

## World War II Army Air Force Wings

Below are a few sample aviation related badges authorized during and immediately after WW II.



Authorized until 1943 for balloon observers. 3.1 inches wide with a snowflake back. Authorized 1940-43.



British made bombardier, 3.05 inches wide. Authorized in 1942.



Air crewman British made, marked GAUNT, 3-3/16 inch wide. Authorized in 1942.



Gold Flight Surgeon marked AMICO, 2 inches wide. Authorized 1942-44.



Gold flight nurse marked ACID TEST, 2 inches wide. Authorized 1943-44.



Gold Flight Surgeon Meyer marked, 3-3/16 inches wide. Authorized 1942-44.





Flight nurse, 1944, 2 inches wide, marked ACID TEST.



Glider pilot, 3-1/4 inch wide, marked COIN SILVER and engraved "Outstanding Student SPAAF Student Detachment." Authorized for officers and for E.M., starting in 1942.



Aerial Gunner, 2.95 inches wide, made in Germany, made circa 1946-47.



Liaison pilot, 3 inches wide, marked with N S Meyer shield.



Observer, British made, 3.1 inches wide. Authorized until 1943.



Service pilot, made in Germany, circa 1946-47, 3.05 inches wide.





Senior service pilot, 3 inches wide, marked with N S Meyer shield. Service pilots, 1942-1947, were officers who were too old for combat flying. Typical duties included: Instructor, Ferry Pilot, Testing Pilot, Tow Target Pilot, Cargo Pilot. The AAF only authorized wings for service pilots, not for senior pilots, but senior service pilot badges were commonly worn, probably since senior pilots at that time were those who had 5 years of flying and 1,500 hours, and some service pilots qualified under those criteria.



Navigator, 3-3/16 inches wide, marked STERLING.



Cast and unmarked, 2-13/16 inches wide. Called "Airplane Pilot" from 1921 to 1941; renamed "Pilot" 1941.



Flight Engineer, authorized in 1944. Unmarked; one tine is broken off.



Command pilot, first authorized in 1941. 3 inches wide, made in Germany circa 1946-47.