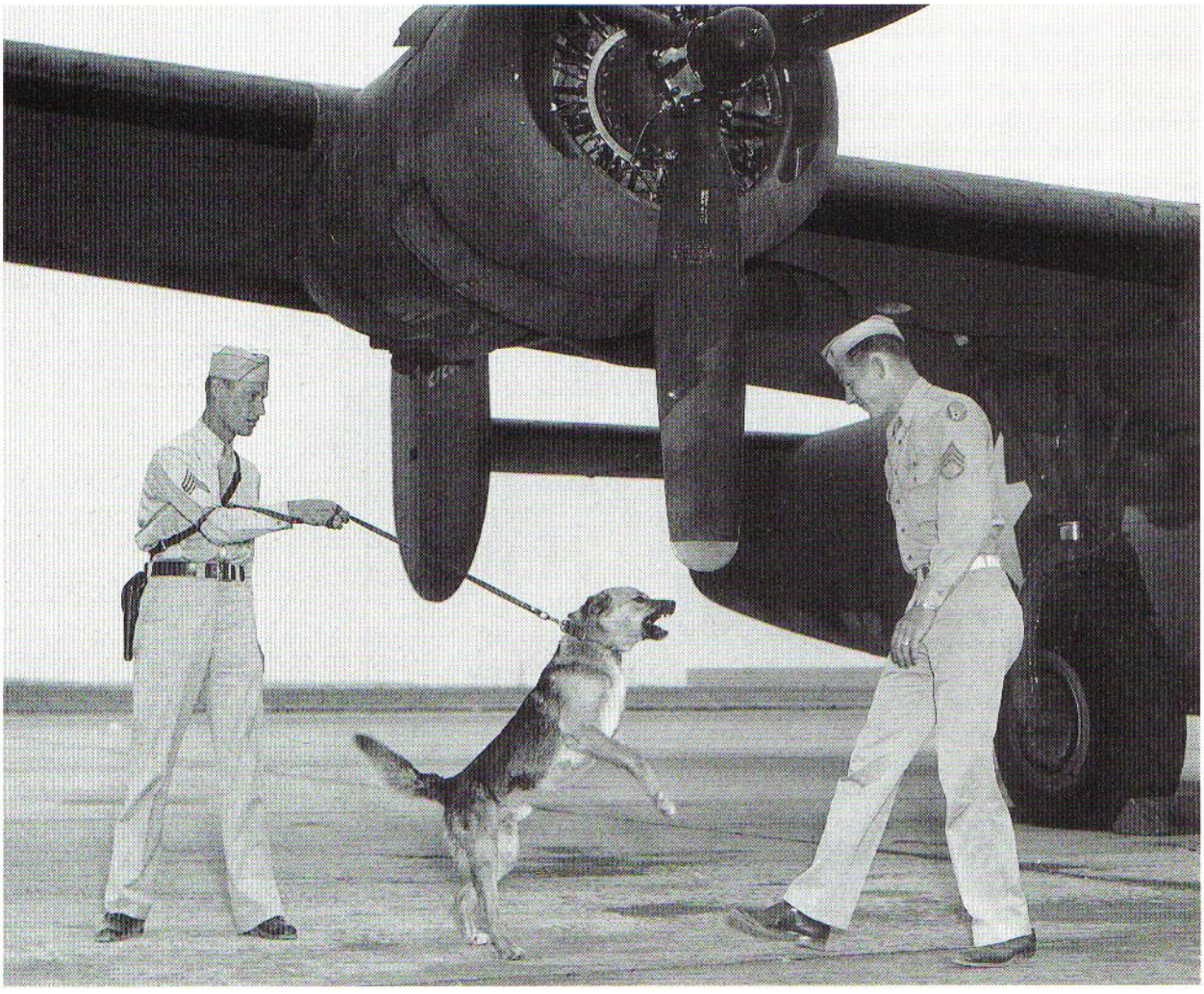
submachine gun clip holder, jungle first aid pack, M1942 canteen and M1910 cover, and M1942 machete.

***G3: Aviation engineer, 876th Airborne Engr. Avn. Bn.; France, 1944***

Of the 12 airborne EABs formed, only three (the 876th, 877th and 878th) were authorized a white on scarlet (Engineer colors) airborne tab over their Ninth AF shoulder patch (the IX Engineer Command's patch was not approved until after VE Day). This corporal wears the cotton field cap with visor (ear flaps down), M1943 field jacket, cotton field trousers, leather palm OD wool gloves, and M1937 rubber knee boots. His gear includes an M1 rifle, M1936 field or 'musette' bag; M1923 cartridge belt, British contract first aid pouch, M1 cleaning rod case, M1942 canteen and M1910 cover, long M1942 bayonet, and 1943 M3-10-6 lightweight service gas mask in an M6 carrier. He is dubiously checking the fit of a rocket launcher face mask to protect against muzzle blast from the 2.36 in. M9 rocket launcher or 'bazooka'; on the ground is an M6 rocket carrying bag. A Case 450 dozer, compact and light enough for transport in a C-46, was standard equipment for airborne EABs (and used by Army engineers throughout the Vietnam War).

***H1: Military policeman, Ninth AF; England, 1944***

Outfitted in full MP regalia, this corporal wears the late issue wool serge winter uniform with white service cap cover, MP brassard, white leggings, and white cotton dress gloves complemented by an MP belt, MP shoulder strap (worn over the opposite shoulder to the officer's Sam Browne), M1916 holster with M1911A1 pistol secured by



*Under the wing of a B-24 bomber an MP sergeant demonstrates his guard dog's alertness to his supervisor. The staff sergeant wears OD on khaki chevrons while the sergeant wears OD on navy blue stripes. Note the sergeant's leather MP belt and shoulder strap with an M1916 holster.*

a white lanyard, double magazine pocket, police whistle, and M1944 policeman's club – the earlier club had its leather wrist thong fastened to the handle's butt end. Actually, it was seldom that an MP would be found outfitted with all of these distinctive items.

***H2: Military policeman, Ninth AF; England, 1944***
The same MP is seen here outfitted for air base defense duties. He wears the flannel shirt, wool field trousers, and M1938 leggings. His equipment includes the M1936 pistol belt, M1923 pistol magazine pocket, M1916 holster, M1942 first aid pouch, M1942 canteen and M1910 cover, and carbine or rifle cartridge pocket (adopted in 1942 to hold either 15-round M1 carbine magazines or eight-round M1 rifle clips). The .30-cal. M1 carbine was the most common weapon issued to AAF ground units for base defense. He has retained his MP brassard, but now wears an M1 'steel pot' with MP distinctions.

***H3: Military policeman, Ninth AF; England, 1944***
Our MP is depicted here on gate guard duty, wearing the melton wool overcoat, leather glove shells with wool inserts, and an all-white MP M1 helmet liner, giving rise to their locally coined nickname, 'snowdrops'. He wears only minimal web gear.

***H4: Military police brassards***
Two types were worn on the upper left sleeve. The more common was a 4 in. high, 18 in. long model; the other was an 8 in. band secured by tie-tapes. Both were made of very dark blue (almost black) wool with a sewn-on $2\frac{1}{2}$ in. high white 'MP'.

***I1: WAAC, Air Weather Service, 1943***
This 3rd officer (2nd lieutenant) wears the officer's OD wool jacket with khaki 'waist', skirt, and necktie. The dress leather gloves, low service shoes, and utility bag are golden brown rather than the russet used for men's leather items. The 'Hobby hat' bears the WAAC officer's cap badge; the enlisted member's was smaller and on a disc backing. When redesignated WAC, they adopted the same cap badges as men. The later garrison cap could also be worn with this uniform. Introduced in July 1942, the waist belt was deleted from the better-fitting coats made after October. Most Waacs/Wacs wore the AAF shoulder patch, but could wear that of the unit they were attached to if one was authorized. The nurse's OD coat was of this same design, but with maroon shade No. 57 cuff stripes.

***I2: Air WAC squadron, fighter control detachment, 1944***
Attached to a fighter control detachment, this corporal wears the OD flannel 'waist' and wool slacks. Wacs often wore a metal name tag on the left breast. This information center operator is outfitted with a telephone headset and speaker set and wears a cotton fighter command WAC apron, which had four color-coded pockets for colored markers and accessories.

***I3: Nurse, station hospital, 1943***
The many components of the seersucker uniform could be worn in various combinations to accommodate duty requirements and weather conditions. Seersuckers could also be worn in lieu of dark OD or beige summer service uniforms as a personal option of the individual except when appearing in formation. This captain wears the seersucker summer service uniform (shirt, jacket, slacks) with the nurse's OD cap. Certain winter OD clothing items could also be worn with the seersucker uniform. Besides the nurse's seersucker garments there was also a WAC exercise suit, a simple one-piece dress.

***I4: Nurse, field hospital, 1945***
The wool woman's field jacket was similar to the men's 'Ike jacket'. While nurses could wear both slacks and skirt with this jacket as a field or winter service uniform, Wacs could only wear the skirt. An OD flannel 'waist', khaki necktie, women's leather gloves and inserts, and nurse's OD garrison cap are worn with this winter field outfit. An M1936 field bag is carried by its detachable M1936 strap, along with an M3 lightweight gas mask and M1 steel helmet. The canvas duffle bag was issued to all personnel being shipped overseas; Stateside personnel used two smaller barracks bag to carry their basic clothing issue.

***I5: Air WAC, US Strategic AFs in Europe, 1945***
The beige summer WAC dress was identical in design to the horizon tan winter version. Shoulder patches were not worn on these outfits; neither – it appears, from photographic evidence – enlisted sleeve rank insignia. Garrison caps, here piped in WAC old gold and moss green, were issued in the same colors and fabrics as the dresses. These dresses were also worn by nurses, but the cap would be then piped with officer's gold and black.

***J1: WAFS civilian pilot, 2nd Ferrying Group, 1943***
The WAFS, being civil service employees, were not issued uniforms, but purchased their own from their meager $250 monthly salary (a seventh of what a 2nd lieutenant made – and WAFS drew no flight pay). The light gray uniform was devoid of insignia other than the WAFS Civilian Pilot wings. They may have worn the Air Forces Ferrying Command patch, but this has not been confirmed.

***J2: WAFS insignia***
An unofficial WAFS patch, depicting a petite winged aviatrix, was worn on the left breast of flying jackets in the same manner as official squadron patches. There were other variants of this patch.

***J3: WASP pilot, 1944***
The OD women's intermediate flying B-16 jacket and A-12 slacks were similar to the men's B-15 jacket and A-11 trousers. Likewise, the A-16 women's winter flying shoes were almost identical to the men's B-6, which were also worn by women. This Wasp also wears A-11A women's intermediate flying gloves. The flight nurse's B-17 jacket and A-13 slacks were almost identical, but the slacks were better designed for kneeling. The 1936 B-3 flyer's clothing bag remained in use throughout the war.

***J4: WASP insignia***
An angry wasp is depicted on this early unofficial WASP shoulder patch. It is thought to have been worn only while undertaking training at Avenger Field, Texas; officially they wore the standard AAF patch.

***J5: Flight nurse, medical air evacuation transport squadron, 1943***
The blue wool nurse's F-1 flying jacket, A-1 aviation slacks, and C-1 aviation cap were impractical for high altitude and cold weather. In early 1944 the color was changed to OD, but blue ones remained in use. Men's shearling winter flying B-6 jackets and A-5 trousers (*Elite 46*) were worn over this outfit and earlier wool field uniforms. Her women's felt shoes were intended for cold climates. This nurse wears her rank, branch, ATC crests, and gold wings as worn on service uniforms. Medical air evacuation transport squadrons were attached to troop carrier or air transport groups assigned a medical evacuation mission; they had no aircraft of their own. The squadrons had a headquarters section, and four flights each attached to a troop carrier or transport squadron and headed by a flight surgeon with six flight nurses and six male medical technicians. A nurse and technician comprized a flight team, and cared for 28 patients aboard a C-45A Skymaster transport. M26 pneumatic life preservers were sometimes issued to transport passengers – two rubber tubes encased in a fabric sleeve to form a flotation belt, with fasteners on both ends to secure it under the armpits. It was inflated by two $CO_2$ cylinders backed by two oral inflation tubes. This device was also issued to troops conducting amphibious assaults.

***K1: ATC air carrier contract pilot, 1943***
This contracted Air Transport Command pilot wears a modified AAF OD service uniform with ATC distinctions. The service cap badge, with the Kitty Hawk Memorial on the shield, was also worn on the fiber tropical helmet. The bronze buttons displayed the ATC logo, and the ATC crest, on the shoulder strap and of the same design as the patch, was also worn on garrison caps. One black cuff stripe was worn by flight crewmen and assistant station managers; co-pilots and station managers wore two stripes, and three identified chief pilots, pilots, and division supervisors.

*Airplane armorers prepare to install six .50-cal. AN-M3 machine guns in a P-51 fighter, South Pacific, 1944. They wear one-piece suits and various caps.*

*Pilots and ground crewmen of a 10th Combat Unit, 1st Air Commando Group Vought-Sikorsky YR-4, the first widely used AAF helicopter, early 1944. The pilots (standing) wear khaki and OD service caps while three of the ground crew have donned fiber tropical helmets.*

***K2: ATC air carrier contract flight navigator, 1944***
Flight navigators, and flight radio operators, and flight mechanics wore half-wings with an identifying device; these were also available in silver embroidered bullion on a brown cloth backing. They also wore a single black stripe on the service coat, and black metal bars on shirt and overcoat shoulder straps. He wears the noncombatant sleeve emblem.

***K3: ATC air carrier contract sleeve insignia***
The ATC monogram depicted the Kitty Hawk National Memorial, NC. This monogram was used on many other air carrier contract related insignia. Non-supervisory ground personnel wore a one- or two-digit number on work uniforms below the shoulder patch, to identify their parent airline.

***K4: Noncombatant sleeve emblem***
The felt noncombatant patch was adopted on 4 September 1942 for wear by civilian personnel serving overseas with US forces. It was habitually worn by contract air carriers due to the short notice they might receive for overseas flights.

***K5: Civil contract flight instructor, 1944***
Introduced at the end of 1943, this Navy-style uniform provided recognition for the valuable contribution these instructors made to the war effort. Few insignia were worn apart from black cuff stripes and shirt shoulder bars as used by air carrier contract flyers. The shoulder patch worn here is the Thunderbird I Flying School owned by Southwest Airways, at Glendale, Arizona.

***K6: Civilian technical representative, 1944***
This 'tech rep' wears standard khakis with a garrison cap unadorned by insignia or piping. They also used the OD service uniform, likewise virtually devoid of insignia. These uniforms were worn only if serving with US forces overseas. The AAF technical representative patch is worn on the left sleeve.

***K7: AAF technical representative insignia***
This patch was adopted on 28 November 1944 and worn centered on the left upper sleeve; it replaced the noncombatant sleeve emblem (K4) for 'tech reps'. Technical observers and service specialists accompanying US Army forces in the field were authorized a brassard on 31 March 1944, but it did not replace this patch. Displaying a $1\frac{1}{4}$ in.

black 'TO' on an orange band, it was also worn on the upper left sleeve.

***L1: Civil Air Patrol, Forest Patrol squadron commander, 1944***

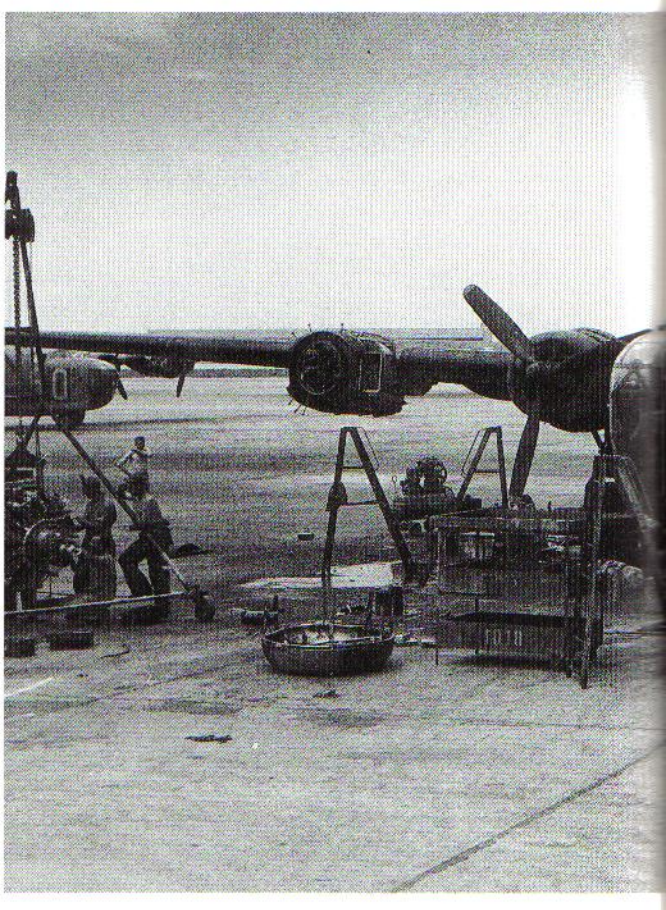
Although the CAP wore Army rank insignia, a number of uniform distinctions served to set them apart from their AAF counterparts. This included silver buttons, cap badge, collar and lapel insignia, red shoulder straps, and officer's red cuff braid. Enlisted personnel wore only the C.A.P. devices on the OD coat collars. There were instances when the standard cap badge was not available and the pilot's wings were worn in its place. Standard AAF Observer, Navigator, or Air Crewman Badges were sometimes used with a red-white-blue enamelled CAP civilian dress lapel pin affixed; referred to as 'trick insignia', these were unauthorized. The gold on black Active Duty Stripe indicated six months' service. The Forest Patrol Active Duty Unit insignia is also worn.

***L2: Civil Air Patrol, Coastal Patrol Force 16, 1942***

Most Coastal Patrol units were seriously short of critical equipment such as life vests and rafts, flare pistols, and other survival gear. When Coastal Patrol 16 was formed in July 1942 at Manteo, NC, operations were delayed as there were no life vests, and air crews were prohibited from flying over-water without them. The prospect of a long delay while the gear was ordered coincided with the washing-ashore of seven dead German submariners wearing kapok life vests. Patrols began the next morning, with the pilots wearing the still damp, but timely finds. Unpopular commercial rubber flotation and exposure suits, known as 'zoot suits', were also worn by Coastal Patrol crews as were civilian flying helmets, goggles, gloves, and suits.

***L3: Civil Air Patrol, Parachute Squadron 632-5, 1943***

When this unit was formed in December 1941 no insignia were authorized for CAP parachutists. The unit initially wore on the right shoulder the patch of the Civilian Parachute Corps (one of the first sport parachute clubs), from which many of its members came. In July 1943 two insignia were adopted. Qualified parachutists wore the embroidered emblem as shown here. Prospective parachutists in training wore this same emblem but without the wings. A typical jump outfit is depicted here, with a linen motorcycle helmet, standard khakis, and Oxford shoes. Coveralls were frequently worn. The shoulder pack served as the main parachute while the seat pack was the reserve. Both held a Triangle Parachute Co. 23 ft triangular canopy, ripcord-activated (all CAP jumps were manually opened freefalls, even a student's first jump!). This jumper

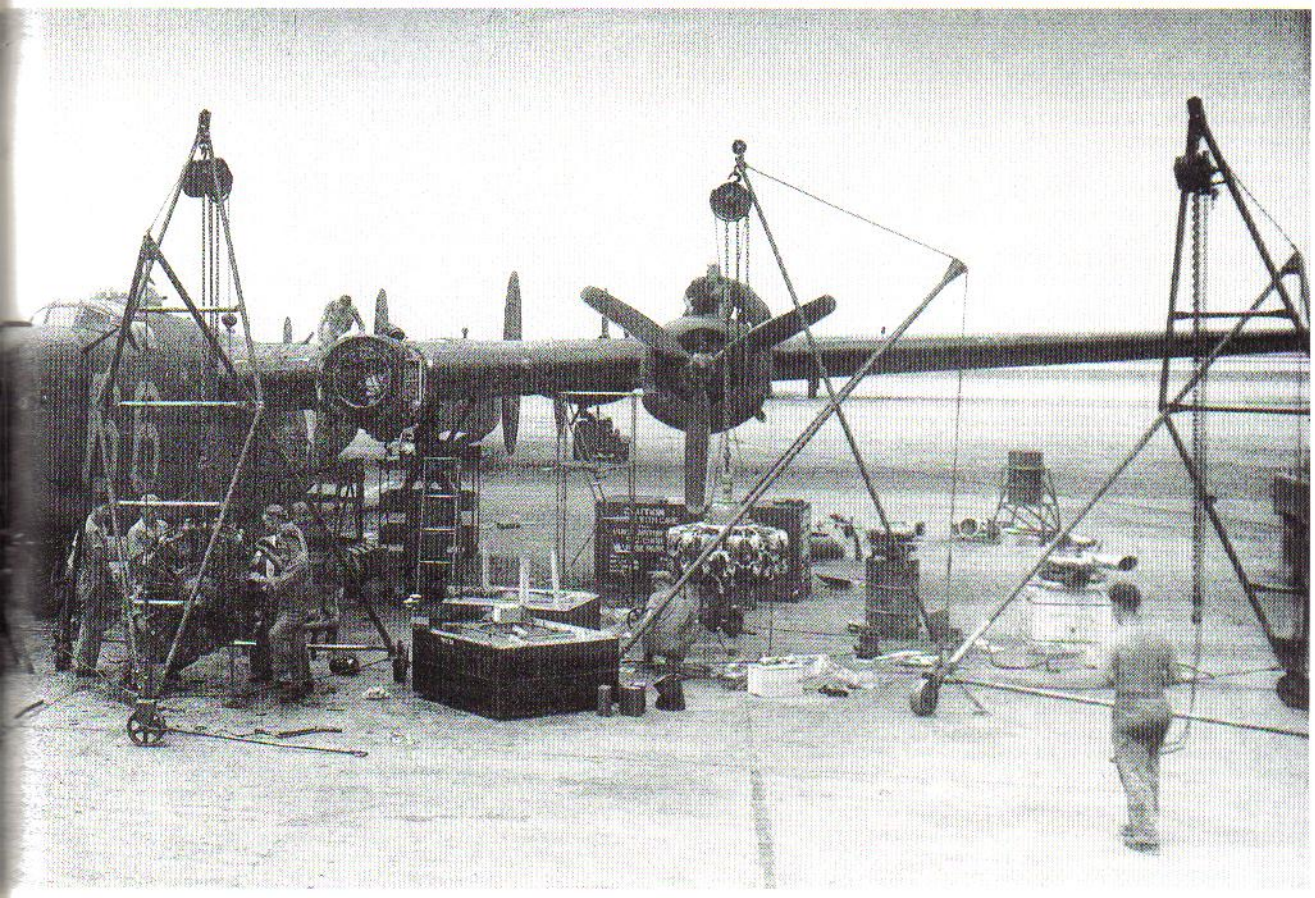


carries a 'para-talkie' radio; this small unit-made transceiver was clipped to a belt with a braided wire antenna run down the trouser leg. A clip-on lapel microphone and hearing-aid earphone allowing a man on the drop zone to radio steering instructions to new jumpers[6].

***L4: Civil Air Patrol, Texas Wing, 1944***

CAP female personnel wore the same uniform as Air Wacs, but with unique distinctions. A small embroidered CAP emblem was worn by all ranks on the garrison cap. The khaki on red CAP enlisted rank insignia bore the same titles as equivalent AAF ranks. Skirts were used, but there was much debate over whether slacks or culottes should be worn when flying; the latter were not used by the WAC. It was finally decided to leave it up to local units, usually determined by vote.

6 CAP parachutist information provided courtesy of Joanne and Jim Allen.



*Airplane power plant specialists exchange Pratt and Whitney R-1830 engines on a B-24D bomber. This provides an excellent view of engine hoists.*

## Notes sur les planches en couleurs

A Angleterre, 1943. **A1** Capitaine, en tunique et pantalon kaki olive foncé des officiers de l'AAF. Casquette de service, insigne de brevet de pilote sur écusson d'aviation de combat bleu et notez la sacoche à vêtements de pilotes B-4. **A2** 'veste de combat' et pantalon de 1944 en laine olive, insigne de second lieutenant et écusson d'épaule du 8ème USAAF. **A3** Sergeant artilleur en version troupes de l'uniforme de service olive, teinte plus claire que celui des officiers. Insigne d'une branche non officielle de service de l'AAF brodée sur les chevrons de rang, casquette de garnison avec passepoil bleu et orange de l'AAF. Notez l'insigne d'artilleur, le badge de qualification de tireur d'élite et les rayures diagonales marquant trois ans de service.

**B1** Veste de vol A-13. Pantalon olive clair, notez l'insigne de rang de l'adjudant chef sur sa casquette et ses revers, patch 3ème USAAF sur l'épaule. **B2** uniforme bleu ardoise porté par les cadets jusqu'à mi-1942 avec badge de casquette spécial et chevrons qui indiquent la fonction plutôt que le rang (ici adjudant de bataillon). **B3** Ecusson porté sur l'avant-bras gauche. **B4** Notez la casquette de service d'été kaki, les badges de col du Corps des Transmissions, l'écusson du 14ème USAAF. **B5** Mécanicien radio portant un uniforme de service d'été kaki et un casque tropical en fibres. **B6** Ecusson du 6ème USAAF.

**C1** Mécanicien AAF; chemise kaki, vieux bleus de travail, casque M1917A1, jambières M1938, ceinture M1923 avec sacoche de premiers secours, cantine, fusil et bayonnette M1917. **C2** Uniforme de travail en 'twill à chevrons' (Herringbone twill, HBT), fusil M1903A1. **C3** Apprenti tireur aérien s'exerçant avec une version d'entraînement .33 d'une mitraillette de calibre .30; combinaison HBT 1938, casquette 1941, lunettes M1943.

## Farbtafeln

A England, 1943. **A1** Hauptmann, dunkelolivfarbenen Uniformjacke und den khakifarbenen Hosen; Dienstmütze; Pilotenbrevet auf dem blauen Gefechtsflug-Dienstabzeichen; man beachte die Kleidertasche B-4 der Fleiger. **A2** 'Feldjacke' aus dem Jahr 1944 und Hosen aus olivfarbener Wolle; Rangabzeichen des Leutnants; und das Schulterstück der 8. USAAF. **A3** Feldwebelschütze in der Truppenversion der olivfarbenen Dienstuniform in einem helleren Farbton als die der Offiziere; auf die Rangwinkel aufgesticktes inoffizielles Dienstgruppenabzeichen; ultramarinblaue und orangefarbene Paspel an der Mütze. Man beachte das Pilotenabzeichen, das Eignungsabzeichen der Scharfschützen und den Diagonalstreifen, der eine dreijährige Dienstzeit kennziechnet.

**B1** Fliegerjacke A-13 hellolivfabene Hosen; man beachte das Rangabzeichen des leitenden Offiziersdiensttuenden auf der Mütze und den Revers und das Abzeichen der 3. USAAF auf der Schulter. **B2** Schieferblaue Uniform, die Kadetten bis Mitte 1942 trugen, mit besonderem Mützenabzeichen. **B3** Abzeichen, das auf dem linken Vorderarm getragen wurde. **B4** Die khakifarbene Sommerdienstmütze, die Kragenabzeichen der Fernmeldetruppe und das Abzeichen der 14. USAAF. **B5** Funker in khakifarbenem Sommerdienstanzug und Tropenhelm. **B6** Abzeichen der 6. USAAF.

**C1** AAF-Maschinist; khakifarbenes Hemd, alte, blaue Arbeitshosen, Helm M1917A1, Gamaschen M1938, Gürtel M1923 mit Erst-Hilfe-Tasche, Feldflasche, Gewehr M1917 und Bajonett. **C2** Arbeitsuniform aus 'Herringbone Twill (HBT)', Gewehr M1903A1. **C3** Ein Luftgeschützlehrling feuert die 0,33er Übungsversion des 0,30 kalibrigen Maschinengewehrs ab; einteiliger HBT-Anzug aus dem Jahr 1938, Mütze aus dem Jahr 1941, Schutzbrille M1943.

**D1** Masque, tablier A-3 et gants en caoutchouc synthétique de type 3 pour protéger ce mécanicien spécialisé en électricité, hydraulique et instruments contre l'acide des batteries. **D2** Veste D-1 et pantalon B-1, bonnet A-4, gants D-2, chaussures d'hiver A-6 protègent un mécanicien. **D3** Insigne de technicien du 5ème niveau sur veste et pantalon HBT 1938; casquette de mécanicien F-1, pull-over A-1.

**E1** Uniforme HBT 2 pièces de 1943, une casquette d'hiver B-2 et un masque, un tablier et des gants protecteurs. **E2** Uniforme de travail HBT 1943, casquette d'été A-3, chaussures de sécurité à embout renforcé en acier, badge d'armurier cousu à gauche sur la poitrine. Il porte une caméra à canons AN-N-6 provenant d'un avion de combat. **E3** veste D-2 doublée en alpaca, pantalon B-2, casque d'hiver B-9 porté principalement par les membres d'équipage à terre, gants D-3 chaussures d'hiver A-10, tablier de mécanicien B-2.

**F1** Uniforme en amiante A-1 porté par les pompiers des équipes de secours dans les bases aériennes. **F2** Les équipages de vedettes de secours portaient des articles de couleur olive dessinés par la Marine – casque d'hiver N-1, masque, veste, salopette en tissu imperméable et doublé et gilet de secours AN6519. **F3** Mateau Mackinaw, version tardive, avec capuche, toque en tricot, lunettes M1944, gants en cuir avec doublure en laine, pantalon en laine et 'shoe-pacs'.

**G1** Ce sergeant porte un bonnet de laine M1941, une veste de combat olive 1941, un pantalon de laine et du matériel de sanglage et ressemble à un soldat d'infanterie. **G2** Il porte un uniforme de deux pièces HBT, une doublure de casque M1 en finition camouflage et un sanglage standard en plus du sac à munitions de la mitraillette émis par l'AAF et porte un Thompson M1. **G3** uniforme de combat et sanglage standard, avec musette de combat M1936, masque à gaz M3-10-6. Notez l'insigne 'Airborne' rare dans les couleurs de branche du technicien sur l'écusson d'épaule de la 9ème armée de l'air.

**H1** Caporal de police militaire, 9ème USAAF, Angleterre, 1944 dans trois uniformes différents. **H1** Uniforme officiel complet avec embellissements blancs, pistolet, sifflet et matraque. **H2** Uniforme de combat pour champ d'aviation défensif avec mitraillette M1 habituellement portée comme arme défensive par les unités AAF au sol. **H3** Uniforme d'hiver des gardes de grilles avec doublure de casque blanche. **H4** Variations du brassard de la police militaire, le type court avec liens étant moins commun.

**I1** 3ème officer WAAC portant une veste de service, une jupe, une 'waist' et cravate olive d'officier, le chapeau de type 'Hobby' avec badge d'officier et des articles en cuir blond. **I2** Un 'waist' en flanelle olive et un pantalon de laine. **I3** Capitaine portant un uniforme mixte de seersucker blanc et marron et de laine olive. **I4** Les infirmières portaient soit une jupe soit un pantalon avec cette version de la 'veste de combat' de 1944 et la casquette de garnison. Elle a un sac de combat M1936, un masque à gaz M3, un casque M1 et un grand sac de campeur étranger. **I5** Robe d'été beige et casquette de garnison passepoliés en or et vert WAC.

**J1** Uniforme acheté en privé porté par ces pilotes civils, distinguées uniquement par les brevets de pilote WAFS. Il se peut que certaines aient porté l'écusson d'épaule des Forces de transport du personnel aérien. **J2** Eccusson non officiel des WAFS. **J3** Veste B-16 de femme, pantalon A-12, chaussures A-16, gants A-11A. **J4** Un des premiers écussons WASP non officiel. **J5** Veste F-1 bleue d'infirmière, pantalon A-1, casquette C-1, portés avec l'insigne de rang, l'insigne de branche, les couronnes d'ATC et les ailes dorées.

**K1** Pilote de ligne civil sous contrat avec les forces de transport aérien qui porte un uniforme AAf modifié avec distinctions ATC. **K2** Notez l'insigne de manche des non-combattants. **K3** Ecusson ATC. **K4** Insigne de non combattant. **K5** Uniforme de style Marine des instructeurs aériens civils adopté tard en 1943. **K6** L'uniforme kaki ou olive sans insigne était adopté par les représentants techniques des constructeurs d'avions lorsqu'ils étaient en service à l'étranger avec les forces américaines. La seule distinction est l'écusson spécial sur la manche gauche (voir **K7**) qui remplace l'écusson non-combattant pour ce personnel.

**L1** Il porte une rayure indiquant six mois de service actif et un badge de la Patrouille Forestière. **L2** En juillet 1942 cette unité emprunta les gilets de sauvetage de membres d'équipage d'un U-boat qui avaient été tués et avaient échoué sur la plage. **L3** Mélange typique civil/militaire que portaient ces parachutistes civils avec un parachute de chute libre. **L4** Les membres féminins du CAP portaient un uniforme WAC avec des insignes spéciales.

**D1** Gesichtsschutz, Schurz A-3 und Gummihandschuhe des Typs 3 schützen diesen Spezialisten für elektrische und hydraulische Geräte vor Sammlersäure. **D2** Jacke D-1 und Hosen B-1, Mütze A-4, Handschuhe D-2, Winterschuhe A-6 bilden die Ausstattung eines Maschinisten. **D3** Schabloniertes Abzeichen des Technikers 5. Dienstgrades auf einem HBT-Anzug aus dem Jahr 1938; Maschinistenmütze F-1, Pullover A-1.

**E1** Eine zweiteilige HBT-Uniform aus dem Jahr 1943, Wintermütze B-2 sowie Gesichtsschutz, Schurz und Handschuhe. **E2** Die HBT-Arbeitsuniform aus dem Jahr 1943, Sommermütze A-3, Sicherheitsschuhe mit Stahlkappe; das Abzeichen des Waffenunteroffiziers ist auf die linke Brustseite genäht. **E3** Alpakagefütterte Jacke D-2, Hosen B-2, Winterhelm B-9, wie er hauptsächlich von Bodentruppen getragen wurde; Handschuhe D-3, Winterschuhe A-10, Maschinistenschurz B-2.

**F1** Asbestanzug, wie er von Feuerwehrmännern der Rettungsmannschaften auf Luftstützpunkten getragen wurde. **F2** Olivfarbene Kleidung – Winterhelm N-1, Gesichtsmaske, Jacke, Latzhose aus gefüttertem, wasserdichem Stoff und Schwimmweste AN6519-1. **F3** Mackinaw-Mantel, späte Version, mit Kapuze, Strickbarett, Schutzbrille M1944, wollgefütterte Lederhandschuhe, Wollhosen und '*Shoe-pacs*'.

**G1** Dieser Feldwebel trägt eine Strickmütze M1941, eine olivfarbene Fledjacke aus dem Jahr 1941, Wollhosen und Koppelausrüstung und gleicht einem Infanteristen. **G2** Eine zweiteilige HBT-Uniform, Übungshelm M1 mit Tarnüberzug und die standardmäßige Koppelausrüstung, abgesehen von der Submaschinengewehr-Magazintasche der AAF, und eine Thompson M1. **G3** Feldanzug M1943 und standardmäßige Koppel mit Feldtasche M1936 ('Musette'), Gasmaske M3-10-6. Man beachte die seltenen '*Airborne*'-Abzeichen in den Farben des Pionierregiments über dem Schulterstück der 9. Air Force.

**H** Obergefreiter der Militärpolizei. 9. USAAF, England, 1944, in drei verschiedenen Uniformen. **H1** Kompletter Dienstanzug mit weißen Verzierungen, Pistole, Trillerpfeife und Schlagstock. **H2** Feldanzug der Flugplatzverteidigung mit Karabiner M1, der normalerweise von den Bodeneinheiten der AAF zur Verteidigung getragen wird. **H3** Winterdienstanzug der Torwache mit weißem Übungshelm. **H4** Variationen der Armbinde der Militärpolizei – die kurze Form mit Bändern ist weniger üblich.

**I1** Dritter Offizier der WAAC in der olivfarbenen Dienstjacke der Offiziere, Rock, khakifarbene '*Waist*' und Krawatte; die sogenannte '*Hobby*'-Mütze mit Offiziersabzeichen; und Lederausrüstung in hellbraun. **I2** Olivfarbener '*Waist*' aus Flanell und Wollhosen. **I3** Haputmann in gemischter Uniform aus weiß und braun gestreiftem *Seersucker* und olivfarbener Wolle. **I4** Die Krankenschwestern trugen mit dieser Version der 'Feldjacke' aus dem Jahr 1944 entweder einen Rock oder Hosen und die Schirmmütze. Sie trägt eine Feldtasche M1936, Gasmaske M3, Helm M1 und eine große Reisetasche. **I5** Beige Sommerbekleidung und Schirmmütze mit Paspeln in den WAC-Farben gold und grün.

**J1** Diese Zivilpiloten tragen privat gekaufte Uniformen, die lediglich durch das WAFS-Pilotenabzeichen zu unterscheiden sind; unter Umständen trugen einige das Schulterstück des Überführungskommandos der Air Forces. **J2** Das inoffizielle Abzeichen der WAFS. **J3** Damenjacke B-16, Hosen A-12, Schuhe A-16, Handschuhe A-11A. **J4** Frühes inoffizielles WASP-Abzeichen. **J5** Blaue Krankenschwesterjacke F-1, Hosen A-1, Mütze C-1, die mit Rangabzeichen, Regimentsabzeichen, ATC-Krone und goldenem Pilotenabzeichen getragen wurden.

**K1** Zivilpilot, der bei dem Lufttransportkommando unter Vertrag steht, trägt abgeänderte AAF-Uniform mit ATC-Merkmalen. **K2** Man beachte die Ärmelabzeichen für nicht am Gefecht Beteiligte. **K3** ATC-Abzeichen. **K4** Abzeichen für nicht am Gefecht Beteiligte. **K5** Marineartige Uniform zilver Fluglehrer, die Ende 1943 auftauchte. **K6** Einfacher, khaki- oder olivfarbener Dienstanzug ohne Abzeichen.

**L1** Er trägt einen Streifen für sechsmonatigen aktiven Dienst und das Abzeichen der Waldpatrouille. **L2** Im Juli 1942 nahm diese Einheit Schwimmwesten von toten Besatzungsmitgliedern von U-Booten an sich, die in der Nähe an den Strand gespült worden waren. **L3** Diese zivilen Fallschirmspringer tragen die typisch bunt zusammengewürfelte Zivil-/Militärausrüstung mit Fallschirm für freien Fall. **L4** Weibliche Mitglieder der CAP trugen WAC-Kleidung und besondere Abzeichen.