

# **Colonel Herbert Madison West, Jr. United States Air Force 1913 - 1990**

*Namesake of the Colonel H. M. "Bud" West  
Air Force Association Chapter 419*



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*From personal recollections, public and private records  
and information available in the public domain*

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## **Foreword**

This is the second revision to the document originally published on 13 March 2008. The document remains a "work in progress" and will be further updated as additional historical information becomes available.

For the past two decades, most new members that joined or became automatically affiliated with Chapter 419 of the Air Force Association (AFA) had no idea who Colonel H. M. "Bud" West was. This included me, a member of this chapter for over 14 years! I decided to find out what I could, and this document is the result. The information came from the National Personnel Records Center, the internet, personal recollections of acquaintances, Air Force Association records, and most recently from Colonel West's personal AFA files. While I cannot positively vouch for the accuracy of all the information in this document, I believe it to be factual. Should any reader have more accurate or other relevant information, I will be happy to add, delete or modify this document as necessary to improve its accuracy.

The purpose of this compilation was to provide the 300 plus members and Community Partners of the Colonel H. M. "Bud" West Chapter 419 of the Air Force Association a glimpse of the man for which their chapter is named. I have received many positive comments from readers of the original document.

Special thanks go out to Colonel "Bud" West's friends and colleagues Martin H. (Marty) Harris, Tommy G. Harrison and John E. Schmidt, Jr. for their review and inputs, Jim Simpson of AFA Headquarters for providing information regarding Colonel West's service to the Air Force Association, to Robert E. (Bob) Patterson for Colonel West's personal AFA Files mentioned above, and most recently and most importantly to Colonel West's son, Henry P. (Hank) West.

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## Herbert Madison West, Jr.

Information made available by his family, reflects that Herbert Madison West Jr., was born in Aransas Pass, Texas, and records at the Social Security Administration reflect his date of birth as 28 December 1913. I am not sure why or when he acquired the nickname "Bud," but I will use it in this narrative when appropriate.

In June 1930, Bud West completed high school at Warren Easton Boy's High in New Orleans. After graduating from Tulane University in June 1934 with a bachelor's degree in Civil Engineering, Bud enlisted on 12 October 1934 as an Aviation Cadet in the U. S. Army Air Corps in New Orleans, Louisiana. Two months shy of his 21<sup>st</sup> birthday; he was assigned to Randolph and Kelly Fields, Texas for flying training.

As a pilot trainee during 1934 – 1935 at Randolph and Kelly Fields, Texas it was more than likely that Aviation Cadet Bud West was trained on the Consolidated PT-3 "Trusty," (pictured at right) which was the primary trainer used at Randolph during that time. Only in 1936 did the Stearman PT-13



"Kaydet" become the principal primary trainer.

In the Basic Stage, students received about 118 hours of flight, including formation flying, instrument or "blind" flying, night flying, navigation, and radio beam flying. Students in Basic flew more advanced aircraft than they had in Primary. Aviation Cadet West (pictured at left) would have probably flown the North American BT-9, which was introduced at Randolph Field in 1935. According to his military personnel records, Bud completed his 12-months Pilot Training at Randolph Field, Texas in October 1935 and was rated as an airplane pilot in attack aviation. However, based on the prevailing officer accession protocol of that era Bud was assigned without a commission to the GHQ Air Force at Barksdale Field, Louisiana with the 13<sup>th</sup> and 8<sup>th</sup> Attack Squadrons, 3<sup>rd</sup> Attack Group, where he served as airplane pilot, technical supply officer and engineering officer at the squadron level. He was commissioned as a second lieutenant on 14 October 1936 and his serial number was 1484A. In December 1936, Lieutenant Bud West and Marie Jena Sorensen, who was born in Louisiana in 1918, were married. In October 1938, based on competitive examinations, Bud West was awarded a regular commission.

In a whirlwind of assignments beginning in June 1939 through late 1943, Lieutenant West was again assigned to Texas, as a flying instructor in Boeing P-12's at Kelly Field. In a story related much later to his son Hank, "Dad recalled that the move to Kelly involved the attack squadron (consisting of 2

planes?) following the quartermaster truck as it made its way to Kelly... sounds like 1939. Anyway, must have been nice to belong to such a small and tightly knit bunch." The P-12 was an American pursuit aircraft that was operated by the United States Army Air Corps and by the United States Navy, which designated it F4B. As an instructor, Lieutenant West taught three classes for advanced flying students, and was then reassigned as engineering officer of the 61<sup>st</sup> School Squadron, which was converting to new trainers.

While at Kelly Field in October 1939, First Lieutenant West unwittingly became involved in a story that would eventually play out on the national stage, and culminate with President Harry S. Truman signing Executive Order 9981, on 26 July 1948. The executive order stated, "It is hereby declared to be the policy of the President that there shall be equality of treatment and opportunity for all persons in the armed services without regard to race, color, religion, or national origin."

The White House Historical Association is a charitable nonprofit institution with a stated purpose of enhancing understanding, appreciation and enjoyment of the White House, and has provided thousands of schools, universities and libraries with free educational materials about the White House. The following extract is a part of that educational material relating to past discrimination in the U. S. armed forces.

"Metz T. P. Lochard describes an even more overt example of discrimination within the military. Writing in *The Nation*, January 4, 1941, he recalled:

On June 5, 1939, the Secretary of War, testifying before a subcommittee of the House Committee on Appropriations, stated that the War Department was studying ways to provide training for Negro pilots. As yet no Negro is being trained for service in the army air corps as either a flying cadet or an enlisted mechanic. The Secretary of War designated a school at Glenfield, Illinois but the War Department has refused to accept Negroes in that corps. On October 11, Garland F. Pinkston, a Negro, received the following letter signed by **Herbert M. West, Jr., First Lieutenant, United States Air Corps, Recorder:**

Dear Sir: Through the most unfortunate circumstances, your application was allowed to be completed because of our ignorance of your race. At the present time the United States Army is not training any except members of the white race for duty as pilots of military aircraft."

The author further writes that incidents such as this led to the eventual desegregation of the armed forces. However, other than this one reference

to Lieutenant West, no other information has been found regarding the matter.

Readers may draw their own conclusions, but in relating this story no inference of wrongdoing is intended or implied in Lieutenant West's role in this matter. Typically, as a 25 year-old junior officer serving as the Recorder for a selection board does not set policy, his duties would have included taking detailed minutes of the proceedings, and handling correspondence relating to those proceedings. It is virtually certain that Lieutenant West was performing his duties under direction of the Board President (i.e., following lawful orders from his superior officer) in his response to Mr. Pinkston's application.

Settling into his career, Bud and Marie also began their family, and eventually had two children. Information obtained from the Bureau of Vital Statistics, Texas Department of Health show that their son, Henry Peter (Hank) was born to Bud and Marie West in San Antonio on 22 November 1939.

Following their tour at Kelly Field, in August 1940 Bud was assigned to the new Southeast Training Center at Maxwell Field, Alabama as the Commanding Officer of the 91st School Squadron assigned to the Air Corps Tactical School. He also served as base technical inspector, recorder on cadet selection boards and President of the Post Exchange Board of Directors. In May 1941, Bud, Marie and Hank were stationed at Turner Field, Albany, Georgia where Bud served as engineering officer, test pilot and Commander of the Turner Field Sub-Depot, a unit of the Air Service Command, Patterson Field, Ohio. Construction of Turner Field, originally designated as the Air Corps Advanced Flying School (Twin Engine), had begun in late-March 1941, was opened in June of 1941 and the first class graduated in October. But on 21 July 1941, the name changed and the installation was officially designated as Turner Field in honor of 2nd Lt. Sullivan Preston Turner, a native of Georgia who was killed in an airplane accident at Langley Field, Virginia on 23 May 1940.

In January 1943, now Major West moved his family to Myrtle Beach Airport, South Carolina where he was assigned as commanding officer of the 52<sup>nd</sup> Air Service Group during preparation for overseas assignment which was subsequently delayed by a change in war plans. Consequently, Bud was then reassigned to Warner Robins Air Depot, Georgia where he served as chief of training and operations for all air service groups in the southeaster United States undergoing field training for overseas duty. In the midst of all this activity, the West's welcomed a new addition to the family; a daughter, Kristina Ann was born on 8 September 1943 in Macon, Georgia. Her brother Hank relates the following account of Kristina's birth, "Dad could not be there, so he had a friend fly in a jar of Texas dirt to place under the birthing table so that my sister could be born "over Texas soil"... true story!" Shortly thereafter, Bud assumed command of Lakeland Army Air Field, Florida in

preparation for deployment the China-Burma-India (CBI) Theater of operations.

Some documentation relating to Colonel West's wartime service during World War II, is extracted from "A Short History - 54<sup>th</sup> Air Service Group" written by Mr. John P. Bondurant in 1945. It details the group's activity up to and including service in the China-Burma-India (CBI) Theater. Although the following extract contains little personal information about Colonel West, it does describe the organization he commanded and the achievements of that organization during this period. This rather long extract begins in the following paragraph at Lakeland Army Air Field, Lakeland, Florida and ends as noted by asterisks.



"On 20 October 1943, **Lt. Colonel Herbert M. West, Jr., Air Corps**, was assigned to the 54<sup>th</sup> Air Service Group, and assumed command vice Major James R. Alien, transferred. The "Port Call" was imminent now. **Colonel West's** first order was one restricting all personnel to the limits of the Base, and a killing tempo of training and preparation for overseas movement was begun. The day began in the darkness of early morning, with physical training; it ended late into the night after lectures, hikes and endless hours of packing and crating.

The inspectors came, the inspectors went--some said the Group could move to the Port on the scheduled date, but most said "No". Finally, the Inspector General and the POM Inspector arrived. The Group sold itself to these inspectors -- the ones who really counted -- and soon thereafter the "Port Call" was received. Neither the 1081st QM Company nor the 1112th Signal Company was included in the orders, so they were lost from the Group.

On 15 November 1943, midst the playing of Auld Lang Syne by the Base band, the Group loaded aboard two Atlantic Coast Line trains and departed for the Port of Embarkation. None will ever forget the mixed emotions of that hour -- the feeling of pride and satisfaction that comes only to those who know that they are enroute to join the boys who are doing the fighting; but the equally strong emotion of leaving home and loved ones.

The first stop enroute to the "unknown destination" proved to be Camp Patrick Henry, Virginia, where the two serials arrived after dark on a cold winter day.

The Operations Officer at Patrick Henry was efficient, and the Group was quickly unloaded and formed, amidst the barked instructions from the loudspeakers of the public address system. The march from the train to the barracks was cold, but not long. Soon everyone was bedded down in heated frame barracks. No one will forget the high cyclone fence that surrounded Patrick Henry -- it was anything but inviting.' Having passed through its portals, there was but one way out--by sea.

At Patrick Henry, the Group was joined by the 1104th Signal Company. The days which followed were hectic. It was learned that the Group, enroute to its final destination, would be "transshipped" several times and that a bare minimum of tonnage would be allowed for "TAT" equipment. This necessitated repacking some boxes and selecting others for shipment to the Los Angeles Port of Embarkation for shipment with the Group's "OEL" equipment. This, and other final chores, was completed and the units of the Group trained for the short one-way trip to Hampton Roads, Headquarters and Headquarters Squadron embarking 22 November 1943 on the Liberty Ship CONRAD WEISER, after warming themselves on cups of hot coffee served by ladies of the American Red Cross.

The units that embarked as parts of the 54th Air Service Group, Shipment No. 5220, at all full strength, were as follows:

<b>UNIT</b>	<b>COMMANDING OFFICER</b>	<b>SHIP</b>
Headquarters	<b>Lt Col Herbert M West AC</b>	Conrad Weiser
Hq. Squadron	Capt Francis E Kelley AC	Conrad Weiser
499th Air Sv. Sq.	Capt Percy E Tucker AC	
500th Air Sv. Sq.	Capt William S Gutwillig AC	Alexander Lillingt
1104th Signal Co.	1st Lt George Williams, Sig C	
1575th Ord. Co.	1st Lt David J Heiser, Ord	SS John Banvard
1576th Ord. Co.	1st Lt Francis E Harrison, Ord SS	SS John Banvard
2080th QM Truck Co.	1st Lt Eugene E Dunn, QMC	
2081st QM Truck Co.	1st Lt Maurice D Phelan, QMC	
1081st QM Co.	2d Lt Kenneth J Mulvey, QMC	HMS Andes

The 499th Air Sv Sq and the 1081st QM Co debarked at Casa Blanca, North Africa. The other units debarked at Oran, Algeria, near the sunken French warships whose superstructures rose from the waters of the harbor. Hq and Hq Sq debarked 13 December 1943.

Rising above the hulks of the sunken French ships was the towering old fort of Santa Cruz, perched atop a mountain peak which rose abruptly from the Old Harbor. The Group climbed aboard a convoy of 6 x 6 trucks and proceeded to Staging Area CP-2, a windswept and rain-soaked tent camp about 20 miles away, near the village of Fleurus. The Group arrived at the Staging Area well after darkness had fallen. It was raining and cold. A muddy, rocky hilltop, studded with furled tents, was pointed out as the temporary home of the 54th Air Service Group. That was a bad night, and one which will be long remembered--but who will forget Oran anyway!

For the most part, the Group had no mission at Oran other than to keep itself in readiness to move onward on short notice. So this became a nice orientation period; the Maison du Colon, the Red Cross Clubs, the retreat ceremonies at Place Foche, the village of Fleurus with its vin rouge and those wonderful North African oranges--all of these recall pleasant memories. But those cold, rainy days, the utter absence of fuel for heating, the long "chow lines" standing in the rain three times a day waiting with empty mess kits outstretched, and that ice cold, salty water for bathing --these present the other side of the picture!

It has been said that the Group had no essential mission in North Africa, but certain parts of the Group were quite busy. For its entire five weeks in North Africa, the 2081st QM Truck Company was utilized to capacity in hauling cargo from warehouses to the docks, for quick shipment to the Allied forces then fighting in Italy; the 1576th Ordnance Company was maintaining all of the vehicles of the Staging Area; the Engineering and Air Corps Supply sections of "both Air Service Squadrons were working at La Senia Air Base; and the Finance Section of Headquarters and Headquarters Squadron was working with the Disbursing Officer in Gran, handling "invasion currency" for their first time.

During the staging period at CP-2, the 499th Air Service Squadron and the 1081st QM Company, both of which had landed at Casa Blanca, French Morocco rejoined the Group. There was much joy when the 1081st QM Company boys rejoined the Group, as they had been detached from the Group at Lakeland and their return was unexpected.

In January 1944, the Group continued its way toward its unknown destination. Some of the units embarked at Oran on 10 January 1944; others moved to Algiers by rail and embarked there on 24 January 1944.



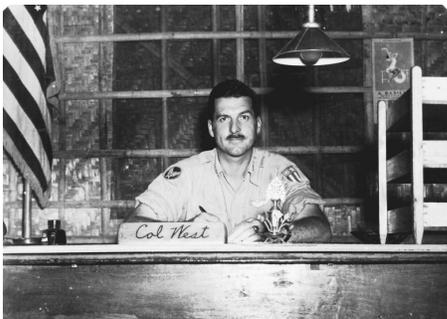
All units arrived in Bombay, India, debarking during the month of February and entraining at Victoria Station for their ultimate destination. Enroute to its destination, the Group lost the 499th Air Service Squadron and the 1104th Signal Company (Avn), but on its arrival at its final station, Tezgaon, Bengal, India, it inherited two units that were already in operation there: the 89th Air Service Squadron, commanded by Major Wayne Ramsey, Air Corps, and the 1086th Signal Company (Avn), commanded by 1st Lt John D. Redmond, Signal Corps. Thus in the last days of February 1944, the 54th Air Service Group arrived at the station from which it was expected to perform the mission for which it had been activated.

The facilities of the partially constructed Base at Tezgaon far exceeded the dreams of even the most wildly optimistic. Instead of the tents and cold rainy weather at Oran, there were comfortable thatch-covered bamboo

bashas, and mild but invigorating dry weather (this description refers only to the winter of course). And instead of the dehydrated foods to which the Group had never been partial, there were fresh fruits and vegetables, with some fresh meat thrown in. Quite a treat: And instead of the empty counters of the vandalized stores of North Africa, there was merchandise for sale in even the smallest and filthiest of Indian bazaars.

Operations in East Bengal and North Burma were vigorous in the spring of 1944, and the Group found itself to be the sole source of third echelon supply and maintenance of many combat units. Among these was the highly secret "Project 9" at Hailakandi-Lalaghat, commanded by Colonel Philip Cochran and later to be designated the 1st Air Commando Group.

On 10 February 1944, a detachment of approximately 200 officers and men was sent to Hailakandi to give direct support to "Project 9." This detachment remained with the Air Commandos from that date until the close of the mission of the Air Commandos in May 1944. Thus, the Detachment 54th Air Service Group helped to put into the air the planes and gliders that transported General Wingate's "Chindits" to the heart of Burma -- far behind Japanese lines. This aerial invasion was made on the night of 5 March 1944.



Colonel "Bud" West, c. 1944

But the Japanese were not long in retaliating. They immediately crossed the Chindwin River in Burma in force at three points, and their spearheads began a drive designed to take Imphal and to drive northward and cut the Allied line of communications of Lt General Stillwell's forces in North Burma at Dimapur and other points in the Assam Valley.

To forestall this very determined and almost successful drive, the Allied forces needed greatly augmented combat air support, and a quick redistribution of ground forces. The 12th Bomb Group (M) arrived at Tezgaon in April 1944 from its operation in Italy, and rendered combat support to the ground forces; and the 64th Troop Carrier Group likewise had been rushed to India from Italy, arriving in March 1944. It was based at Fenny, India, and adjacent airfields, and assisted units of the Air Commandos and the 443d Troop Carrier Group in redeploying and supplying the ground forces. Thus, the 5th Air Service Group found itself supporting the following combat units:

- 490th Bomb Squadron (M) at Kurmitola
- 12th Bomb Group (M) at Tezgaon
- 1st Air Commando Group at Hailakandi-Lalaghat
- 64th Troop Carrier Group at Fenny
- 459th Fighter Squadron at Chittagong

Built around a cadre of the well-trained and seasoned troops of two full units, the 89th Air Service Squadron and the 1086th Signal Company, the 54th Air Service Group began in an efficient manner to serve the combat units in the Air Service Center Area. Although the Group was designed, staffed and equipped for support of only two combat groups, it was successfully supplying and maintaining the equivalent of twice that number. The men of the Group underwent their "trial by fire" period, and became veterans within a very short period of time.



*Colonel "Bud" West and unidentified officer, c. 1944*

In June 1944, both the 12th Bomb Group (M) and 64th Troop Carrier Group moved from the Air Service Center Area, and the 7th Bomb Group (H) moved into Tezgaon from Pandaveswar. There then began a mission never expected of a Bomb Group or of an Air Service Group. The 7th Bomb Group began airlifting drums of aviation gasoline to China for use of the 14th Air Force.



*Howard Hughes and "Bud" West, c. 1944*

This was a difficult mission, as improvised drums had to be hung on improvised bomb shackles in the bomb bays of the B-24 airplanes. But the 7th Bomb Group undertook and fulfilled the mission to the full capacity of its personnel and equipment. The 54th Air Service Group provided the gasoline and all possible support for the mission.

In September 1944, **Colonel Herbert M. West, Jr., Air Corps**, returned to the United States for a surgical operation, and Lt Colonel Philip Wilson, Air Corps, Executive Officer, assumed command of the Group."

\*\*\*\*\*End of Extract\*\*\*\*\*

Following his return to the USA, Colonel West had brief assignments at Kelly AAFB, as Commander, Davis-Monthan AAFB, Arizona from 16 January through 15 April 1946, at Hobbs AAFB, NM and an assignment at Stanford University to obtain his masters degree.

In the nearly thirteen years between his enlistment and 26 September 1947 (nine days after the birth of the United States Air Force), Bud West had been commissioned, had principal duty as a pilot (attack), served in WWII, advanced to the rank of Colonel, and served in command positions at the

group, sub-depot and wing levels for over five years. Judging from the extracted information above, it is believed that Colonel West's date of rank for promotion to Colonel was somewhere between October 1943 and September 1944. His assignments as a member of the United States Air Force were:

27Sep47 Chief, Control Branch, Hq USAF DCS/P, Washington DC  
 30Oct47 Chief, Officer Asgmt Div, Hq USAF DCS/P, Washington DC  
 26Mar48 Exec Officer, Dir Mil Pers, Hq USAF DCS/P&A, Washington DC  
 1Apr49 Asst Dir Mil Pers, Hq USAF DCS/P, Washington DC  
 1Aug50 Asst to Vice Comdr, Hq 1AF, Mitchell AFB, NY (ConAC)  
 1Nov50 Deputy for Pers, Hq 1AF, Mitchell AFB, NY (ConAC)  
 1Jan51 Deputy for Pers, Hq ConAC, Mitchell AFB, NY (ConAC)  
 16Jan51 Chief of Staff USNEC, Hq Neac, APO 962 (NEAC)  
 23Aug51 Deputy Comdr Adm USNEC, Hq Neac, APO 962 (NEAC)  
 16Apr52 Spec Asst to Commanding General, Hq Neac, Pepperell AFB, Nfld (NEAC)  
 20May52 Commander, Thule Air Base, Greenland (NEAC)  
 1Sep52 Commander, E Harmon AFB, Newfoundland (NEAC)  
 29Aug54 Student, National War College, Washington DC (3894 Sch Gp, Maxwell AFB)  
 23Jun55 Chief of Staff, Air University, Maxwell AFB, AL (AU)  
 25Jun58 Inspector General, Hq APGC, Eglin AFB, FL (ARDC)  
 13Apr59 Asst Chief of Staff, Hq APGC, Eglin AFB, FL (ARDC)  
 16Jun59 Chief of Staff, Hq APGC, Eglin AFB, FL (ARDC)  
 14Apr61 Acting Deputy Commander, Hq APGC, Eglin AFB, FL (AFSC)  
 15May61 Deputy Commander, Hq APGC, Eglin AFB, FL (AFSC)  
 8Aug61 Commander, Hq APGC, Eglin AFB, FL (AFSC)  
 2Nov61 Deputy Commander, Hq APGC, Eglin AFB, FL (AFSC)  
 1Aug62 Special Assistant to Commander, Hq APGC, Eglin AFB, FL (AFSC)  
 31Oct62 Retired per SO AF-10369, DAF 23 Aug 62

Colonel West retired from active service at Eglin AFB, Florida on 31 October 1962 with just over 28 years of honorable service. He was a Command Pilot with more than 6000 flying hours accumulated in 51 (yes 51) different types of aircraft!

After his retirement, Colonel West apparently did not accept the retirement adage to "slow down and take it easy" and became actively involved in the Air Force Association at the chapter, state and national levels. He was a determined, dynamic and articulate spokesman that was recognized by the Association on numerous occasions, including:

1969	AFA Medal of Merit
1970	AFA Exceptional Service Award
1975	AFA Presidential Citation
1976	AFA Special Citation
1991	Doolittle Fellowship (posthumously)

At the national level, Jim Simpson of AFA Headquarters has confirmed that Bud served in the following capacities over the years:

1973 – 1976	National Board of Directors
1973 – 1974	National Vice-President, Southeast Region
1974 – 1975	National Vice-President, Southeast Region
1975 – 1976	National Vice-President, Southeast Region
1976 – 1981	National Board of Directors
1984 – 1990	National Board of Directors

Colonel West served as State President Air Force Association (Florida) during operating year 1969 – 1970 and had filled other preparatory AFA state-level positions including chapter president and NW Area vice president prior to his election as state president.

At the chapter level, the role Colonel West played in re-establishing the AFA Chapter that is now named in his honor is an example of his personal determination. The original Tallahassee Chapter had had its charter withdrawn by AFA National and had been disbanded for years. In 1977, Colonel West could no longer bear Tallahassee without an AFA connection and set up a meeting with some ten to twelve officers to explore the possibility of reactivating a chapter in Tallahassee. Under Colonel West's leadership, consensuses were reached that those present would recruit sufficient petitioners and present a request for charter to the Air Force Association. The charter was granted on 15 December 1977, and the chapter has remained active ever since.

Over the years, Colonel West continued his dedicated support and loyalty to the Air Force Association. On 5 September 1990, while attending a Chapter meeting in Tallahassee that featured Chinese Air Attaches as guest speakers, Colonel West suffered a stroke and was hospitalized.

Eight days later on 13 September 1990, Colonel West died from pneumonia at age 76 in Tallahassee, Florida. He is interred at Arlington National Cemetery (Section 2-QQ, Row 2, Site 3). Some time after the death of Colonel West, his devoted wife Marie moved to Fort Walton Beach, Florida where she passed away at age 86 on 4 October 2004. She is interred with her husband at Arlington National Cemetery.

A regularly scheduled council meeting for the Tallahassee AFA Chapter was convened on 13 September 1990, the same date of Colonel West's death. As the first order of business, the council unanimously approved renaming the chapter to the Colonel H. M. "Bud" West Chapter 419 of the Air Force Association. This was a most fitting and proper tribute to the legacy of the man who meant so much to the Air Force Association, not only in Tallahassee but throughout Florida and the Nation as well.

In every endeavor of his entire adult life, through his service with the US Army Air Corps, the US Army Air Forces, the US Air Force and the Air Force Association, Colonel Herbert Madison West, Jr., gave his all to "keep 'em flying!"