



The
THUNDERBIRD

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The THUNDERBIRD



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COVER: Undersecretary of War Patterson watches as Southwest Airways instructor explains new anti-ground loop trainer. — Photo by Clarence Cozby.

BACK COVER: Second in a series of company advertisements now appearing in all leading aviation trade magazines.

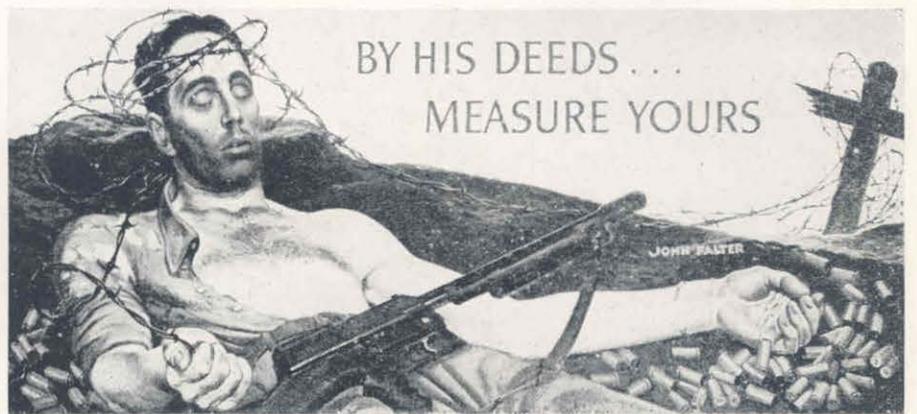


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It is not pleasant to have your peaceful life upset by war-time needs and restrictions and activities It is not pleasant to die, either Between you who live at home and the men who die at the front there is a direct connection By your actions, definitely, a certain number of these men will die or they will come through alive. If you do everything you can to hasten victory and do every bit of it as fast as you can then, sure as fate you will save the lives of some men who will otherwise die because you let the war last too long Think it over. Till the war is won you cannot, in fairness to them, complain or waste or shirk. Instead, you will apply every last ounce of your effort to getting this thing done In the name of God and your fellow man, that is your job.

**THIS IS YOUR WAR. HELP WIN IT.
 CHOOSE WHAT YOU WILL DO — NOW!**

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"AN OPEN LETTER"

TO THE EMPLOYEES OF SOUTHWEST AIRWAYS:

I welcome an opportunity to direct a few words to you, the many employees of Southwest Airways, for you have worked, and are working today, in keeping with the finest traditions of a fighting America.

Of the many civilian concerns that made its services available to the Air Forces by contract, none has shouldered its responsibilities with more deadliness of purpose than Southwest Airways. Obviously such efficiency would never have been possible without the red-blooded cooperation of every member of the personnel. You, the mechanics, instructors, engineers, technicians, pilots and administrative staff, have joined hands to give magnificent support to your fellow-countrymen on the front lines.

Activities of Southwest Airways constitute a veritable "League of Nations." You have provided flight training for the youths of America, China, Great Britain and certain of our South American friends. Through association with you, the pilots-to-be of these Allies not only have received training of a high caliber, but have gained a lasting and favorable impression of the United States.

Only recently, Major General P. T. Mow of the Chinese Air Forces conferred with Major General Baton K. Yount, Commanding General of the Flying Training Command, and praised the caliber of training the youth of his homeland is receiving in this country.

In similar fashion, the Royal Air Force training at Falcon has brought commendation from officers of Great Britain's heroic sky fleet. South American flyers who received instruction at Sky Harbor are helping to mold formidable air units in the countries of Latin America.

And, of course, the elementary flying training given aviation cadets of the United States at Thunderbird II is sending large numbers of capable youths on to Basic and Advanced

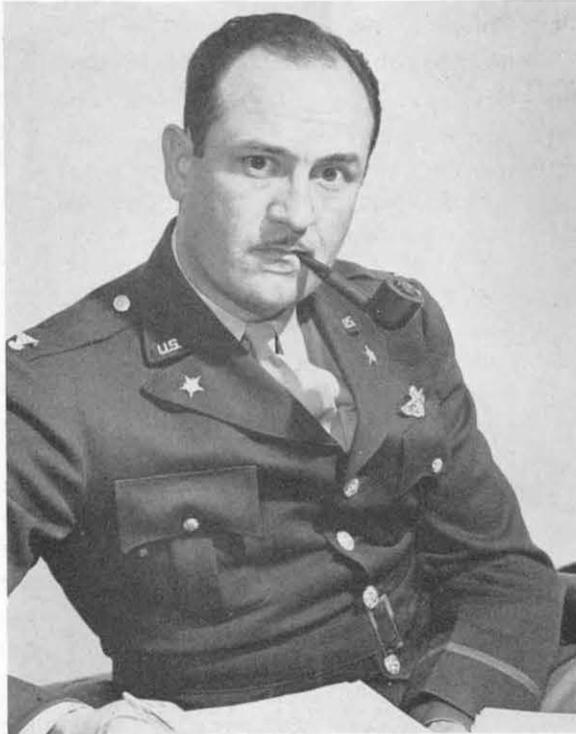
Schools, and thence to key spots in theatres of operation.

The War Training Service Program conducted by your Anti-Axis team is held in high esteem by us of the Army Air Forces. Many of your WTSP graduates are performing valuable tasks as instructors and in other capacities with agencies employing civilian-type planes.

Your Cargo Line, which flies valuable parts and equipment to fields through West Coast area, also has earned the admiration of many qualified observers. It is an important adjunct to the Air Forces transport system.

The Flying Training Command is ever aware of the grave responsibilities of those on the ground, the men and women without wings whose skill enables those with wings to use them in training and in action. Such is the function of your Engine and Aircraft Overhaul Depot where experienced workers are making a significant contribution to the winning of the war.

Personnel of the Flying Training Command, from General Yount to the last-ranking member of our staff, watches with interest and faith the endeavors of such as you. Likewise, the cadet and the man who flies the bomber over the Pacific is aware of the job well done. All of you are "letter-men" on America's victory bound "varsity squad."



K.P.M. Houghton

Colonel, G.S.C.
Ass't Chief of Staff, A-3
AAF Flying Training Command

'Missimo' Honors Thunderbird

By *Clarence Cozby*

Associate Editor, *The Thunderbird*

China's beloved First Lady, Madame Chiang Kai-shek, unable to visit Thunderbird personally due to extremely poor health, twice during her recent stay in Los Angeles paid high tribute to the field that gives all Chinese Air Force cadets sent to this country their primary training.

Shortly after her arrival in the Coast city, Madame Chiang asked that eight members of the present cadet detachment be permitted to serve as her personal color guard during the lavish Hollywood Bowl ceremony, which highlighted her Western tour.

Later, she received two members of the group in her suite, presented them with a Chinese flag which is to be flown whenever her countrymen are in training at Thunderbird, and also sent stirring messages to the

cadets and civilian and military personnel at the field.

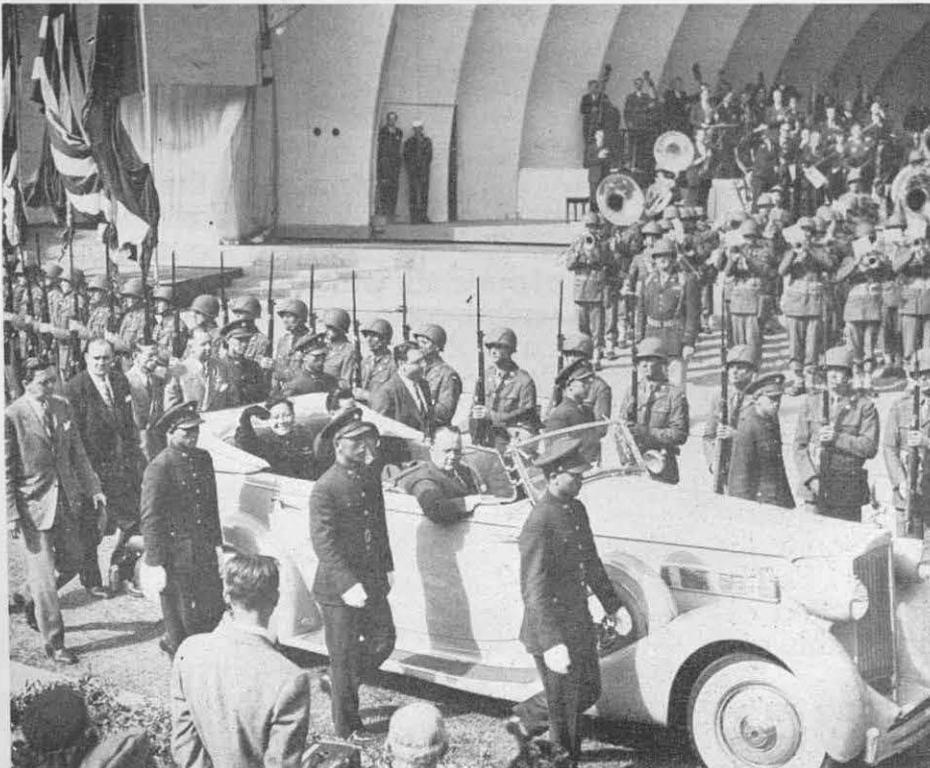
This impressive ceremony successfully culminated a long and extensive effort on the part of Southwest officials to bring — through Madame Chiang's personal interest — the training of Chinese cadets in the U. S. to the attention of the American public. When the 'Missimo' first arrived here, a personal invitation to include Thunderbird on her itinerary was extended both by the company and Major L. R. Holbrook, Jr., on behalf of the military staff. Paul G. Sturges, company public relations chief, was dispatched to New York to renew the invitation when her tour actually got underway, and was on hand to complete final arrangements when her group arrived on the Coast.

Three Army bomber trainers were



A TENSE moment before arrival of Madame Chiang Kai-shek.

provided by Major General Ralph P. Cousins, of the West Coast Training Center, to transport the eight carefully chosen cadets who were to form the color guard. Throughout their stay in Los Angeles, they were a constant source of attention. Many pictures and stories were carried in newspapers concerning them and the purpose of their trip, and they were



FLANKED BY eight cadets from T'Bird, Madame Chiang arrives at Hollywood Bowl.



THIRTY THOUSAND PERSONS were on hand to greet Her Excellency.



CHINA'S FIRST LADY presents flag to be flown at field.

besieged everywhere for autographs.

Thirty thousand persons were on hand in Hollywood Bowl when the smartly-attired octet marched down the ramp on either side of her car, came to attention, saluted, and took up honor positions flanking her official box. They stood at attention

throughout the entire two-hour program.

The tiny figure of Madame Chiang was almost lost in the vastness of the huge bowl. She was garbed in a black caracul dress and wore the familiar silver wings of the Chinese national air force, which she has long headed. Beside her as she spoke

was a huge banner bearing the Chinese idiographs that indicate Victory. Behind her on her right was an ever-vigilant secret serviceman. A soft breeze rippled the Chinese and American flags that stood at each side of the shell, which had been painted a delicate sky blue with tremendous Chinese red squares leading out from the wings.

That evening the eight — Cadet Captain Chiang Tung, Fu Pao Min, Liu Shu Chung, Yang Tze Kuo, Chiang Chi Lung, Wang Yung Siu, Ma Yu and Tung Shih-Liang—chose the latter two cadets to represent the entire Thunderbird detachment at the flag ceremony.

Highlights of Madame Chiang's quiet, impressive talk to Ma Yu and Tung Shih-Liang, included:

"We must attach the greatest importance to air training . . . carelessness has cost us much in manpower and in planes. When you return, tell the other cadets they must absolutely obey air discipline. They must never be careless . . . we cannot afford that, in this war.

"If any of our boys do not understand their instructors, they should ask questions . . . it is no disgrace to say 'I don't understand' . . . I am sure that your instructors would prefer that you asked.

"The Chinese Air Force has a short but magnificent tradition. The Generalissimo and I expect you to live up to that tradition . . . conduct yourselves both in training and off duty in such a way that China can afford to be proud of you . . . Go back to your training as soon as possible. Every day counts!"

Madame Chiang then told Lt. H. G. Baugh, Jr., Thunderbird check pilot detailed by Major Holbrook to command the cadets on their trip:

"I wish to express the appreciation of the Generalissimo and the Chinese Air Force for what all of you at Thunderbird are doing to help train the cadets. I have confidence they will return to their homeland and carry out their training in such a manner as to make you proud that you have had a share in training them."



ACTRESS GREER GARSON points out studio highlights to cadets.



THE FRAMEWORK of a still-growing operation.

THEN CAME T'BIRD

By

John Meace

Chief Ground Instructor

It's hard to remember back to a day in January, 1941, when George Frock, as foreman of the construction company, rolled up his sleeves and drove the first stake to begin construction on Thunderbird, second and largest of Southwest Airways' six operations. Looking out at the beautiful layout of barracks and buildings now, (Thunderbird covers over 1,000 acres) it is difficult to believe there wasn't any green grass and shrubbery then; just cactus, sand and sagebrush — all of which turned to dust as building progressed.

Barracks A and B were built first, then followed the canteen, flight office and administration building.

The canteen caused the most interest, and every afternoon we'd wade over, through dust up to our shoe tops, to watch the progress being made on the counter, speculating how long it would be before we could buy a coke; the barber shop was the

same size it is now — with one chair — which made it look as if somebody had made a mistake in its design; the administration building had two desks and everybody wondered what they'd do with the extra space!

At first we could drive our cars right out to the flight line — though progress was slow because of the ditches being dug for the plumbing every 50 yards or so — but parking it for any length of time was hazardous business. Everybody remembers the day Major Britton, first flight surgeon, parked his Ford behind the hospital and had to leave it there because somebody dug a ditch behind him and he couldn't get it out.

The students in that first class were some of the best. There were only 59 of them, and when they weren't studying they were out helping to build the Field, carrying equipment bucket-brigade-method, and contributing everything they had.

The first ground school classes were held in competition with the construction crew next door, which was building four more rooms complete with heating and cooling systems. Students sat on boxes, barrels or just boards, while we instructors tried to teach above the noise.

The speed with which the buildings were constructed was something marvelous to behold. Every day the place looked different, whole buildings appearing where only the framework had been before. Absenteeism was unknown; nobody wanted to take a chance on missing out on anything.

Vision on the flight line depended upon your being there a considerable time before or after a plane had landed or taken off; otherwise you couldn't see even between Barracks A and B. Mechanics took a beating in those days, and were forever cautioning onlookers not to sneeze lest they start a dust storm. The large oiled ramp was conspicuous by its absence, and traffic was at a minimum. Fifteen planes there were in comparison with well over 100 now.

Then came the rain! Only cadet gripe at that time was due to the slats falling out of the beds. It seems so much moisture caused the slats to warp, holding up the mattress, but allowing the whole thing to fall down whenever a cadet got in.

That was the time I started wearing two pairs of shoes—one pair for indoors and one pair for outdoors. I'd leave the muddy pair just outside the office door so they'd be handy to put on whenever I had to go anywhere on the Field.

There were many and varied rumors about what Thunderbird would amount to in a year or two. Looking back, we've surpassed even the best rumor of 1941. Starting with fewer than 50 employees, Thunderbird now has a payroll of approximately 900; is the nation's largest primary school; is the only school giving primary training to cadets of the Chinese Air Force; and on March 19 had the second highest safety record in the U. S. —150,000 air-hours without an accident. Looking forward, who can predict the future of this operation?

PATTERSON TOURS FIELD

"You (the personnel of Southwest Airways) are doing an indispensable job for the Army Air Forces."

That high tribute was paid by Robert P. Patterson, Undersecretary of War, following his recent visit to Thunderbird, during which he inspected the entire post in the company of Southwest officials and Army personnel.

"I am tremendously impressed by your wonderful record in the past two years," Patterson asserted, "and I know you will continue to do the job well in the months ahead."

Other members of the official party pointed out that Thunderbird was the first and only primary school to be visited on the whirl-wind tour of South Carolina, Florida, Texas, Arizona and California. It was chosen because "it undoubtedly is one of the finest schools in the country."

Many important government and military officials accompanied Patterson to Thunderbird. These included Burnett R. Maybank, Sr., U. S. senator from South Carolina and member of the sub-committee on War Department appropriations; R. Ewing Thomason, U. S. congressman from Texas and member of the House military affairs committee; Major General Barton K. Yount, commanding general, A. A. F. Flying Training Command.

Other high-ranking officers were: Brig. Gen. W. B. Pyron, War Department petroleum advisor; Brig. Gen. L. A. Walton, chief-of-staff, A. A. F. West Coast Training Center; Brig. Gen. Alvin C. Kincaid, commanding general, 37th Flying Training Wing; Col. Thomas Power, headquarters, Flying Training Command; Col. Basil D. Edwards, special assistant to the Undersecretary; Col. Myron G. Blacklock, finance department; Col. George A. Brownell, A.A.F.; Col. A. Robert Ginsburgh, aide to the Undersecretary and head of the industrial services division, public relations section; and Col. Glen Davasher, A.A.F. training officer.



GROUND SCHOOL INSTRUCTORS from the four fields dinner-partied recently; saw chief instructors pose for this picture: left to right seated, Tom Wardell of Thunderbird II and Page Deuel of Sky Harbor; standing, John Neace of Thunderbird and John Bonnell of Falcon.

Insurance Plan

Our company's insurance plan entitles each employee to life, accident, health, and hospitalization insurance, under one complete policy and pays 50% of each employee's premium.

No medical examination is required if application for insurance is made within 30 days after employment. Insurance becomes effective immediately upon completion of the proper blanks — the insurance company, as of March 1, 1943, having waived the two month's waiting period. Employee's contribution toward the cost of the insurance is deducted semi-monthly from his or her pay check (\$.70 to \$1.95 depending upon the amount of salary).

J. H. Little, Executive Director of Glendale Housing Project, is receiving rental applications from war workers in need of housing facilities.

His office is at 6 South Third Street, Glendale. Tel. 812.

Houses are unfurnished except for hot water heater, refrigerator and cooking unit. Rental is based on income of employee.

Program Clicks

Proof that the new training schedule for Ground School classes had been successfully launched came on March 10, when T'Bird cadets graduated with a 1.2 per cent higher average than any preceding class.

Biggest improvement in the new program was the rescheduling of classes in sequence. Weather and Navigation courses now coincide with cross-country flights, and Air Dynamics and Engines are studied before Aircraft Identification. The amount of time spent on Engines has been doubled.

Changes have likewise been made within courses. John Neace, chief instructor, gave credit to Lindsley Wheeler, Clyde Smith and James Rhodes for improving the Engine course, to Duane Maley for his work on Weather, and to Kenneth Brown for a better Navigation setup.

"Although our total man hours of instruction over the past two years runs to some 343,300 hours," Neace said, "there's still room for improvement, and in the very near future instructors will be going to Randolph Field for refresher courses."

CADETS SEE ACTION

FROM THE A.A.F. PUBLIC RELATIONS OFFICE

Thunderbird's roll of honor — the record of graduated cadets who today are reflecting everlasting credit upon the men who first taught them to fly by their combat exploits — continues to grow by leaps and bounds.

Official military and press reports show increasing activity by Thunderbird graduates flying on five continents. From Alaska to Guadalcanal, and Africa to England, the field's alumni are winning decorations, citations and special press notices.

At least three T'Bird grads already have earned the coveted Silver Star award—Earl Kingsley and Robert DeBord, of 41-H, and George Uhrich, 41-I. The latter also received the Purple Heart, as a result of having been wounded while attacking Jap installations on Kiska Island.

Kingsley, also a Purple Heart recipient and unofficially reported to have received a third decoration, was flying P-40 Warhawks in a group that destroyed 129 Jap planes during the New Guinea campaign. He



is officially credited with three victories.

Air Medal was reported earned by James Raebel, 42-F, now a P-39 flight leader in North Africa, who also received the Oak Leaf cluster for helping destroy 15 Nazi supply trucks in a strafing attack. Another in Tunisia and holder of the Air Medal, but with two Oak Leaf clusters, is Curtis Buttorf, 41-I. He's been on 35 raids over the enemy lines and is credited with half a destroyed Junkers 88, shot down, incidentally, after

he had taken off while his field was under attack.

Robert Brown, 42-G, earned the Air Medal with cluster in February as pilot of a Liberator, one of the first American-manned bombers to attack Germany proper. On a single recent raid, his crew scored five probable victories over Focke-Wulfs, Messerschmitts and Junkers.

Less lucky in the same theatre of action was Quentin Burgett, 42-F, whose bomber failed to return from a raid over Northern France just before Christmas, and who now is a German prisoner of war. Carl Cook, also 42-F, suffered the same bad luck when his Fortress was shot down over France a month before.

Only other Thunderbird graduate known to have seen action in the Alaskan sector is Verner Peterson, 41-I, who lost an eye when struck by anti-aircraft shrapnel during the Jap raid on Dutch Harbor last June. Peterson now on duty in the U. S., received the Purple Heart.

Three members of 42-B, Wilson McGough, Lyle Adams and Harold



LT. QUENTIN BURGETT



CAPT. DUDLEY EATON



LT. KENNETH OGLE, JR.

O'Neill, are piloting Flying Fortresses from English bases on raids over the continent these days. In an attack on Wilhelmshaven, Germany, Adams narrowly escaped death when ack-ack clipped his oxygen tank and he barely reached an emergency bottle. During the same raid, O'Neill's plane also was hit, but got home on three motors.

Two other ex-Thunderbirds have been active in New Guinea — Jim Murphy, 42-A, and Jack Arant, 42-E. The former is reported to have been cited twice for heroism while piloting his Fortress on raids against Jap ship concentrations around Rabaul. The day before New Year's, his 37-year old bombardier scored two direct hits on big transports. Arant also has been active and accurate, in a Liberator. His crew is credited with a direct hit on an 8,000-ton troop transport on one raid, and with five confirmed and two probable Zeroes shot down on still another.

Nearby, Joel Kleiman, 42-F, had built up 400 hours of combat flying by February, all on Guadalcanal and in FORTS. He was reported to have four Zeroes to his credit on Thanksgiving Day, 1942, as well as the Air Medal. Kleiman, according to his own letters, participated in every raid his bomber made except



LT. ROBERT I. BROWN

one—and it never returned from that one.

Raymond Rote, another 41-I'er, is flying heavy bombers from a base in India. Most of his action, reports state, has been on raids over Japs stationed in Rangoon, Mandalay and other Burmese points. "My bombardier can hit a cruiser at 25,000 feet—I've seen him do it!"

Home from Tunisia for a brief rest is Dudley Eaton, also 41-I and now

a captain. He made three raids in a light bomber against Europe—including the one on July 4 against Holland, the first American air blow against the Nazis—then was transferred to North Africa, where he made 22 more. His plane came through the 25 attacks completely unscratched.

Also reported seeing action over North Africa is Kenneth Ogle, Jr., 42-C, who at last word had been given the Air Medal for completing five successful sorties over enemy territory.

George Ogburn, who had a lifetime of thrills after his Martin Marauder was shot down 100 miles behind German lines on its first mission in Tunisia, formerly was A/C Ogburn, 42-G. His crew was captured by a carload of Germans and Italians, but planned their escape—right out loud in English! — while enroute to a prison camp. They over-powered their guards, killing several of them, destroyed the car, then walked 100 miles in six days back to the American lines. Said Ogburn upon his return: "Our G. I. shoes never wore out."

Perhaps that type of spirit is the reason why we'll win the war. Thunderbirds, at least, have what it takes—both in ability and guts.



LT. GEORGE OGBURN



LT. JIM MURPHY



LT. VERNER PETERSON



This hour was worth \$2.50 in War Stamps to Ella Johnson, Overhaul, Station 7, busily stitching fabric when this shot was taken.



Ross Butler, instructor at the Harbor, gives a bit of technical advice to one of the many WTS students enrolled in cross-country.



Veteran (he's been with the company since operations began) N. H. Oliver, captain of the Guards at T-2, gives a word of advice to a new employee.

Proof that the Bird's camera man really gets around is this picture of Mrs. Rae Hopkins, office worker at the San Berdu Cargo Line.



This snap was worth \$2.50 to Jean Woody, T-2 Maintenance Department, who was among the busiest when the camera man chose to steal a picture.



John Groton, on ground school Falcon, checks an RAF cadet's country



"CAMPUS CANDIDS"

These ten employees, busy at their respective jobs when the Bird's camera man came 'round, are richer by \$2.50 in War Stamps. Next month, and every month, the camera man will sneak up on ten more employees who are busy doing their work well, and in a flash they will have earned this special bonus. Incidentally, the \$2.50 in War Stamps is mailed each month to the lucky ten.

Jack Hunt, at Falcon, scarcely noticed the flash, but he'll notice the \$2.50 in War Stamps, sent to him c/o Joe Wischler's Department.

Out in the Engine Department of Overhaul, Mechanic Perry Reynolds does his bit for Victory, and picks up 2 1/2 bucks in the bargain.

E. S. Danforth gases 'em up at Sky Harbor, and is richer by \$2.50 in War Stamps—just for doing his job well.

A flight dispatcher's life is never lonely. Witness Mrs. Mary Metzger at T'Bird as she gives orders to a group of cadets.



Groton, one of eight school instructors at T'Bird, checks the map with a cadet before his cross country hop.



STRICTLY FEMININE



Fems Clicking In Maintenance

Wherever there is work to be done, the women of Southwest are doing it—in the office, on the flight line, in the hangars.

Maintenance Dept. keeps a 24-hour vigilance on planes, thoroughly convinced that "regular inspection guarantees detection" — their version of "a stitch in time saves nine."

Round-the-clock prevention begins every day after flying is completed, when all fuel and oil tanks are serviced and ships (usually about 20 a night) are washed and made ready for inspection.

Early morning pre-flight examination includes checking the quantities of fuel and oil, inspecting landing gears, tail gear, wings, flaps, ailerons, fuselage, stabilizers, elevators and rudder for obvious defects, checking all instruments — including winding the clock and setting the altimeter—and warming up the engine.

Besides daily check-ups, all planes get 25-, 50- and 100-hour inspections which thoroughly cover the engine and propeller, fuel and oil systems, landing gear and hydraulic system, wheels and brakes, instruments, fixed surfaces and fuselage, until the engine has piled up 720 hours and the ship 1500, when both must be overhauled.

A crew chief and two helpers can make a 25-hour inspection in about two hours. Goal, of course, is to become a crew chief, but this requires a Civil Air Mechanic's rating. Such ratings are obtained—usually after about six months' experience — by successfully passing the written test put out by the West Coast Command, and the oral test given by the SWA foreman and the Army inspector. First two women to obtain their CAM rating were T-2's Lucy Lutes and Mattie Whinery.



MATTIE WHINERY (left) and LUCY LUTES

100% for Victory

It isn't every woman who would contribute her entire pay check to the Bond drive, even if she could. Yet that is exactly what Florence Derr, O'haul Department, does with every salary check she gets. "I have a husband over there," Mrs. Derr says, "and if giving my pay check will bring him back sooner, I'm all for it."

A resident of Phoenix for 18 years, Mrs. Derr met Lt. Derr in 1941 at Goodfellow Field, San Antonio Texas, when he, a cadet, and she, an Army nurse, were stationed there. They were married after he returned from his first jaunt to Pacific action. Now stationed at New Guinea, a recent AP dispatch named Lt. Derr among those Allied fliers who bombed three enemy airdromes at Rabaul, taking advantage of a bright moon to spot their targets.

Although a graduate nurse from St. Mary's Hospital, Mrs. Derr works in the inspection department of Primary Assembly and Fabrics. Her father, Guy Christianson, is foreman of Sub-Assembly.

Joins Staff

When Carol Tindell joined the staff at Sky Harbor the first of March, she became the company's first woman Link instructor.

Born in Stockton, California, 22 years ago, brown-eyed Miss Tindell attended the University of California, at Berkeley, later became the assistant manager of a Los Angeles beauty salon, developed an interest in aviation, and graduated from Pacific Air Navigation school at La Jolla. This is her first job as an instructress.

Although she's never handled the controls, Carol has a great desire to fly. Chief ambition: wants to become a pilot.

No matter how hard I try,
A Link's impossible to fly.

I can sweat and curse and wheedle,
But I cannot center the needle.

Nothing I do effects the ball —
All I get with the air speed's a stall.

I can't turn it, climb it or dive it,
But —ell, it give me time in private!



CAROL TINDELL

★★ GOSSIP and HEARSAY ★★

Wanted—a high altitude pen for “telling tall stories.” . . . Or should we take the advice of **Ernie “Confucius” Pelton**, T-2 chief pilot, who says it doesn’t make any difference how much you throw, it’s the amount you make stick on the side of the barn that counts! . . . Things happen fast in Texas, so we’re told. Recently when **Reed Rose**, Falcon flight instructor, flew cross-country to Midland, Texas, he had a bit of an accident. It started with a groundloop and ended up in a marriage four days later. . . . Which reminds us—the boys at Falcon want to know if our office girls are chosen for their typing or their type?

Is it true that one of **Verne Piggott’s** students over at T-2 is in a complete dither trying to figure out how to do a slow roll and hang onto the seat at the same time? . . . Bet **Millie Wiechens**, former T’Bird ground school girl, now with the Chinese Detachment, would find a way. Did anybody see her take that jump from the mock-up? . . . **Page Deuel**, chief ground instructor at Sky Harbor, was disappointed when he went to Los Angeles for the new Link trainer—the new War Time Restrictions wouldn’t let him fly it back. . . . **Jim Nester** is still trying to explain a letter he received from a former Chinese student addressed to him as “Director of Training,” Thunderbird Field. . . . T’Bird Flight Commander **Homer Clark** insists he still gets a good night’s sleep now that his daughter, born March 19, has come home.

Newest Thunderbird organization is “The Hangar Club,” organized by enlisted personnel of the 6th A.A.F. F.T.D. and, recently, opened to certain company employees active in hangar operations. . . . **Pat Padden**, T-2 shop, is at work again after a few days absence on account of illness. . . . Candidate for the world’s unluckiest man is **J. E. Unger**, T-Bird guard, who developed pneumonia before

Christmas (five days before his company employee insurance was to go into effect). He’s back on the job again now. . . . **Sally Botts**, T-2 waitress, is walking around muttering incoherent nothings in a futile attempt to locate the saboteur who changed the menu of “liver and onions” to read “T-bone steak.”

Sky Harbor’s “Cellar League” bowling team is winding up its last few games, and **Lloyd C. Ponte**, maintenance department, swears he’ll break his high score of the season — 100. . . . Look out, O’haul boys. We think we detected a new and shriller howl the other day. Could be a wolfess on the loose. . . . Cast and all, **Robert Adams**, T-2 guard, is back on the job. What’s the true story behind that broken leg, Bob? . . . Flight Instructors **Paul Robert** and **Frank Barber** have at least one thing in common. They recently became proud fathers. . . . **Homer Brown** (not of Henry Aldrich fame), Engine Overhaul, boasts he is the proud father of an eight-pound boy. . . . **Neal Leiter**, the O’haul kid with the “peek-a-boo bangs,” is now a member of the Leather-necks. . . . **Caswell English**, of O’haul woodwork department, joined the infantry, and **Dale Patton**, engine installation department, is in the East awaiting shipping orders from the Merchant Marine. . . . **Mrs. “Sandy” Sanborn**, T’Bird’s foreman of women employees in hangars four and five, had a visit recently from her son, Carrol, Seaman Second Class.

Frank Chestnut and **Bill Lanier**, T-Bird Maintenance, help the war effort by selling a bond every payday. Thirty-six employees take chances on the bond, choosing numbers from 1 to 36, at 50 cents a chance. The lucky number wins the bond. Recent winners were **Angel Hualde**, **Les Lewis**, **Tom Fanning**, **Grover Black** and **Guard Smith**. **Dug Doug-**

(Continued on Page 14)

GAS BOARDS CLAMP DOWN

A word from Personnel Director Paul Marston, who organized rationing at the fields: “We must cooperate fully in sharing rides. Supplemental mileage rations have been granted to us as war workers and we must not abuse the privilege.

OPA inspectors recording “B” and “C” card holders and the number of passengers in their cars last week, complimented SWA for its cooperation and method of setting up riding clubs, but pointed out that there must be no let down in the effort to conserve rubber.

In the event a vacancy has occurred in a driver’s car, it is warned, he is held responsible for notifying the Share-the-Ride club director on his field. Directors are Clyde Gilman, Falcon; Marie Allinio, T-2, and Isabel Lewis, T’Bird.

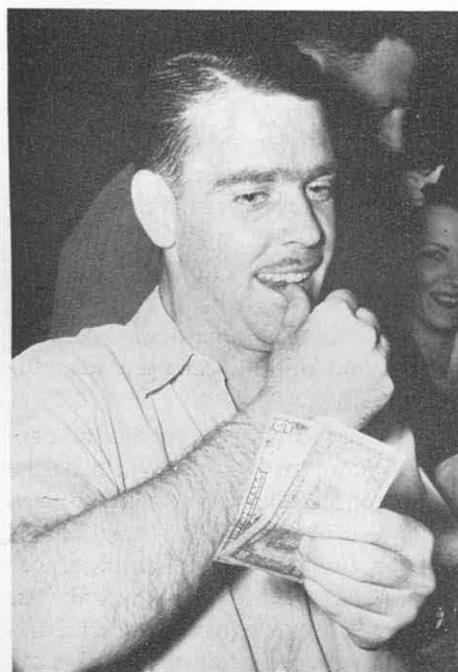
Harbor Expands

Sky Harbor now is the only Army Air Force Reserve cross-country and Link instrument operation in the Southwest, as a result of its new WTS contract under which elementary, secondary and instructor courses have been eliminated from the curriculum.

Due to the Army’s desire to centralize more cadets in fewer schools, it was necessary to make several changes, including the addition of two new Link trainers, enlargement of the training room, increase in ground school equipment, and expansion of recreational facilities for students.

PRETTY, TOO

Perhaps you’ve noticed those shiny red and blue diamond-shaped epaulets the boys from the T’Bird Flight Office have been wearing lately. The four blue diamonds stand for Director of Training; four red ones, Chief Pilot; three blue, Group Commander; three red, Training Squadron Commander; two blue, Flight Commander; two red, Section Commander; one red or blue, Flight Instructor.



ABOVE—(left to right) Norbert J. Lypps, J. W. Kelly, R. C. Templeton, H. H. Clark and R. L. Pringle, of "L" Flight, put on a burst of speed and came from behind to win the Thunderbird Bowling League. BELOW—James W. Kelly of "L" Flight. He had just won the Grand Sweepstakes Bowling prize of \$25.00 for rolling the highest three-game series in the tournament.

POOL REVAMPED

To complete the original design of the swimming pools at T'Bird, eight full grown olive trees have been transplanted. The new ten-foot concrete apron around the edge will aid in keeping the water sanitary.

NEW PERSONNEL

SKY HARBOR

Ground School — Carol J. Tindell.
Airplane Maintenance — Edgar N. Rea.

THUNDERBIRD

Airplane Maintenance — Ross E. Mayfield, Royal Carney, Oram E. Taylor, Leslie G. Arnett, Elmer E. Morris, Noel E. Talley, Mark Dan, Roscoe Benall, James O. Phillips, Harold W. Arnett, Victor R. Parker, Wilbur H. McKelvy.

Gasoline Department — Elmer E. Osenbaugh, Billy T. Miles.

Ground Maintenance — Leland P. Wilson, Leo F. Trimble.

Building Maintenance — Elmer E. Buie, Jess M. Ayres, Charles C. Bowler, John A. Bowler.

Guards — John L. Gipson, Walter O. Hays, Harry C. Hardee, Charles C. Quire, William R. Maranville, Lumie C. White.

Canteen — Birdis Williams, George W. Harris, Anna C. Maniss, Goldie M. Chapman, Jack Voyles, Florence G. Patton, Juanita Harris.

Administrative — Isabel Lewis, Jeri Gilliland.

Flight Dispatchers — Herma R. Reno, Coralee E. Colligan, Mary L. Metzger, LaRue Rogers, Bertha Polan, Edythe Landesburg, Gladys F. Franks.

Flight Instructors — Vern R. Cairns, Samuel E. Corn, David P. Doak, Warren W. Halter, Frederick J. Rowse, Lester Bannick, Harold S. Hancock, Russell W. Swanson, William A. Larson, Ray V. Wood, Mark S. Brown, Franklin R. DeVry, Dalmore R. Ostrom, Norman H. Wagner, Edmund H. Snyder, Richard T. Swingler.

Ground Instructors — Bateson Birkett, Robert S. Hannah, Richard H. Lincoln.

OVERHAUL

Aircraft Division — Audrey Kitts, Rebecca Parra, Mildred J. Behrick, Lorraine T. Tubbs, Bessie J. Rhodes, George R. Hansen, Lee J. Nelson, Elsie D. Coursen, Ouida W. Buie, Joseph J. Cohen, Loretta K. Loar, Bessie Matteson, Julia F. Matteson, Charles W. Kendall, Lucille E. Dosh, Emmaretta W. Thompson, Paul B. Lyons, Charles E. Ray, George Blackman, Cornelious O'Neil, Josiah D. Brady.

Engine Division — Bettie M. Schmidt, Thomas L. Byrne, Robert G. Chambers, Juanita J.

"Why Don't We?"

... have that ever important fire and emergency drill more often?

... change the present setup at T'Bird canteen over to cafeteria style?

... utilize the suggestion box idea in Overhaul?

... get started on a Mutual Benefit Association program at each field?

... give one and two-year pins for tenure of service?

Any suggestion for next month's "Why Don't We" column? Mail 'em to the Public Relations Department, T'Bird Field.

McPhee, Edward E. Sutphen, Gilmer E. Godbold, Joseph Setsodi, Paul J. Shaffer, Lester H. Olinger, Ruth E. Smith, Vollie M. Hogle.

FALCON

Gasoline Department — Wayne D. Brown, Alfred Farnsworth, Dale E. Johnson.

Dispatcher — Barbara Allen.
Ground Instructors — D. E. Harkins, T. S. Kelland.

Guard — Orin J. Garnett.

Janitors — Mercedes Romo, Leticia Valasquez, Erminia Valasquez.

Canteen — Pearly Pierce, Minnette Ferry, Irene Salmeron.

Ground Maintenance — J. D. Askine, Sr., Daniel Ramirez, E. C. Cross.

Airplane Maintenance — Ella Williams, Rita Bustamante, Deryl Woolford, Jasper Baptista Joseph Lucero, F. D. Turner, Adrienne Anderson, Luella Gross, Blanchamæ Bates, Josephine Harmon, Rafela Luna, Sarah Willbanks, Geraldine Gosney, Lydia Carlisle, W. J. Putcamp, Mildred Jefferson, Rose Randolph.

Flight Instructors — J. W. Barnard, Alto Furlong, W. W. Schendel, Vincent Gonsalves, W. H. Mitchell, John Lockridge.

THUNDERBIRD II

Administrative — Louise Aspey, Melba Nelson, Marcelle Y. Hatfield.

Flight Instructors — J. H. Cason, R. D. Hutton, C. A. Reed, C. M. Radcliff, J. B. Holloman, A. F. Hamilton, E. J. Olsen, H. C. Shipley, I. F. Elizalde, A. N. Pagliere.

Dispatcher — B. R. Sanders.

Ground Instructor — Rachford Harris.

Airplane Maintenance — David Sampson, Tom Rutherford, Jr., W. M. Oleska, Lola Sultan, Helmer Svien, D. F. Ford, G. G. Jeffries, C. E. Greening.

Gas Maintenance — R. J. Pinnick, F. B. Westbrook, Lee Palmer, Jr., J. A. Pattison.

Canteen — F. P. Doris, Leila Trucker, Dora Shrader, Kide Sprause, Dean Renick, Julie Suttle.

Janitors — I. C. Mitchell, Margaret Mitchell.

Ground Maintenance — P. E. Sumpter, F. C. Copeland, J. K. Copeland, Harvey Schurz, R. C. Reed, J. A. Cope.

★★ BIOGRAPHICALLY SPEAKING ★★

It could be that stocky, young Judd G. (for Gilbert) Minter was chosen for the post of company auditor off his earlier record of breaking even in eight years of betting the ponies. But more likely, it was due to the capabilities he showed in coming up through the ranks of the central book-keeping department.

Judd joined the company in July, 1941, as a voucher clerk. In six months he had performed at just about every desk in the department, and was made assistant auditor. Recent departure of Herb Franklin created the vacancy which he was so well qualified to fill.

Native of Mulberry, Kansas, and graduate of Phoenix schools, Minter is 31, 12 years married. Horses are still his principal hobby, and he spends days off in herding cattle on friends' or relatives' ranches.

Picture accompanying this sketch was taken of Judd for his student pilot's certificate. He has 36 instruction air hours to his credit, and on March 1 made his solo flight.



JUDD MINTER



AL STORRS

From instructor, to chief pilot, to director of training . . . up the ladder has come Al Storrs, one of Southwest's original seven pilots. Starting at Sky Harbor, Al transferred to Falcon with the beginning of the British program, and has been there ever since.

Too busy to take the test for his instrument rating, he holds all the rest: commercial, instructors, advanced, primary, secondary instructor, and advanced flight examiner; got his first license in Phoenix back in 1937.

Spent most of one year barnstorming at \$2.50 a ride, piling up the 2700 air hours he now has to his credit.

Born 35 years ago in Portland, Al spent most of his life in San Francisco. Got his first job as an automobile mechanic and learned about motors from that. Married, he has one daughter — his pride and joy. With photography his hobby — especially movie cameras — Al used to be pretty busy taking pictures out at Falcon but what with the Army ban on cameras and film so hard to get, he's given up for the duration.

Like to meet the fellow who drove the first construction stake at Thunderbird Field? Shake hands with George Frock, company chief engineer. He did it, 'way back in January of '41 as foreman of the construction company — and, since, has repeated the performance twice, at the start of Falcon and T-2.

Highlights of blue-eyed George's early biography show two major experiences: a first-string fullback in the early 1920's for Purdue University where he was a stationary engineering student, and later additional gridiron action for the professional Canton and Frankfort, Ohio, elevens; and 12 years in the U. S. Army, including 18 months overseas in World War I as a hard-boiled infantry first sergeant.

Personal statistics: 46 years old, married, three children. Oldest son played half for Glendale High last year, but real pride is four-month's-old daughter, Ida May.

Two hundred men and women perform out of his department, on jobs ranging from construction of new buildings to maintenance.



GEORGE FROCK

GOSSIP (Con'd)

las, hangar four office, takes the same number every time, and hasn't won yet. No wonder, his choice of numbers is "eight," and you know where that leaves him. . . . There is evidence of much competition between employees of the Cargo Division. The pilots have a golf tournament each Sunday, and every evening there is a chess game. . . . "Atlas Junior" **Wardell**, T-2's chief ground instructor, is really knocking off those extra pounds since he started battling those poor defenseless "birdies" around the badminton court. Statistics prove he would have better luck if he used a butterfly net. . . . Who was the T-2 instructor recently seen trying to date one of the usherettes at the Orpheum Theatre? Que tal resultado la atropellada? . . . Vacationing from Falcon are **Ben Scott**, flight instructor, who went to Oklahoma, and **Evelyn Murphy**, who is having herself a time in Salt Lake City.

Loaned to the Claiborne Flying Academy, new Army primary school at Wickenburg, about March 15, were T-Bird's **Howard Boone**, **C. M. Douthett**, and **Glenn Reinbolt**. They'll be back in a couple of weeks or so, when they get things running smoothly. . . . Wonder what attracts all our T-Bird girls to the Coast? **Josephine Buckelew** and **Beverly Woods** were weekend visitors in Los Angeles, as were **Billie Bryant** and **Sydney Nabors**. 'Tis said Syd came home with a diamond. . . . **Warren Smith**, T-Bird parachute department, is all smiles. He just passed his CAA tests for his parachute rigger's license, and is now a certified rigger. Incidentally, he packed the chute that saved the cadet's life the other day. . . . Falconites said goodbye to **Doug Larsen** and **Lee Forester** not so long ago as they departed for Consolidated. . . . Guest of honor at a T-Bird flight office party was **Anna Odom**. The Green Gables orchestra played "Happy Birthday" and was she surprised! . . . Speaking of the flight operation's department, we understand **Mary Ruth Castle** and **Regina Dalton** have taken up ornithology. . . . Caught working

after 5 o'clock in the T-Bird main office, **Connie Mae Hess** said: "I've got momentum; I can't stop."

Wonder who **Kenny** "Love 'em and Leave 'em" **Brown**, T-Bird ground instructor, was trying to impress the other night? It would seem that 38 whiskey sours ought to prove something! . . . A T-2 ground instructor with his arm in a sling is **Jim Cox**, who got that way autographing his picture in last month's issue of "The Thunderbird." . . . More T-Birds have heeded the call of that gentleman with the long white beard. **Nell Henderson** and **Louise Lyall** of O'haul, have joined the WAVES; **Marian** "Butch" **Wooters**, is waiting her call to the Marines; **Jane Huff** and **Della Gremling**, engine department, have their eyes on the Ferry Command; and **Margie Carlene Cordell**, can't decide between the WAACS and the WAVES.

Jack "Rustler" **Ward**, the steward at T-2, has traded his zootsuit for a cowboy hat and boots, and now spends his time herding stray cattle to the back door of the kitchen. Beef is beef, isn't it, Jack? . . . Which reminds us, **Harry Mauler** had a little session recently with the rationing board, and 'tis said he really burned under the collar when he reported all the canned goods for the T-Bird canteen, and was called a hoarder by a woman present. . . . **Angel Hualde**, T-Bird maintenance, has had little to say lately; could it be because his golf pupil, **Ed Genereaux**, defeated him the other Sunday? . . . T-Bird Lineman **E. E. Morris** is in St. Joseph's Hospital, having been gored by a cow. Says he, "She was the most temperamental female I ever saw." . . . Instructor **Harry North** at Falcon, who do you think is going to sponsor your new radio program? We mean the dual landing instructions you were giving the other night over your transmitter, when you had the radio switched on, too. . . . Back after brief illnesses are **Lu Ponte**, SH shop clerk, and **Elizabeth Kuhlman**, flight instructress.

The famous past-time of **Art Brittain**, T-2 office, is standing in front of the pin-ball machine waiting for free games. . . . Resigned from single bliss

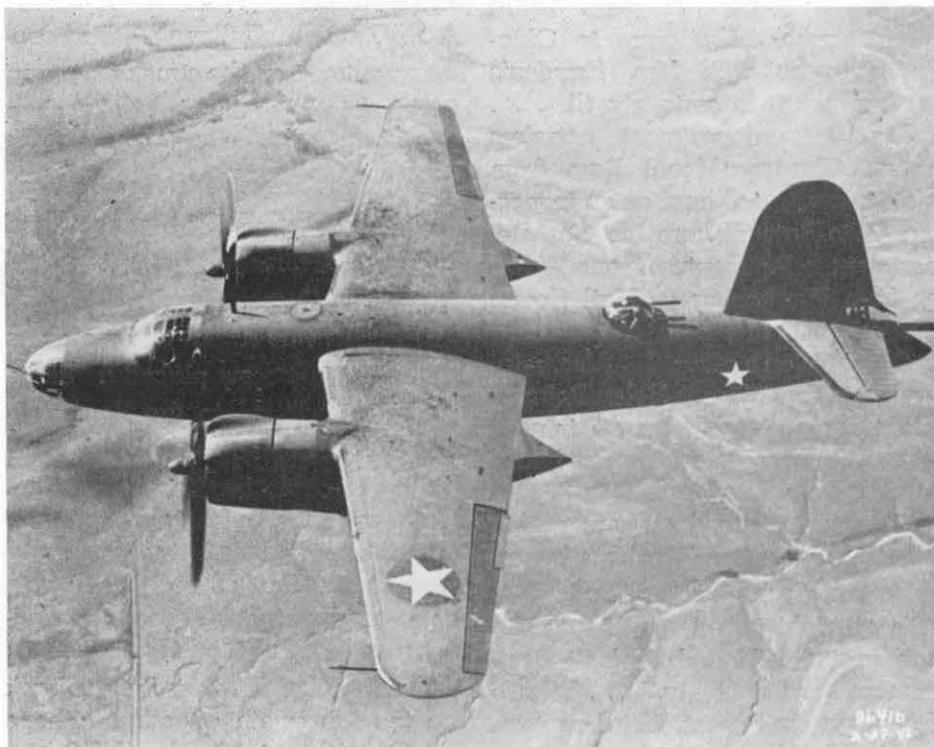
is **John Bishop**, O'haul purchasing department, on March 5. . . . Public Relations man **Paul Sturges**, just returned from the East Coast, swear's he's a confirmed Arizonan. With your delicate stomach, Paul, and orange juice at seventy cents a glass, who wouldn't be? . . . T-Bird line crew boys **George Eide** and **J. Jagger** have joined the Marines and Air Corps respectively. . . . The meat situation isn't good, we'll grant you, but when it gets to the point where you mistake your thumb for a piece of liverwurst, that's bad. Know what we mean, T-Bird Lineman **Noal Eugene Tally**? . . . **Ted Hanna**, Falcon flight instructor, on a visit to the West Coast recently, ran into **J. G. "Red" Coulter**, Falcon pioneer, now a captain in the Ferrying Command; and while dining at the Grove with Mr. and Mrs. **Floyd Hendrickson**, ex-Falcon superintendent of operations, saw **Reginald Denny**, star of "Thunderbirds." . . . Congratulations to the following T-2 mechanics who recently received CAM certificates: **Geo. B. Sabo**, **Earl Jupin**, **J. C. Hummer**, **John A. Padden**, **Lucy Lutes**, **Mattie Whinery** and **Harold Molter**. . . . Back on the job again in T-2 maintenance are **Ruth Lassiter**, who has recovered from her injury, and **Charles Softley**, who went to Nebraska on business. . . . T-2's **Otho Hulsey** has been made foreman of the 25-hour crew, replacing **J. L. Thomas**. Thomas is now night foreman of maintenance, taking the place of **Hollis Binkley**, who was called to the Army. . . . Oh, yes, the Army has a new draft classification—3-C, single men with children. . . . **Duane C. Maley**, T-Bird's chief weather instructor and "heap-big-moon-gazer," was married on April 4.

John Miller is the only southpaw cranker on the T-Bird line. Seems he was taking a sock at a punching bag and hit the board behind it. . . . Just to keep the record straight, the American Army staff at Falcon is now officially the "15th A.A.F. Training Detachment." . . . **Ada Martin** and **Noma Holly**, O'haul fabric cover department, have a common incentive for doing their work well—both have sons "over there." . . . Why did they

(Concluded on Page 16)

'IT'S ALL AIRPLANE'

Public Relations Department,
Glenn L. Martin Company



"IT'S ALL AIRPLANE. Ask the men who flew that cigar-shaped bomber . . . over Kiska and Buna and Guadalcanal."

Developed early in 1939 the Martin medium bomber, B-26, was the first military plane to be placed in production without first going through a two or three year design-to-product period. First real test of their stamina came when three test pilots from Patterson Field were flying three of the planes to Dayton for accelerated service tests.

Running into rain squalls so severe that other ships were grounded the B-26's got through without mishap, although two of the pilots had to make forced landings under most adverse conditions. The other got through with only a few drops of gasoline in the tanks, thus disproving theories held by some experts that the Martins were too speedy and tricky to be handled safely.

Captain John C. Kofed, of the third bomber command, MacDill Field, Tampa, Florida, where pilots are being trained to handle the B-26, says:

"There may be differences of opinion among experts as to which bombers are best suited for certain types

of missions, but there is no difference of opinion as to what a good bomber must be capable of doing. It must hit its targets and get back home, even though the air be filled with flak and enemy fighters. Performance . . . not promise; prowess . . . not publicity, are the payoff points of a great airplane. Measured by this rule of thumb, the B-26, which has been the subject of more argument than any other ship, is a great bomber.

"It is true that, because of its tremendous power and short wing spread, this product of the Martin plant is hotter than a two-dollar pistol. The best pilots in the world are at its controls, because it takes a fine pilot to handle it as it should be handled. It isn't a plane for a man who half knows his job. He's got to know it from propellers to empennage or he'll be as uncomfortable as a dude ranch guest on an untamed bronco. If he does know, he finds the B-26 one of the fastest, hardest hitting bombers in all the world.

"The Jap knows this better than anyone else. He has seen those

lightning fast, two-engine devils come roaring through the fog over Kiska. No high level bombing for them. They come in low to make sure nothing will be missed. The Nipponese have seen their destroyers smashed and burning, and what was left of the crews rowing desperately away in small boats. They have seen shore installations blasted to match wood in raids through the worst flying weather imaginable.

"And the Allied foot soldier in Guadalcanal has learned to know the deep-throated hum of the two-engined bomber that blasts open the path for him to travel . . . that brushes away with high explosives the reinforcements and supplies the enemy needs so much. He has learned to know its voice, and thank God that those birds of death are over him.

"The Japanese, though, listen to that voice with apprehension, not only the chunky little men at Kiska and Guadalcanal, but at Buna and Soputa and Timore, and along the water lanes from Lae and Salamaua. Soldiers crowded into transports and barges, captains of destroyers, shock troops waiting to attack, scan the sky with dread when they hear the throb of the B-26 engines.

"This bomber has an amazing versatility. At Midway and in the Aleutians there were torpedo carrying B-26's. At Soputa they dropped parachute bombs. On the bloody shoreline at Buna they came in low and hard and fast, machine guns blazing, to strafe the Japanese defenders. The plane's vastly increased fire power makes it a natural for that form of attack."

A high-wing, single-tail, medium bomber, powered by two Pratt and Whitney 1850 h.p. "Twin Wasps," the B-26 "Marauder" has proved itself, beyond any shadow of doubt, to be one of the greatest medium bombers in the world. It has a speed of well over 300 m.p.h. and a range over 1,300 miles; a span of 65 feet, and length 58 feet, three inches.

With heavy guns in its nose, top-turret, and tail, it can out-shoot many pursuit planes. The Japs "seldom outrun it, never outgun it."



INVENTIVE MAINTENANCE superintendent, Joe Wischler, of Falcon, installs new safety device which he has developed for night flying advanced trainers—regular white running lights which will burn only when the locking pins are in position with the landing gear down. Lights are connected to the plane's electrical system through a switch operated by the landing gear down-position lock pins, tripping the instant the lock pins snap into position. The lights operate individually, indicating whether both or just one gear is down and locked.

New Boss

Recently appointed head of field operations at Falcon was W. J. R. "Bill" Sims, former flight instructor at T'Bird. He replaces Floyd Hendrickson, who was on leave from Metro-Goldwyn-Mayer studios.

Sims, who has some 1500 air hours to his credit, long has made aviation his hobby. He served as chairman of the Phoenix Aeronautics Commission for five years, and on the City Commission for two years. It was mostly through his efforts that improvements were made on runways, lighting, control tower, etc., at Sky Harbor.

Prior to joining the company in early 1942, Sims had devoted most of his time to heading a large Phoenix automobile dealership. He has lived in Arizona since 1905 and is 42 years of age.

GOSSIP (Con'd)

nickname **Lelia Carpenter**, T'Bird maintenance, "Daisy June?" . . . **Pauline** and **John Hayden**, T'Bird maintenance, have gone to Oklahoma to be with Mrs. Hayden's mother who is seriously ill. . . . T'Bird inter-department transfers noted: **Charles** (Monk) **Ray**, from Maintenance to O'haul as an inspector; **Billie Batwell** from the Gas Department to Purchasing; **Irene Wacker** from Purchasing to Mail Room; **Marjorie Amend** from switchboard to Guy Polston's office. . . . Also helping out in that office is **Helen Debusk**, while recuperating from an injured knee. . . . Those groans you've heard coming from **Frank Simpson**, T'Bird Maintenance, are the result of his refinishing the interior of his house.

Noticed in the Curtiss "Flyleaf"—"It's all right to tell a girl that she has pretty ankles, but don't compliment her too highly." . . . What's this about **Jim Bryant**, T'Bird canteen cashier, holding open house down by the Salt River? . . . T'Bird Flight Instr. **James** "Triple Trouble" **Kelly** (with that sporty red mustache), is spending his between-classes vacation in Lake Forest, Illinois. . . . Seen at T'Bird: **Bill Overstreet** (we thought you were drafted in last month's issue) on business for the Cargo Line.

Ask **Wally Pankratz**, at T-2, what he thinks of his first train ride, and then run. . . . It has been suggested that **John Anderson**, T-2 mechanic, have his color vision checked, especially in regard to the reds. . . . In any popularity contest for a pleasant voice, we nominate **Carole Dana**, Falcon switchboard operator. . . . **Martha Butler** of the Army office and **S. J. Van de Putte**, T'Bird flight instructor, were married Tuesday, April 6. . . . They call him "Battling" **Francis P. Fisk**. It was all on account of a buzzing P-38 that this T'Bird section commander nurses a couple of sore "nucks" from too close contact with a certain lieutenant. . . . Speaking of accidents, **Billie Bryant** wizard of the T'Bird switchboard, has been holding out on us. You didn't tell us, Billie, how you stayed up

most of one night, steering away a shiner because of that misplaced tennis ball.

"If the boss can do it, so can I," said **Minnie McCullough**, T'Bird canteen waitress, as she struck the prong of a fork into her thumb. . . . T-2 shop men called by the Army: **Eugene Rice**, **James Yarbrough**, **George Vest**, **Hollis Binkley**, **P. E. Summer**, and **Howard Heitmeyer**; entering the Navy Air Corps: **Gerald R. Dixon**. . . . Rumor has it that two members of the T-2 gas crew placed a "Situation Wanted" ad in the Scottsdale Weekly Informer, specifying their ability in cattle herding. (They got their experience driving between Scottsdale and T-2 in the early a-yem.) . . . What's this about T'Bird's office manager, **Bob Frye**, not speaking to girls who ride bicycles?

Marie Allinio, T-2 secretary back on the job again after her father's death, wishes to thank all T-2 employees for their sympathy and kindness. . . . Gone from T-2 is **Marie Rudeen**, visiting in Washington at the advice of her doctor. . . . April First caught at least two Thunderbird secretaries out looking for a sky-hook and a left-handed monkey wrench.

Best one we've heard so far is on **Earl "No Shoes" Smith**, who comes by his non-de-plume honestly, To make a long story short, this T'Bird station wagon driver bought a new pair of shoes in Nogales; had them confiscated by the border patrol; paid his fine; drove back to get his old shoes; found out they'd been sold; and so came home in his bare feet! . . . **Tony Martinez**, T-2 shop, who was called away recently by the death of his father, wishes to thank all the gang for their kindness. . . . Among life's idiosyncracies: **Bob Hayes** of S. H., who never goes on a cross-country trip without a thermos bottle. . . . Because of food rationing there will be no food service in the T'Bird canteen after 3:30 p. m., except that the regular cadet mess supper will be served during the time the cadet mess is open.

★★ VISITORS OF THE MONTH ★★



Lauchlin Currie, Presidential Advisor on Far Eastern Affairs, greets Chinese cadets at Thunderbird.



Leland Hayward and Major General P. T. Mow, Commissioner of Aeronautical Affairs, for the Republic of China, pause for a chuckle at Thunderbird.



Instructor A. W. Robart (left) of Thunderbird II, set to take writer, Wilbur Morse, of O.W.I., for a hop during Morse's visit to S.W.A. operations in the valley.

They Also Stopped By —

THUNDERBIRD: Captain Bruce Gillanders, ex-T'Bird Sergeant, from Williams Field, who gave us a close-up of a P-38.

FALCON: Group Captain H. A. V. Hogan and Air Commodore Symonds, out from Washington to attend the recent cadet graduation; Flight Lieutenant Jones and Captain Phillips from Ponca City, Okla., to inspect the school.

THUNDERBIRD II: Gilbert Miller, largest stockholder in Southwest Airways, to tour the field; Mrs. Gerald Swope, Sr., of Ossining, New York, to visit son John.

SKY HARBOR: Lieutenants Bill Randal and Hal Oregon, Ferry Command, former employees; also Fred Borchers, Consolidated Aircraft B-24 captain, and his co-pilot, Edwin J. Miller.



Brig. Gen. Alvin Kincaid and Brig. Gen. L. A. Walton, A.A.F. West Coast Training Center, during a tour of the T'Bird Post.



Left to right are: Robert E. Thomason, House of Representatives; Burnett R. Maybank, U. S. Senate; Robert P. Patterson, Undersecretary of War; Leland Hayward and Jack Connelly, Southwest Airways; Maj. Gen. Barton K. Yount, A.A.F. Flying Training Command; Maj. L. R. Holbrook, Jr., C.O. of Thunderbird; and Brig. Gen. W. B. Pyron, Advisor on Petroleum, during inspection of Thunderbird Field.

WINGS FOR THE CHINA DRAGON



There is new pride in the flight of our symbolic Thunderbird...a pride born with our exclusive appointment to give Chinese Air Force cadets their all-important primary training...a pride shared by every Southwest Airways employee.

It is a responsibility, too—one that we have not...and shall not, bear lightly. Throughout our growth in Arizona's Valley of the Sun to one of the Nation's *largest* primary schools, we have worked constantly with the Army Air Force to develop safer, more efficient training. When Victory is won, these skills will be turned again to peacetime tasks.

But today, our job is clear. We are giving wings to the American Eagle—and *now the dragon shall fly!*

SOUTHWEST AIRWAYS

Phoenix, Arizona

THUNDERBIRD FIELD • FALCON FIELD • SKY HARBOR • THUNDERBIRD II
TRAINING THE FINEST FIGHTERS TODAY, THE FINEST FLYERS TOMORROW
CONTRACTORS TO THE UNITED STATES GOVERNMENT • UNITED STATES ARMY • UNITED KINGDOM GOVERNMENT

