

64 AAF FLYING TRAINING DETACHMENT (PRIMARY)



MISSION

LINEAGE

64 AAF Flying Training Detachment (Primary)

STATIONS

Camden Municipal Airport, South Carolina

ASSIGNMENTS

WEAPON SYSTEMS

PT-13

PT-17

PT-19

COMMANDERS

1st Lt Leonard M. Hauprich

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

OPERATIONS

During November, 1940, The Southern Aviation School was organized through the efforts of Frank Hulse, president; Ike F. Jones, vice-president; and Henry Savage, Jr., secretary. Hulse and Jones were well qualified to handle the job of training student pilots through the primary course for the Army Air Corps, both men being well experienced in the business world and well known in aviation throughout the South and Southeast, both being former Air Corps officers.

In December, the company leased The Woodward Airport Camden, South Carolina, as the home field for Their primary school. plans were made and in January, 1941, work started in the construction of barracks, hangars and the improvement of The field. the site picked for the school was ideal in that the airport was already on hand, and off to the Southeast corner was a grove of pines which was a perfect setting for The placing of barracks. The foresight of these men in selecting this location is being enjoyed today.

In February, the first Army supervisors arrived, Capt. Roy T. Wright reporting to assume command, with Lieutenant Henry Huglin as his assistant. Captain Edelstein, the first Medical Officer, also arrived at that time.

With the arrival of these men, work began in earnest. It was shortly thereafter that the first airplanes were ferried in and the training of instructors began. Mr. Fred Leslie, the first Director of Flying, and Mr. Antone Hunter, the present Director of Flying, were first two instructors to be checked by the Army, and the standards of these two men have been carried down to the present time.

While flying, instruction was progressing, the barracks, mess hall, administration building and grounds were taking on the appearance of a well-planned school. The ideas of Captain Wright and Lieutenant Huglin during This construction have established the school today as one of the best planned schools in the Training Center.

In March Lieutenants J. H. Brown, W. R. Fahs and T. W. Bonner arrived to complete the Army Officer personnel for This Detachment. When The first class arrived in March following was the set-up of the school: Captain Wright, Commanding; Lieutenant Huglin, Assistant Air Corps Supervisor and Commandant of Cadets; Lieutenant Bonner, Assistant Air Corps Supervisor; Lieutenant Brown, Adjutant; Lieutenant Fahs Assistant Commandant of Cadets; and Captain Edelstein, Medical Officer.

The civilian component of the school at this time was as follows: Frank Hulse, president and manager; B. M. Cornell, assistant manager and director of ground school; William Fishburne, office manager; Fred Leslie, director of flying; Mrs. Gertrude M. Zemp, dietician; Mrs. Rheffa

Blakeney, assistant dietitian; Laurie Hill, director of maintenance; and Earl Wheeler, chief dispatcher.

The first class, 41H composed of forty-seven students started their actual training on March 22, 1941. This small class was a far cry from what was to come, but they received just as thorough training as any of the classes to follow them.

After several classes, the personnel of the school were excited about the news that the Southern Aviation School had been selected to start the training of British cadets coming directly from England. The first group of these men arrived to begin training June 7, 1941, and a new phase of activities at the school began. Flight Lieutenant L. M. Keith arrived about this time to assist in directing the training of these British students. A Scotsman and a veteran of Dunkirk, he was accepted in the life of Southern Aviation School and the people of Camden with the greatest respect and interest. During his stay in Camden, Flight Lieutenant Keith made a host of friends, and it was with a great deal of regret that he was finally transferred to other duties.

The British cadets were trained throughout the rest of 1941 until their final group left this school in January, 1942. Prior to their departure when Flight Lieutenant Keith was transferred to Macon, Georgia, Flight Lieutenant Taggart arrived at the Southern Aviation School to take over his duties. He, also a jovial Scotsman, was well accepted by the people of the community because of his philosophical and jolly nature. It was with regret that the personnel of Southern Aviation School and the people of Camden bid goodbye to Flight Lieutenant Taggart.

During the training of the British cadets, the instructors and Army personnel received a keen insight into the customs and emotions of our Allies across the seas, and it was with mixed feelings that we saw the final class leave.

And so, training continued at the Southern Aviation School with the arrival of more classes of American students, each class increasing until the peak was reached with the arrival of 43-A in June, 1942. As training continued, the size of the school increased, with the result that the present school has expanded beyond recognition of the original plan. At the same time the Army personnel has continually changed until at present there are but two of the original officers left—Major Brown and Captain Fahs. During the progress of the school, Captain Wright who was then promoted to Major, was transferred and Lieutenant Huglin assumed command and directed the activities of the school until he was transferred June 1, 1942, leaving here with the rank of Major. Lieutenant Hauprichl who arrived shortly after the first class, assumed command at this time and is the present Commanding Officer.

The civilian personnel, also changed during this year, with Mr. Hulse leaving to open another school at Decatur, Alabama. In his absence, B. M. Cornell became manager until his transfer to Decatur along with Mr. Leslie, the Director of Flying. The new organization then appeared as follows: Mr. Ike Jones arrived and assumed his duties as vice-president and manager; Tom Moff, a new-comer to the school, assistant manager; John Hoover, director of Ground school;

and Mr. Hunter assuming the position of Director of Flying. Mrs. Zemp and Mrs. Blakeney remained in their respective positions, while Mr. Wheeler accepted a commission as First Lieutenant in The Army Air Forces. Mr. Laurie Hill became director of maintenance for both The Decatur and Camden schools, with Mr. Clyde Gobble taking charge of maintenance at Camden. Mr. George Stuarfl another new-comer, became the Chief Dispatcher.

It would be impossible to note the arrival and departure of the many officers who have been on duty at this school, but every one of them departed from his duty here with a feeling that it was the best primary school in the Training Center.

Looking back to the original plans, it is startling to note that, whereas the school started with one barracks building, administration building, small mess hall and academic building, two hangars and a small operations building, there are now five barracks buildings, an expanded administration building, a mess hall tripled in size from the original, three hangars, an operations building also tripled in its size and a new Twenty-five-bed dispensary. In addition, there is a recreation hall completely equipped with facilities to provide entertainment for the students and personnel of The Detachment. It consists of a large canteen, a beautifully decorated and paneled lounge with open fireplaces at both ends and open beams overhead, a game room where ping-pong and billiards are enjoyed, a barber shop and a large veranda facing the swimming pool.

The personnel have doubled, then tripled. The same is true of equipment, auxiliary fields and facilities in general.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

Unit yearbook. *64 AAF Flying Training Detachment (Primary)*, Southern Aviation School. Camden, SC. 1942.

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