



**A1C Jack M Edleman  
1270<sup>th</sup> AACCS  
Chambley AB, France  
From April 1955 to December 1956**

Jack Edleman was born on December 14<sup>th</sup>, 1932 in Clinton, Iowa. Clinton, Iowa is a small city of a little over 27,000 people. It is the county seat of Clinton County. Along with DeWitt, Iowa, it was named in honor of the seventh Governor of New York State, DeWitt Clinton.

Jack entered the service in January of 1953. He took basic training at Parks Air Force Base in Pleasanton, California. After closing in 1946, Camp Parks sat unused until the Air Force established a basic training center in 1951. Known as Parks Air Force Base, the Air Force found it necessary to completely rebuild the base. The sea of Quonset huts and two-story wooden barracks had been dismantled following World War II.

Base personnel were initially housed in temporary facilities and ate from a field mess. Training began in March 1952. The first group of Airmen who arrived at Camp Parks in the summer of 1951 was transported to California on a troop train that felt like a cattle car. The base was in complete disarray

when they arrived and the remaining buildings were in poor shape.

Otherwise, a few concrete pads were all that remained. By the time Jack arrived in 1953 it was a full fledged basic training camp.



Jack was shipped to Kessler Air Force Base in Biloxi, Mississippi for Control Tower Technical School. He spent twelve weeks where he learned to control and regulates en route and terminal air traffic.

He left Kessler and was assigned to Chanute Air Force Base in Rantoul, Illinois in about July of 1953 and stayed there about seven to eight months.

The Air Force and CAA (Civil Aviation Authority which is now known as the FAA -- Federal Aviation Administration) had established a new military/civilian cross training program and Jack volunteered to attend. He was sent to Tulsa OK for the Civilian Control Tower Training. He left there in March of 1955 and was shipped to France in April 1955 on the US Navy ship the USS Butner. USS General H. W. Butner (AP-113) was a troop transport that served with the United States Navy in World War II and the Korean War.

When Jack arrived at Chambley Air Base France he was assigned to the 1270<sup>th</sup> AACCS. They had one runway 150 ft wide built by the French and taxi way Parallel to the runway which was concrete and had been built by the Army Corp of Engineers. After the F-86's arrived the French built runway started to fall apart, holes etc. so the had to use the taxi way accept it was only 75 ft wide while they repaired the runway and this would happen off and on mainly because the runway was asphalt and not very durable.



The T-33 aircraft, also known as the Lockheed “Shooting Star”, was used as a trainer aircraft for the United States Air Force and one of the first United States Air Force jet trainers. One of the more interesting things that happened to Jack while stationed at Chambley happened on a Sunday afternoon. A T-33 prepared to take off but landing gear collapsed and sparked down the runway. It scared the hell out of the occupants and Jack as well but fortunately no one was hurt.

Another interesting thing that happened while Jack was stationed in France was the Grace Kelly Wedding in 1956. Prince Rainier III of Monaco was marrying the American film actress Grace Kelly. There were two weddings. In Monaco, as in France, a civil marriage must take place before a religious ceremony. The civil



ceremony, conducted by the president of the Monaco Supreme Court, which was attended by the couple's close family and friends, was the initial ceremony. Jack and his friend went to the wedding and stood in the courtyard during the civilian ceremony. The religious ceremony was held in the throne room in the Palace of Monaco the next day. Jack received a letter in the mail with a photo of him standing in the front row of the civilian ceremony of Grace Kelly’s wedding.

A1C Jack Edleman returned to the US in December of 1956 assigned to McGuire Air Force Base, New Jersey and was suppose to be released. However they re-assigned him to Truax Air Force Base in Madison Wisconsin. He was given a 10 day delay in route from McGuire to Truax and took his 10 days at home. He then reported to Truax and was immediately released from active duty in January 1957.

Jack went to work in a gas station in Iowa and applied for a job with the Civil Aviation Authority (CAA). He got married a few months after discharge to Ann Wilcox on August 25, 1957.

He was selected for the job with the CAA and was assigned to work in O'Hare Airport in Chicago, Illinois. At that time O'Hare was not the busiest airport in Chicago. Midway was the busiest airport in the USA.

The airline industry was just starting to transfer from propeller driven aircraft jet propulsion. Jack saw the first commercial jet propulsion airline that landed at O'Hare.

It was a proto type of the Boeing 707. The Boeing 707



is a four-engine commercial passenger jet airliner developed by Boeing in the early 1950s. Its name is most commonly spoken as "Seven Oh Seven". Boeing delivered a total of 1,010 Boeing 707s, which dominated passenger air transport in the 1960s and remained common through the 1970s. American Airlines had a jet that flew San Francisco, California to New York, New York and United had a similar pattern.

Jack spent six years at O'Hare and during this time his wife Ann had two sons. The CAA had been re-designated to the FAA by then and Jack resigned from the FAA and went into oil business in Iowa. He pursued this occupation for five years. He was then asked to return to the FAA. Jack agreed and went to Rockford, Illinois as a controller where he spent the next 16 years.

In those days Federal Employees who worked for the FAA bid for their jobs. Jack bided on a Civilian Control Tower Operators position that had just opened in Dubuque, Iowa which was almost his home and he got the job. He stayed there for two years and retired at the age 53 in 1986.

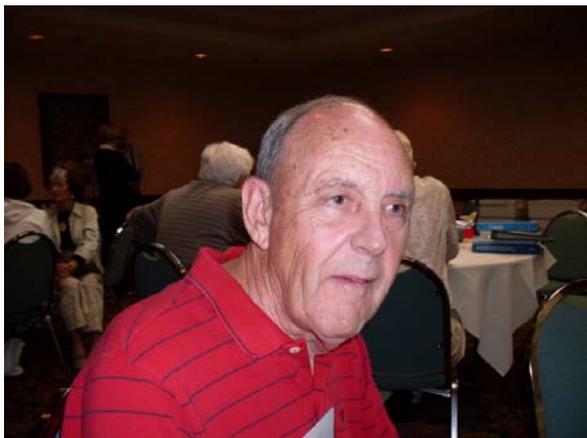
After retirement from the FAA he and his wife went into the school supply business. They had vending machines in several schools which they maintained. They did this for an additional sixteen years. Then Jack received bad news. He was diagnosed with cancer. He realized he

was not going to live forever so he retired in 2003 and is still a cancer survivor.

Jacks military and civilian government time added 27 ½ years. He has two boys Bill and Bob. At the time of the Chambley reunion in 2008 Bill was 50 and Bob was 46. He has 5 grandchildren. One of his sons is Psychologist and married to an Emergency Room Medical Doctor. His other son is a Psychiatrist and is married to a Registered Nurse.

He and his family settled in Dubuque, Iowa in 2008. John (Jack) Edleman passed away on Monday, April 25<sup>th</sup> 2016 in Dubuque, IA from complications relating to cancer that had returned from 15 yrs ago. He first found this out in Sept. at the Mayo clinic in Rochester, MN. Since then had 5 radiation treatments and 8 Chemo treatments which only made him weak and with severe breathing problems, so he stopped them. He had been in a local rehab center for 5 wks for strengthening and was at home. He was rushed to the local ER on Sunday the April 24<sup>th</sup> 2016 and died early in the am of the 25th. He was very pleased to be a member of the Chambley Alumni and enjoyed the 2 reunions he attended.

He is survived by his wife his wife Ann C. Edleman of Dubuque, IA; sons William C. Edleman, MSW, of Rockford, IL, and Robert J. (Diana) Edleman, MD, Psychiatrist, of Dix Hills, Long Island, NY; a brother David C. (Sharon) Edleman of Kewanee, IL; and 5 grandchildren, George Ceraulo, Cecile Edleman, Alexandria Edleman, Celestina Edleman and Zane Edleman. He was preceded in death by his parents.



**Jack M Edleman at the  
2008 Chambley AB, France  
Reunion in Dayton, Ohio**