

Earl Seward Hulburd

Pilot Training Documents - 1950

(Compiled by Ted Hine – June 2003)

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Summary and Comments

After his discharge from the Marine Corps in the fall of 1949 Bud Hulburd returned to St. Louis and in early 1950 began the private pilot training which would kill him on March 24th of that year.

Below are documents which have survived with other family information kept by his sister (and my mother) Betty Hulburd Hine-Alderson.

His flying log entries show his student pilot hours flown starting on Jan. 28th, 1950. The last entry is March 23, the day before he was killed along with his instructor, when he logged 3 hours and 15 minutes completing his cross country solo training flight. He had accumulated approximately 48 flight hours at the time of his death and had just about completed all the requirements for his pilot's license.

The Veterans Administration Form below strongly suggests that the government was reimbursing him for his pilot training costs through what I believe was know as the GI Bill, a program whereby veterans could obtain education at government expense.

Had Bud lived, it is likely that he, as a member of the Marine Reserves, would have been recalled to active duty later in 1950 due to the start of the Korean War. One can only speculate as to whether he would have gone into Marine aviation as a pilot.

Pilots Flying Log Entries - 1950 - Page 1 of 2

DATE	TYPE AIRCRAFT	HOURS	COST	REMARKS
1/28/50	PIPER J3	1:15	11.88	\$ 9.50 PER HR. DUAL
1/29/50	PIPER J3	1:30	14.26	9.50 PER HR. DUAL
		2:45	26.14	TOTALS FOR JANUARY 1950
2/4/50	PIPER J3	1:15	11.88	\$9.50 PER HR DUAL
2/4/50	PIPER J3	0:10	1.58	" " " "
2/5/50	PIPER J3	4:30	42.75	" " " "
2/11/50	PIPER J3	2:00	19.00	" " " "
2/11/50	PIPER J3	0:45	5.07	\$6.75 PER. HR. SOLO. FIRST SOLO !!
2/11/50	CESSNA 140	0:25	5.82	10.50 PER. HR. DUAL
2/18/50	CESSNA 120	1:00	10.50	10.50 PER. HR. DUAL
2/19/50	CESSNA 120	2:15	23.62	10.50 PER HR. DUAL
2/19/50	CESSNA 120	0:15	1.94	7.75 SOLO
2/25/50	CESSNA 140	2:30	19.38	7.75 SOLO
2/25/50	CESSNA 140	1:10	12.25	10.50 DUAL
2/26/50	CESSNA 140	2:15	17.44	7.75 SOLO
2/26/50	CESSNA 140	:50	6.45	7.75 SOLO
2/26/50	CESSNA 140	:40	7.00	10.50 DUAL
		20:35	189.36	TOTALS FOR FEBRUARY 1950
3/4/50	CESSNA 140	3:30	36.75	10.50 Dual - X-country
3/4/50	CESSNA 140	1:15	9.64	7.75 Solo
3/5/50	CESSNA 140	3:45	21.32	7.75 SOLO - X-COUNTRY
3/5/50	CESSNA 140	1:00	7.75	7.75 SOLO
3/13/50	CESSNA 140	1:00	10.50	10.50 DUAL
3/14/50	CESSNA 140	1:00	7.75	7.75 SOLO
3/14/50	CESSNA 140	1:00	10.50	10.50 DUAL
3/14/50	CESSNA 140	1:00	10.50	10.50 DUAL 1ST CHECK RIDE
3/18/50	CESSNA 140	3:00	23.25	7.75 SOLO
3/19/50	CESSNA 140	1:00	10.50	10.50 DUAL

GROUND SCHOOL

C. EARL HULBURD
208 NORTH BROADWAY
ST. LOUIS, MISSOURI

DATE	COURSE	HRS.	COST	REMARKS
1/28/50	ACT	—	1.50	BOOK ON C.A.R. FOR PILOTS
1/28/50	"A+E"	2:30	2.50 2.25	TOTAL FOR JANUARY, 1950
2/2/50		VOID		DEPOSITED \$18.20 ON ACCOUNT
2/2/50	"FACTS OF FLIGHT" (Book)		.50	PAID CASH
2/2/50	"A+E"	2:30	1.75	BALANCE \$16.45 CARBURATOR
2/7/50	"A+E"	2:30	1.75	CONSTANT SPEED PROPS, VARIABLE PROPS, FIXED PROPS, AND PITCH PROPS, MANIFOLD PRESSURE, ALTIMETER, AIRSPEED IND
2/9/50	"A+E"	2:30	1.75	INSTRUMENTS - RATE OF CLIMB IND, BALL BANK IND, TACHOMETER - THEORY OF FLT DRAG, LIFT, WEIGHT, THRUST IN VARIOUS MANUEVERS
2/14/50	"A+E"	2:30	1.75	THEORY OF FLIGHT. H.P. IN RELATION TO SPEED, LONGITUDINEAL AXIS, LATERAL AXIS VERTICAL AXIS, CONTROLS AND PRESSURE, TORQUE
2/16/50	"A+E"	2:30	1.75	Stability in flight, positive stability, negative, neutral, dihedral, back sweep wings, stable, propine at low altitude & their causes, gliding speed
3/7/50	"A+E"	2:30	1.75	Magneton, firing ignition distributor, lubrication, gear oil, fuel, carburetor etc. why oil is used also carburetor & firing conditions in engine
3/9/50	"A+E"	2:30	1.75	STABILITY IN FLIGHT, CONTROLS, THEORY OF FLIGHT POSITIVE, NEGATIVE, NEUTRAL STABILITY GROSS LOADS, PAY LOADS, OVERLOADING ETC.
3/14/50	"A+E"	1:30	1.05	LOAD FACTOR - STRESS, LIFT IN TURNS, EQUALS CENTRIFUGAL FORCE PLUS WEIGHT LOAD FACTORS IN MANUEVERS.
3/16/50	"A+E"	2:30	1.75	STRESSES, LOAD FACTOR - SAFE LF, YIELD LF, ULTIMATE LF, TEST (PRACTICE) GRADE 70%
3/21/50	"A+E"	2:30	1.75	TEST ON ENGINES MANIFOLD PRESSURE, CARBURATOR ICE

Veterans Administration Form - 1950

1. NAME AND ADDRESS OF VETERAN Earl Seward Hulburd 5077 Washington St. Louis 8, Missouri		2. CLAIM NO. C- 1555 74 51	m j w VETERANS ADMINISTRATION 1 NOTICE OF TRAINING STATUS (Part VIII, Public Law 346, 78th Congress, As Amended)					
4. NAME AND ADDRESS OF SCHOOL OR EST'AD Universal Flight School Box 146 Lambert Field St. Louis 21, Missouri		3. SERVICE SERIAL NO. 644679 <small>12B - PL 346</small>	TYPE OF ACTION 1. Original Entrance 4. Subsistence Allowance 2. Termination 5. Ending Date Change 3. Reentrance 6. Other					
		5. REG OFF. NO. AND LOCATION 3031 St. Louis, Mo	REASON FOR ACTION A. Commenced Training I. Dependency B. Recommended J. Status Changed Training K. Trainee or Objective C. End of Term L. Wage Rate Changed D. Course Completed M. Earnings E. Entitlement N. Entitlement Exhausted O. Adjustment F. Change of Course P. Training time or Objective Q. Changed G. Voluntarily R. Revision of Withdrew S. Previous Action H. Delinquent Report T. Other					
7. TYPE OF TRAINING (Check one) <input checked="" type="checkbox"/> ONE SCHOOL <input type="checkbox"/> OJT ONLY <input type="checkbox"/> TWO OR MORE SCH. <input type="checkbox"/> OJT & SCH. MAJ. OJT <input type="checkbox"/> SCH. & OJT-MAJ. SCH. <input type="checkbox"/> OJT & CORRES <input type="checkbox"/> SCH. & CORRES. <input type="checkbox"/> CORRES ONLY INSTITUTION-ON-FARM <input type="checkbox"/> SELF-PROP. <input type="checkbox"/> EMPLOYER TRAINER		6. LENGTH OF COURSE SCHOOL <input type="checkbox"/> LESS THAN 30 WEEKS <input checked="" type="checkbox"/> 30 WEEKS OR MORE OJT (No. of months)			11. DEPENDENTS (S-Self; W-Wife; C-Child; P-Parent) S			
9. CHECK IF OJT <input type="checkbox"/> APPRENTICE <input type="checkbox"/> OTHER OJT	10. OBJ. WAGERATE \$	IT IS CERTIFIED THAT the finding of fact and law herein is correct and that the person named herein is entitled to benefits under the provisions of Title II, Public Law 346, 78th Congress, as amended.						
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
ACTION CODE START END	DATE STARTING ENDING	MONTHLY SUBSISTENCE AUTHORIZED	TRAINING TIME HOURS FULL OR PART TIME	MONTHLY EARNINGS TRAINEE WAGE RATE	EX- CESS COST AUTH.	REMAINING ENTITLEMENT <small>(Yrs.-Mos.-Days)</small> EDED	APPROVAL DATE	SIGNATURE OF REGISTRATION OFFICER
1	1A 1-28-50 40 9-25-50	Private 37.50	130 1/2	130 ⁰⁰	yes	1-9-10 1-51		
2	Ending date in training status. Value removed. #1395					1-26-51 2-14-50		Dorrence Richter
3								
4								
5								
6								
7								
8								
9								
10								

Letter of Condolence to C. Earl Hulburd from St. Louis Mayor – March 28, 1950



OFFICE OF THE MAYOR
CITY OF SAINT LOUIS
MISSOURI

JOSEPH M. DARST
MAYOR

March 28, 1950

Dear Earl:-

I was profoundly shocked and grieved to learn of the tragic and untimely death of your son. I regret very deeply that I did not at once realize that the boy who was killed in the County airplane crash was your son. Yesterday afternoon when I inquired about when the services were to be held, I was told that they had been held that afternoon.

Words are of small value in such circumstances, but I do want you to know that my heart goes out to you and that you have my deepest sympathy.

I am sorry there is not something I could do to help my old friend in his hour of grief. I know you have the courage to stand up under your sorrows, and in doing so you deserve the admiration of all.

Cordially yours,

Joe Darst
Mayor

Mr. C. Earl Hulburd
c/o Mrs. Marie Hoffman
5077 Washington Avenue
Saint Louis, Missouri

Letter of Condolence to C. Earl Hulburd from Marine Corps Reserve – April 4, 1950

HEADQUARTERS,
THIRD INFANTRY BATTALION,
UNITED STATES MARINE CORPS RESERVE,
NAVAL-MARINE CORPS RESERVE TRNG. CTR.,
FOOT OF FERRY STREET, ST. LOUIS 7, MISSOURI

4 April, 1950

Mr. C. Earl HULBURD,
5077 Washington Boulevard,
St. Louis 8, Missouri

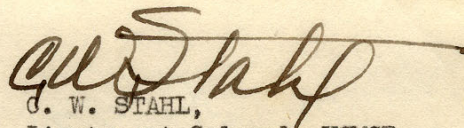
My dear Mr. HULBURD:

The untimely death of your son, Corporal Earl S. HULBURD, U. S. Marine Corps Reserve, is a source of great sorrow to me and to his many friends in this Battalion. Please accept our deepest sympathy in your bereavement.

Earl's integrity and devotion to duty won for him the respect of all who knew him. Although I realize that mere words can do little to console you in your grief, I earnestly hope that the knowledge your son is keenly missed by his many friends will in some measure alleviate your sadness.

Sincerely yours,

CWS:agg


G. W. STAHL,
Lieutenant Colonel, USMCR,
Commanding Officer