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# The THUNDERBIRD



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 Paul G. Sturges, Director  
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**Visitors of the Month**      **Inside Back Cover**

**Cover:** An American and British cadet, silhouetted by an AT-6 trainer at Falcon Field, symbolizes the united spirit of the two nations who are working together to defeat the Axis powers.

**Back Cover:** Fourth in a series of company advertisements now appearing in all leading aviation trade magazines.



### THE STAFF

Editor . . . . . Bernadine Wurzbacher  
 Associate Editor . . . . . Clarence Cozby

### STAFF ASSOCIATES:

Lee Harris                      Ina Scott  
 Theda Thaxton                Mary Ruth Castle  
 Genevieve Buckles          Marie Allinio  
    Opal Bourassa



## Would you turn your back on a wounded Soldier ?

*You think you wouldn't...you don't mean to...*

But unless you are giving every precious minute of your time . . . every ounce of strength that you can spare . . . towards helping win this war as a civilian, you are letting down those soldiers who are sacrificing lives to win it for you.

What you are asked to give up isn't much compared with what they're giving up. The extra work you undertake is small compared with the gigantic effort they are making. But to a wounded soldier, what you do can mean the difference between life and death.

*You make the choice.*

Contributed by the Magazine Publishers of America

# BASES LOADED . . .

Battles and wars are not won by privates and generals without the help of every one of us on the home front. It takes a long, steady pull, and real production of everything needed in modern combat—which includes trained men to fly the fighter and bomber planes, the cargo ships with their precious supplies—to win a war.

American fighting planes and bombers are of the finest. But a plane without a pilot would be a useless weapon. That is where we, the workers of Southwest Airways, come in. It is our business to keep a man at the controls by doing well our phase of the Air Force's training scheme.

Military restrictions designed for the safety of our nation prevent public proclamation of the number of cadets who have graduated from our fields, but news dispatches indicate a goodly number of them are now in action. When we read of their daring exploits, it should be with a feeling of pride that we contributed to that performance.

Not only have we had a sizeable share in the training of our boys, but also those of our Allies—the British and the Chinese, not to mention the other twenty-six countries from whom cadets have come.

Training pilots means more than teaching them the proper use of the controls; it means keeping the ships they fly in perfect mechanical order. And that is what our maintenance crews are doing. Our overhaul depot—the only one of its kind between Texas and the Pacific Coast—upping production hourly, as it sets a new record for production line overhaul of aircraft planes and engines, is also playing an important part in this — everybody's war.

Our cargo line, which has remained a military secret for the first six months of its existence, makes daily flights which radiate in all

directions from its operations base at San Bernardino, carrying Air Force and Army material exclusively, 86 per cent of which is estimated to be either high priority or APOC (airplane out of commission) shipments for West Coast combat and training units. Every day, all day long, these planes are flying vital war materials, saving precious time where it counts most.



This is our war—yours and mine. Perhaps the thing we should remember most is the ever-constant need for safety in everything we do. With planes taking off every six-tenths of a second during the day, a rigid flight pattern must be observed. There must be unified teamwork. On March 4, 1943, Thunderbird reached and passed 150,000 air hours without a fatality, an achievement second only to one other school in the United States. General Barton K. Yount, Commanding General of the AAF Flying Training Command, in his congratulations said such an achievement could be accomplished only through the minutest attention to de-

tail on the part of instructor and ground crew personnel.

The Southwest Airways' team, composed of six leagues—Thunderbird, Thunderbird II, Sky Harbor, Falcon, Overhaul and Air-Cargo—now has some 2,000 players, capable employees who are doing a great job. And some day, when the smoke of battle has cleared, and the scores are posted, the employees of Southwest may well be congratulated for their part on the winning team.

President.

# CARGO LINE GETS FIRST HEADLINES

By

*Paul G. Sturges*

Director of Public Relations

Southwest's extensive Army Air Force feeder air line, which has remained a strict military secret for the entire six months of its existence, no longer is a "taboo" subject.

Restrictions were relaxed to the extent that company executives were able to reveal a great many facts about the important operation, at a special press conference held earlier this month in Los Angeles. Prior to this, the line had been such a well kept secret that only twice had it ever been admitted publicly that it even existed.

Exact routes flown for the Army Air Force still cannot be disclosed. It can be said, however, that the line operates "on the West Coast"; that its operations base is at San Bernardino, Calif.; and that it connects most Air Force establishments in the

areas served with central supply depots, with each other, and with key air, rail and sea shipping points.

The operation—sixth war-time activity to be undertaken by our fast-growing organization—becomes the nation's second feeder air service. The first, operated by All American Aviation, Inc., was franchised by the Civil Aeronautics Board in six Eastern states some two years ago. Still another major departure is the fact that Southwest thus became the first company to be awarded an Air Force cargo contract in this war, that was not flying previously under a Board franchise.

Although a relatively small operation at the outset, our cargo line has increased in scope each month since its inception. Just last week two more schedules were added, making eight daily flights which now radiate

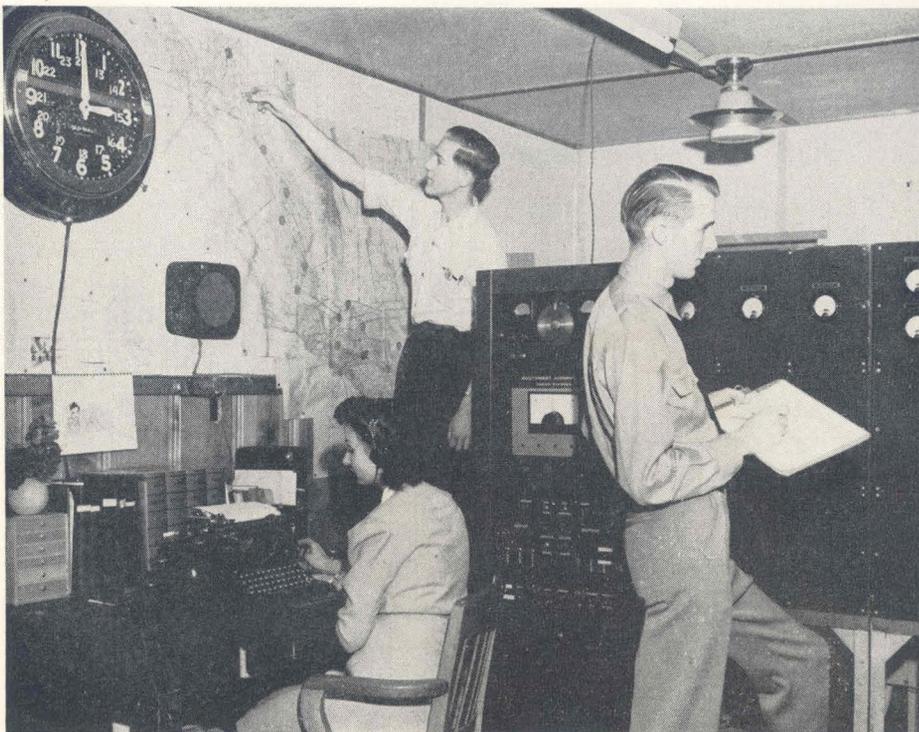


**THIS PICTURE** shows the sturdy network of tubing which protects the pilot from shifting loads. (Steve Martino at the controls.)

in all directions from the huge new San Bernardino and Sacramento Army Air Depots. Mileage flown per month, with the newest additions, now totals approximately 75,000 miles. Additional route expansions already have been discussed and surveyed, and undoubtedly will be added just as quickly as the military can release the necessary equipment. These would carry our planes into two, and possibly more, Western states not now served.

As many members of the company Overhaul Division know, Waco cabin planes have been converted into efficient cargo carriers for use on the line. This move serves the double purpose of alleviating the critical shortage of specially-built cargo planes, and also putting these pre-war aircraft built for civilian uses, for which the military had no need, squarely into the war effort.

In the first six months of operation, the company has flown more than one hundred million pound miles without loss or damage to a single ounce of its vital cargoes. Planes carry Air Force and Army material exclusively, 86 per cent of which is estimated to be either high priority or APOC (airplane out of commission) shipments for West Coast combat and training units. Limited



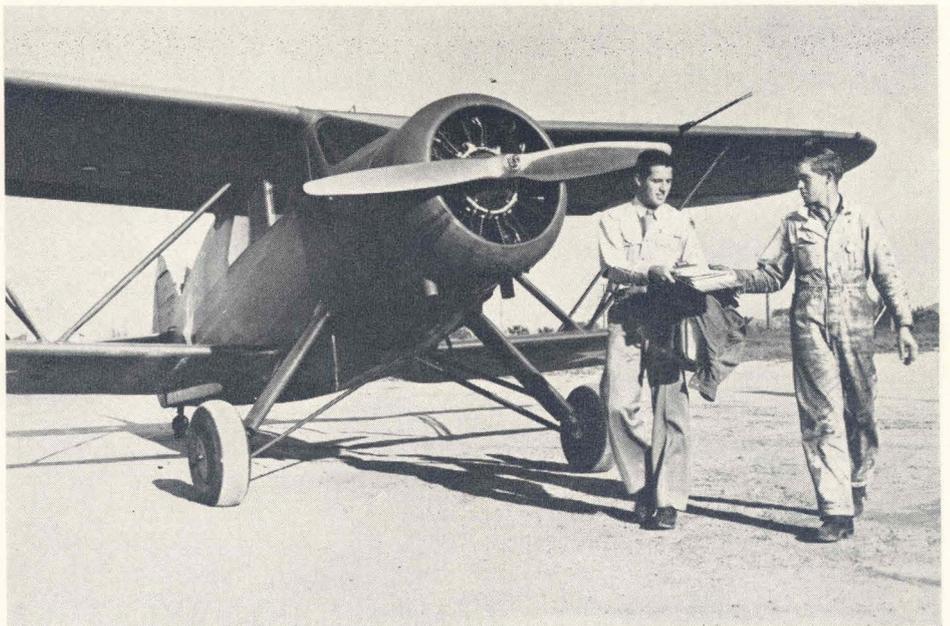
**RADIO ROOM**, where the crew keeps constant check on the eight daily flights.

amounts of military mail also are carried.

Importance of this service to the Army Air Force is more readily understood, when it is remembered that huge bombers and their skilled crews frequently are grounded for days at a time, simply because a single small part needing replacement must be shipped from a distant point. It has been proved that our feeder line reaches certain bases as much as two days faster than ground means of transportation!

This saving of time is particularly important on the West Coast, military authorities point out. It is the jumping off place for planes bound for action in the Pacific war theatre; daily patrols must be flown over its vital production centers; and one-third of all Air Force pilots are trained in West Coast Flying Training Command schools. It has been estimated that as many as 75 additional military planes of all types are flown every day in the areas served, as a direct result of our feeder flights.

The operation has particular significance to a majority of company personnel in its bearing on post-war planning. We are now flying for the military over many of the very same routes covered in the company's application to the Civil Aeronautics



**A PRE-WAR Waco cabin plane which has been converted into an efficient freight hauler.**

Board more than a year ago, for a permanent franchise to provide feeder air line service to 295 Pacific Coast cities. This application, still pending before the Board, calls for a service very similar to that now being provided the Army Air Force.

Indications of the success of the line, despite its youth, have been plentiful.

Much of the reason for its success, according to members of the Cargo Division—as the operation is known

formally—has been due to the unprecedented cooperation extended by officers of the new San Bernardino Air Depot. Principal among these have been Brig. Gen. Lucas V. Beau, control area commander; Col. Harry McGee, base commander; Lt. Col. William F. Centner, base executive officer, and Capt. A. M. Elizalde, base operations officer.

In active charge of the operation for the company is Ted R. Mitchell, formerly assistant chief pilot at Falcon. Board Chairman Leland Hayward and Vice-President Jim Ray also take an active part in administering the operation, which has its dispatching, operations, radio and maintenance offices on the former Tri-City airport near San Bernardino.

Included among the pilots on the line are eight former flight instructors from company training fields—Bill Walter, Bill Thompson, Bill Brown and Larry Anderson, from Thunderbird; Steve Martino, Ernie Reuhlen and Hank Potter, ex-Falcon, and Rudy Couk, ex-Sky Harbor.

Superintendent of maintenance is John "Jocko" Kevari, also ex-Falcon. Ed Rein, Jr., serves as superintendent of communications, with Virgil Anderson as his assistant and Dorothy Champion as operator. Robert Chick is the line's accountant, Mrs. Ray Hopkins the flight clerk, and Patricia McCobb the chief secretary.



**TO FACILITATE loading and unloading, and at the same time to permit carrying bulkier shipments, a 33x35-inch cargo door is cut in the side of the fuselage.**

# FALCON IS FOUNDED

By *A. Dean Page*

Navigation Instructor

Any enthusiasm we had for Falcon, when we first saw it, was all negative. It certainly wasn't impressive—a few semi-finished buildings, a few foundations being laid, and carpenters, painters, plumbers, and electricians dashing wildly around, looking efficient. But then who could work up any enthusiasm when the temperature was one hundred and twenty degrees and the nearest shade was seven miles away, in Mesa.

During those first few days, we all developed into habitual milk drinkers . . . with good reason, it was the only thing we could get. The plumbers were continually testing the water mains. At the most, you could expect a light orange dribble out of the faucets, and ordinarily all you would get would be a momentarily gurgle, followed by a dry discouraging hiss.

Of course there were no classrooms, and no ground school office, so the office was to be found in the

unpainted, partially completed canteen, and classes were held in the barracks. Anyone unlucky enough to miss getting one of the few chairs, or a seat on a bed, had to be satisfied with the floor. Of course there were compensations. Later, a "coke" machine was installed in the barracks "classrooms" and not only served in the capacity for which it was intended, but also made a fairly cool place from which to lecture. We had competition, however, with a vengeance in the form of radios, offkey snorers, and singers-in-the-showers, further down the barracks.

It seemed like eons before our rooms were finally finished. I say "finished" only in respect to having four walls, a roof and a floor. Workers were still swarming over the ground school when we moved in, and continued to swarm for weeks. While a lecture was being given, it would be accompanied by the racket of hammer, saws and electric drills. Groups of foremen and crews

of laborers would lumber through the rooms and meditatively eye a beam in the middle of a class. After a discussion accompanied by a thorough inspection of all of the doors, walls, and the view from the windows, they would wander out, only to have the painters, complete with scaffolding, set up business in the front of the room.

Outside, the carpenters seemed to be playing some kind of game. They would throw planks, tools, and anything else they could find, off the roof; then peer fiendishly over the edge to count their victims. The carpenter's helper was almost as bad. His favorite article of destruction, however, was a twelve-foot plank which became an awful weapon as he came around the corner.

We didn't get much chance to see the flight line in those days, but what we did see wasn't very encouraging. The dust-covered dispatcher had a place to himself by the half completed tower. A nail keg served as a chair, and his knee did very well for a desk. Whenever a PT, or a BT took off, he disappeared in the resultant dust cloud, and it was minutes before you could see him again, coughing and spluttering, and trying to fill in the dispatch sheet.

The flight line itself consisted of a plank supported on one side by a nail keg, and on the other by a decrepit saw horse. The planes held a sort of competition with the road graders and steam rollers wandering over the field. It was even money as to which would win.

But now we have twice as many cadets as we did when we came here, Americans as well as British. The Basic Trainers have long ago disappeared, and the cadets go from primary to advanced training. The carpenters, painters, plumbers and electricians still dash wildly around, looking efficient; but they are just enlarging the field. New classrooms, new barracks, canteen enlargements, office enlargements are continually springing up. No one knows where it will end, and most of us are so dazed we have ceased to wonder.



TODAY AT FALCON, British cadets learn to fly in standard 220 horsepower PT-17's, and 650 horsepower AT-6's.

# Thunderbird II Has A Picnic



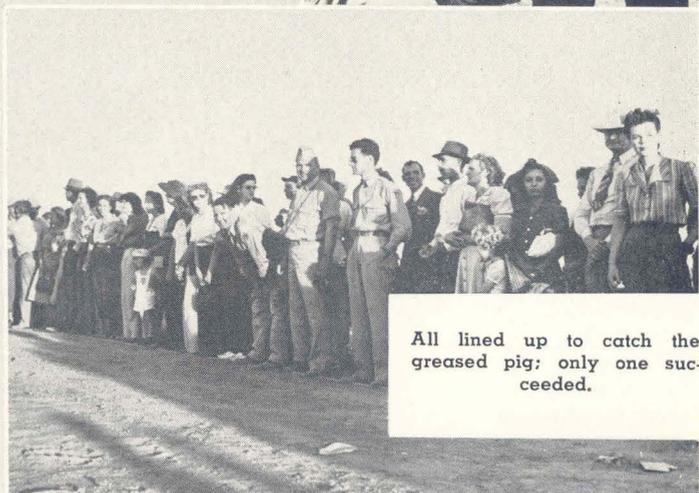
Army officers put on a flying show for company employees and their families at the No. One auxiliary field.



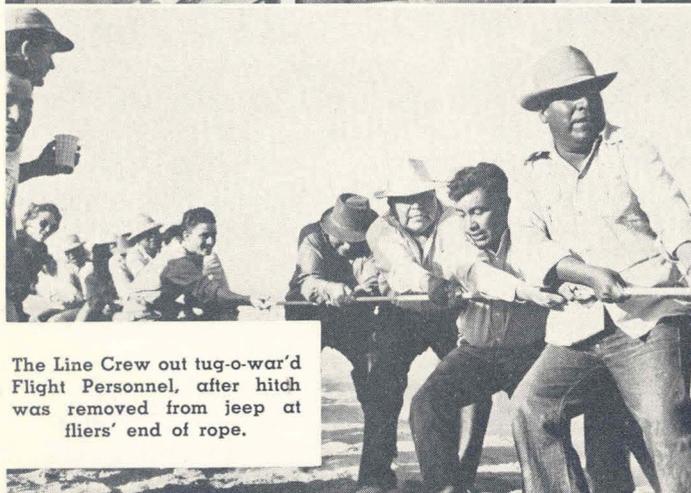
"Slugger" John Swope collected \$2.00 from Paul Marston—for not striking out in softball game.



Employees gathered 'round the refreshment keg and helped themselves.



All lined up to catch the greased pig; only one succeeded.



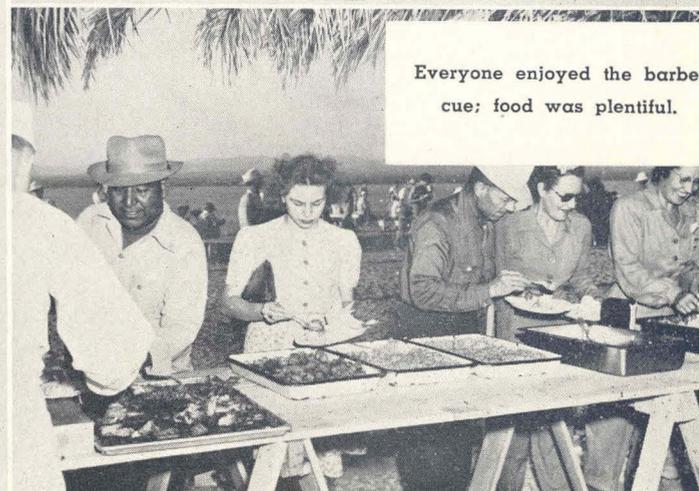
The Line Crew out tug-o-war'd Flight Personnel, after hitch was removed from jeep at fliers' end of rope.



Leonard Potter out-wrestled the greased porker — and saved meat rationing coupons.



John Swope, Mrs. Meyer, Major Meyer and Mrs. Gerard Swope, Sr., (John's mother) enjoyed themselves.



Everyone enjoyed the barbecue; food was plentiful.

# The Pencilless Instructor

By A/C CLYDE T. GILES

(CLASS 43-E)

You walked up to our little group to see just what you drew,  
And beheld six eager faces of your mangy-looking crew.  
"Gentlemen," you said seriously (to keep from laughing was a strain),  
"The contraption you are looking at happens to be an aeroplane."  
Then you fumbled through your pockets as we all looked at the planes,  
And said, "Hall, give me your pencil and I'll take down all your names."

Yes, the first few weeks were plenty tough the six of us will say,  
'Cause, we had to furnish the pencils that recorded our time each day.  
Each time we got into the air, a-cussin' we would take  
Caused by some damned fool error that we were prone to make.  
But when we got down on the ground and taxied to the line,  
You'd say, "Tex, give me your pencil, looks like I've lost mine."

Our maneuvers weren't so bad in a "poor" sort of way,  
But you weren't so hot either when it came to form 1-A.  
You would fumble around and bawl us out for the errors we had made,  
And look to each of us and say, "You'll never make the grade."  
Then you'd turn around to your student with a pained, expectant look,  
And Ganger would furnish the pencil that you wrote with in the book.

You reamed us out a-plenty for the damned fool stunts we'd do.  
And we're glad you couldn't hear us, 'cause we cursed you plenty, too.  
We couldn't seem to please you—everything we did was bad,  
Yet, we were in there pitching, giving everything we had.  
You thought our stalls were lousy, our spin recoveries were a fright,  
But what do you think we thought of you when your pencil wouldn't write?

You recorded the time in the book one day, but something was amiss,  
'Cause Harry was minus a pencil, so you said, "Here, use this."  
Harry took the offered pencil and wrote there in the book,  
And for a moment he was speechless, but he thought, "You dirty crook."  
He said, "Say, that's my pencil," and you looked sorta meek,  
And said, "Hell, I thought that it was mine, I've had it for a week."

When we all passed our "Twenties" you gave out with surprise,  
But we all knew you were proud of us; we read it in your eyes.  
Yet, our work had only started on a maneuver we all hate,  
'Cause you love to pull forced landings as we do the "Pylon Eight."  
Then every time you hit the ground, to Johnson you would say,  
"I'll have to use your pencil, I don't have mine today."

Giles and his downwind forced landings—he pulled one every day,  
You'd cuss and rave and yell like hell, "They aren't to be done that way."  
"See that other field you silly fool, you go'dam knucklehead."

But you changed your tune when we got down, and your pencil was out of  
lead.

Yes, some days are good, some are bad—we are inconsistent that way,  
But you're OK, right on the beam, you get a pencil every day.

(Editor's note: When Thunderbird Flight Instructor W. J. Kneubuhler handed us the above poem, we asked to use his pencil. He didn't have one!)



ALEJANDRO N. PAGLIERE 25, (left) and Ignacio F. de Elizalde, 27, (right) South American fliers, talk with Mike Des Marais, director of training at Thunderbird II, where they are now employed as primary flight instructors. de Elizalde and Pagliere, who only a short time ago received their flight training in this country, are believed to be the first two Argentinians to become civilian instructors in the AAF training program.

## Gremlin Gun

The Gremlins, unseen little fellows whose pranks make life miserable for cadets in training, are in for a rueful time in the future.

Tired of cadet alibis, Joe Wischler, head of Falcon's maintenance department, rigged up a flit gun with a ring-bead sight, comparable to that of a machine gun, to combat the scourge. The "anti-gremlin gun" is now available for use in spraying the training planes, if any cadet has fear of the little men who have been accused of such tricks as kicking the wrong rudder causing ground loops, spinning the compass around so trainees become lost on cross-country flights, moving the airport down 30 feet when cadets are shooting landings, and even holding wheels in retractable position causing belly-landings.

This gun may even take care of the gremlins who recently pushed a ranking Falcon RAF officer (could have been the C. O.) so that he tripped while mounting the reviewing stand to witness graduation.

## ★★ GOSSIP and HEARSAY ★★

There is in this country a cardinal freedom known as "freedom of the press." To this freedom we, and every other medium of news, wholeheartedly subscribe. In fact, we are prepared to use every means at our disposal to defend this right, which dictators of the Hitler type and their Gestapo organizations try to control. The freedom of the press is one of the many freedoms which our boys are fighting in the four corners of the globe to defend. They give their lives for it, Honorable **Silas J. Yerkes**, chief purchasing agent, and we would not be keeping faith with them if we permitted threats to intimidate us. Therefore, we should not and will not conceal from your fellow-workers the item which concerns you and your newly-acquired "hangar for a whale." We defy your so-called strong-arm organization to suppress our publication. The people will rise up against you, for they recognize in us one of the pillars of democracy. However, Mr. Yerkes, if your "hangar for a whale" is of such size, shape and gender that you do not wish to retain it permanently, may we suggest that, since it is constructed of vital war materials, you contribute it to the appropriate government materials drive? . . .

The **Gold** brothers, **Julius** and **Dave**, chute packers at T-2 and T'Bird, respectively, each have several caterpillars to their credit, but Julius is having a nervous breakdown, running up the steps of the control tower looking for more. Can't someone slip him a "mickey" with some special ingredient to create a vision of hundreds of cadets floating blissfully down in full-blossomed chutes by Gold? . . .

Insects! Insects! We sincerely hope that is the only reason for T-2's **Fred** "Cool Killer" **Kuhl's** new nickname. . . . **Joe Norwick** and **John Smithers**, Falcon fliers, have gone to Montreal to join the Canadian Ferry-

ing Command. They'll be flying B-24's between here and England. . . . O'haul has contributed a goodly share to the services: **Lawrence Morris**, **Herbert Curnutt**, **John Soltero**, **Vernon Adkins**, **Theodore Jagers**, **Bill Barker**, **Austin Bragg**, **George Bragg**, **George Eide**, **Kenneth Varney** and **Bernhard Jacobs**. . . . We understand the crew stand that **L. C. Ponte** and his maintenance boys at SH have been so earnestly working on has the approval of the CAA, and they claim they will give him an Air Worthiness Certificate if the tower will give a green light to take off.

**Jim Roberts**, payroll head, found himself in a tight spot the other night, when T'Bird "Frugal" **Bob Fry**, himself in a hurry to get into town, left Jim his car to drive home. To make a long story short, the Chevy ran out of gas, and it was only because **Frank Simpson** decided to push, that Jim got as far as Glendale. Incidentally, Jim, did you ever collect that ration stamp from Monsieur Fry? . . . We're glad to see **George Frock**, building engineer at T'Bird, back on the job again after an illness; but we're still trying to solve the mystery of your putting on overalls to go to work on that certain Saturday afternoon. . . . Know who the young lady was from the downtown personnel dept. who visited SH recently — got in past the guard, and couldn't get out? . . . Which reminds us, **Frieda Cantrell**, and **Flo Judd**, same department, how did you ever get home that night you locked the keys in your car? . . .

T'Bird Hangar Two is expecting a new increase in personnel — a bird has its nest in the top of the hangar. . . . And did you know the average for sons among T'Bird ground school instructors is 100 per cent? . . . Greetings to **Cliff Gill**, latest G.S. instructor at T-2. Cliff is doubly welcome since we found out he used to be a newspaper reporter on the Coast. How

(Continued on Page 12)

## EMPLOYEES ASK HOW COME?

How come, ask many employees, did the Thunderbird Chinese cadets who were presented to Madame Chiang Kai-shek, also get to meet such famous movie folk as Director Mervyn LeRoy, Actresses Greer Garson and Judy Garland, and Actors Walter Pidgeon and Mickey Rooney?

The bows are due to Stockholder Floyd Hendrickson, ex-Falcon field manager, who serves as the head of Metro-Goldwyn-Mayer studios' big legal department, for arranging their movie tour.

As a matter of fact, it probably will be news to most company employees to learn that among Southwest's stockholders are many of the biggest names in moviedom.

For example, there are such stars as Brian Aherne, Henry Fonda, Cary Grant and Jimmy Stewart on the list, not to mention famed directors and producers like Jack Conway, Mervyn LeRoy, Joseph Mankiewicz, Elliott Nugent, Henry Potter, Robert Sinclair, Sol Wurtzel and Darryl Zanuck.

Songwriters Hoagy Carmichael and Roger Edens are on the list, along with Agents Bert and Sam Alenberg, Gino Maschio, and Phil Berg, Lawyers Howard Reinheimer and Leo Spitz, Business Agent Eliot Gordon, Writer Anthony Veiller, New York Producer Gilbert Miller, and top-flight movie studio executives such as Samuel J. Briskin, Ben and William Goetz, Joe Nolan, Daniel T. O'Shea, I. H. Prinzmetal, Ralph Wheelright and Frank Whitbeck.

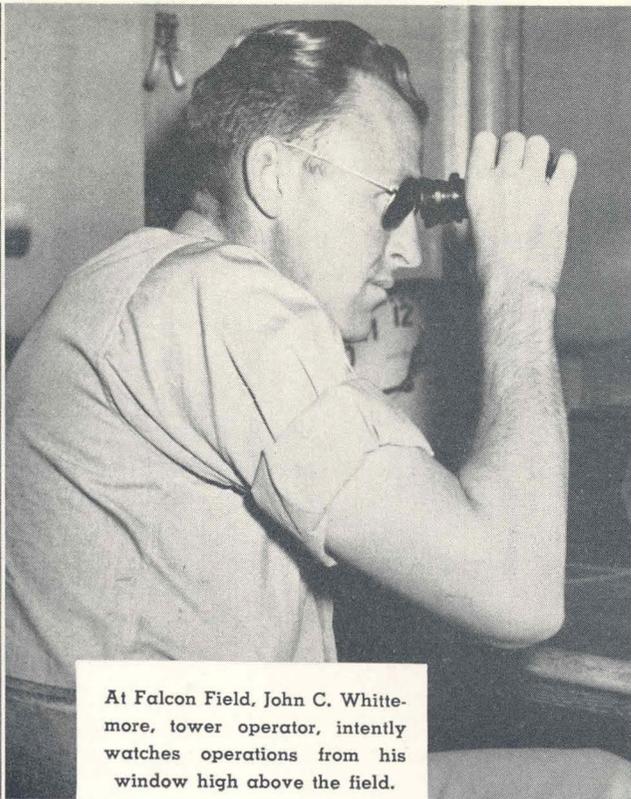
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## Baseball Results

Bill Stapleton, coach for the Thunderbird II Softball team, reports the following: Thunderbird II was edged out by Goodyear Aircraft; beat Goodyear 7-4; tied AiResearch 3-3 and lost to Pepsi-Cola 4-2. Bill advises there are more good games scheduled and wishes that more employees would turn out to give the team a little moral support. How about it, gang?



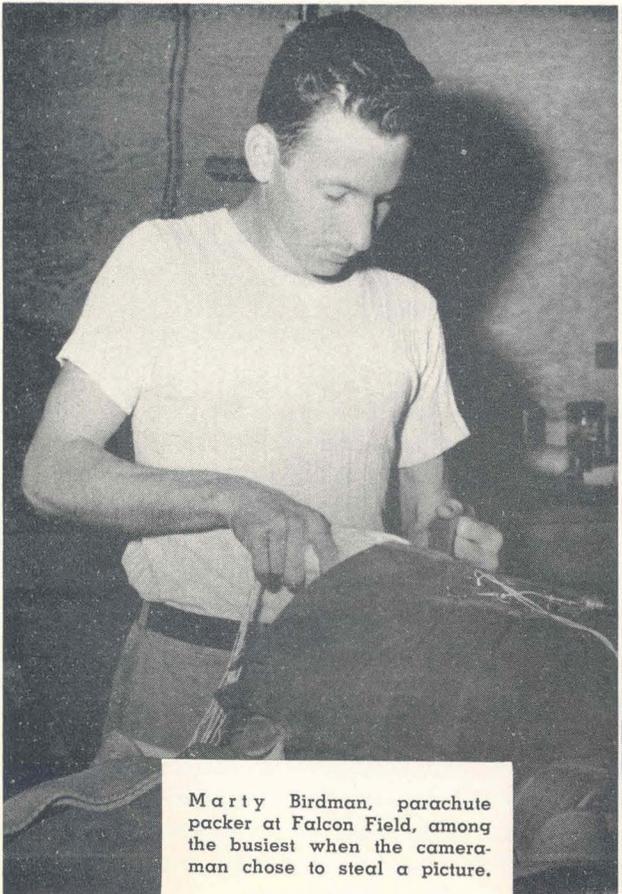
\$2.50 in War Stamps goes to Norbelle Elkis, maintenance department at Thunderbird, hard at work when the Bird's cameraman came by.



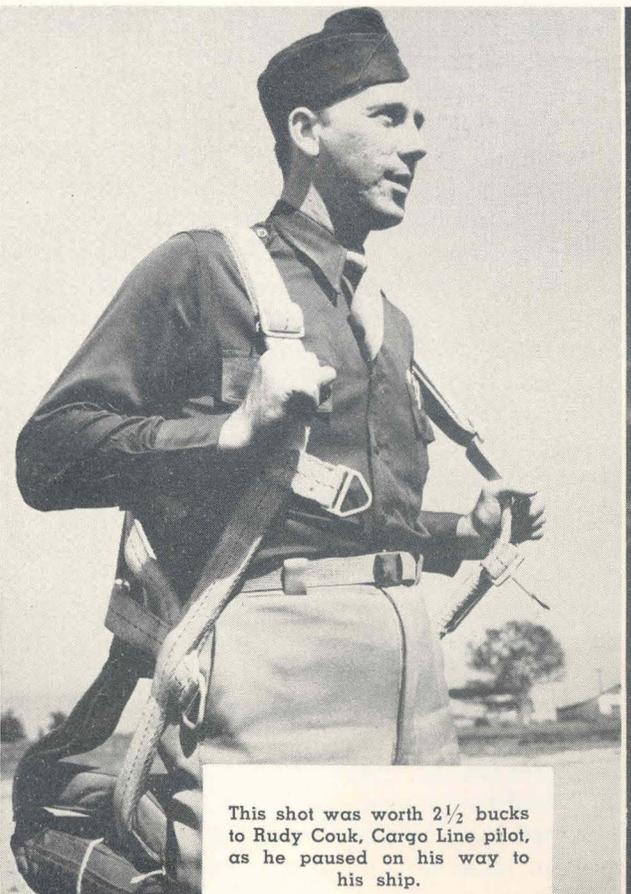
At Falcon Field, John C. Whittemore, tower operator, intently watches operations from his window high above the field.



Flight (left), ing a F. X.



Marty Birdman, parachute packer at Falcon Field, among the busiest when the cameraman chose to steal a picture.



This shot was worth 2½ bucks to Rudy Couk, Cargo Line pilot, as he paused on his way to his ship.



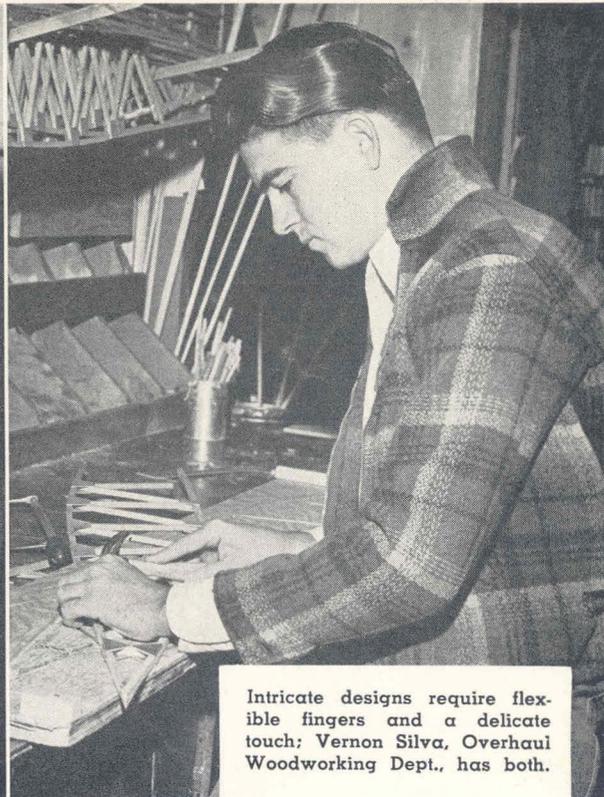
Clarence department ing his bit ing \$2.5



Lester W. King  
 of encouragement  
 Aviation Cadet  
 Thunderbird II.



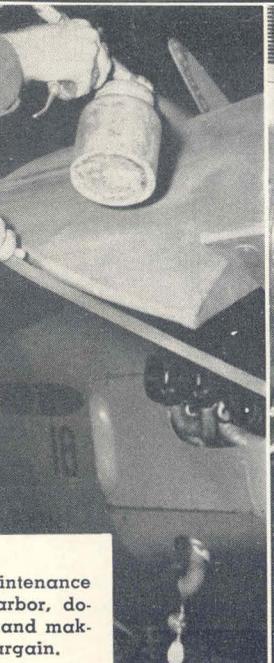
Teletype operator, office worker, and general roustabout, is Barbara J. Franks of Sky Harbor, sending a wire as this shot was taken.



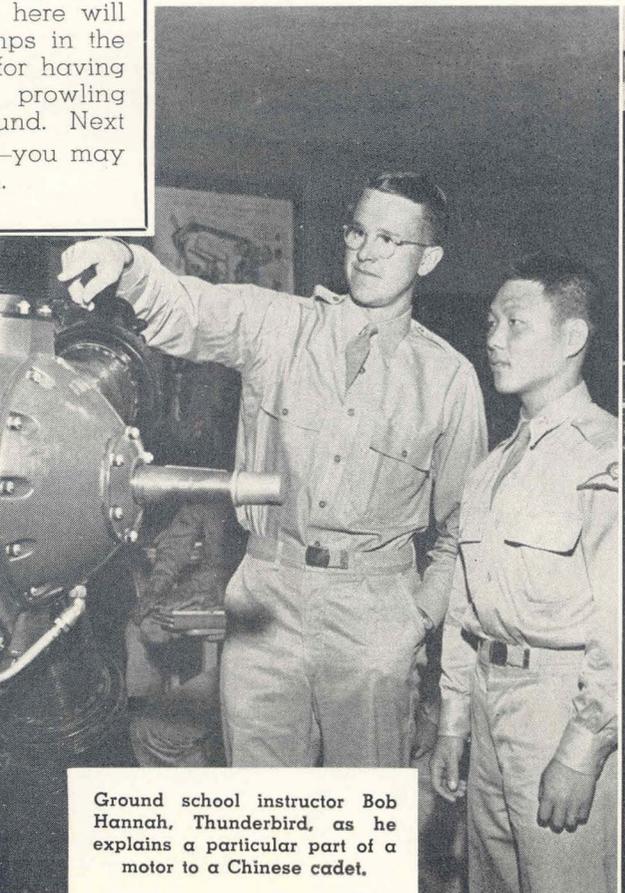
Intricate designs require flexible fingers and a delicate touch; Vernon Silva, Overhaul Woodworking Dept., has both.

**"CAMPUS CANDIDS"**

Once again the Bird's camera-man has been making the rounds of the fields, sneaking up on employees who are doing their work well, taking their pictures, and enriching them by \$2.50 in War stamps. The ten employees whose pictures appear here will receive their War Stamps in the mail, a special bonus for having been busy when the prowling photographer came 'round. Next month—if you're busy—you may be one of the lucky ten.



Maintenance  
 Harbor, do-  
 and mak-  
 gain.



Ground school instructor Bob Hannah, Thunderbird, as he explains a particular part of a motor to a Chinese cadet.



Jean Davis, switchboard operator at Thunderbird II, as she completes a long-distance call, one of many every day.



# STRICTLY FEMININE



A SHIP is taxied onto compass rose for testing.

## War Worker

A volunteer Red Cross ambulance worker in the last war, Helen Lorenzen, of the Thunderbird paint and dope crew, is again giving her services to the war effort.

Besides buying bonds regularly, she holds certificates in standard and advanced First Aid, has successfully completed the motor corps course. Prior to her job here, Mrs. Lorenzen was head of the war production sewing room at Miami, Ariz.

Born in Colorado, Mrs. Lorenzen went to Finland when she was in the sixth grade, finished her schooling at Wasa, Finland, and took her nurses training there. "It was only natural that I should volunteer for the ambulance corps," Mrs. Lorenzen said, "our house was between the Finnish army and the Russian soldiers, and sometimes the bullets came right through the house."

Back in the U. S. in 1924, she did case work for the Red Cross; became interested in the vocational school at Globe; took the courses in fabric work, and paint and dope.



HELEN LORENZEN

## GIRLS HANDLE MAN-SIZED JOBS

The women of Southwest take a back seat for no man, not even when it comes to the hard work of swinging the compass — the last step in the final assembly of an overhauled ship before it is test flown.

Steel parts of an airplane acquire a certain amount of permanent magnetism which is induced by the earth's magnetic field, and for this reason, compensation of the ship's compass is necessary.

Under the watchful eye of John Williams, final assembly foreman, the ship is rolled to the far side of the field—away from other planes which would affect the magnetic power of its compass — and, by means of a plumb bob on a line, is placed in the exact center of a nine-foot radius circle painted on the ground. The circle's 360 degrees have been marked off in 15 degree intervals, true north and magnetic north having been originally estab-

lished by a master compass. The ship, its motor idling, then is swung nose to the north, tail to the south, and its compass corrected; to the east, its compass corrected again; and then to every fifteen degrees around the circle, until a deviation error of from only 1 to 3 degrees remains.

An experienced crew of five—one in each cockpit to check the plane's compass, and one on each wing and the tail to move the ship—can swing the compass in nine minutes.

## Suggestion

Mighty good for breakfast, with syrup (and bacon, if you have it!) or with meat gravy or creamed dried beef for other meals: Add  $\frac{1}{4}$  cup corn meal to one cup prepared flapjack or pancake flour. Stir in  $1\frac{1}{4}$  cups milk. Bake on a hot greased griddle, turning once.

—courtesy "The Vultair"

## GOSSIP (Cont'd)

about some articles for the mag? . . . Short haircuts seem to be in style these days. **Cliff Davis**, director of training at SH trimmed his hair to ¼ inch and started the "Bald Eagle" organization. We understand all instructors contributed a dollar, and those who didn't cut their hair by noon on a certain date had to forfeit their money — which was used for "one large party." . . . **Wally "Cue-Ball" Pankratz** took the prize at T-2, as all male employees rapidly acquired an amazingly close resemblance to Sing Sing inmates. Could be the girls don't think these short, but short, haircuts glamorizing? . . . Pretty-boy **Bill Brown**, Cargo Liner, is tops in golf, badminton and chess, although vice-prexy **Jim Ray**, claims to have won the birdie title. . . .

**Hector Haught**, "The Horseman," went from Stearman to Horse in one jump. Now he rides the Stearman with cushions. Hector, **Charlie Culver**, "**Oscar**" **Anderson**, **Larry Stearns**, and **Lorin Pilling**, T'Bird flight instructors, live together in a house they call the SWA Country Club. Who keeps who from falling in the pool, boys? . . . We asked **Norma Holt**, Falcon relief switchboard operator, how she liked being penned behind the new glassed-in office. She said, "it's good protection against wolves." . . . **A. C.** (**Andy Anderson**) has taken over the night repair crew; **Zeke Shipman** replaces Andy as foreman of the engine change crew T'Bird maintenance.

Operators being hard to get, **Marie Allinio** offered to take over the graveyard shift on the T-2 switchboard—to help out. Everything was fine until about 3:00 o'clock in the morning, when Suzie-Q, lonesome for company, slipped up behind Marie and let out one long bra-a-y. You didn't actually call the guard did you, Marie? . . . Incidentally, **James E. Donohue**, Falcon perfectionist, weren't you a little surprised to find your student had taken you seventy miles off course on that last Texas trip? . . . Also, we thought stunt flying was restricted to certain altitudes,

but O'haul's **Janie Huff** and **Ella Gremling** have been seen doing snap-rolls and forced landings in a green convertible on Central Avenue. . . . Cargo Line pilots are beginning to think ship number 144 is jinxed. On its last three debut runs (after major repairs each time) it has gone out of commission. Last time it skinned its belly on a runway light when pilot **Larry Anderson** decided he didn't want to mix with a Vega Ventura. (Strange attitude!) . . .

T'Bird mechanics who recently received CAM ratings are: **Raymond Bailey**, **Harrison Claxton**, **Charlie Hicks**, **John Hmenia**, **Monte McBroom**, **T. L. Meredith**, **Lloyd Moore**, and **Albert Molthan**. . . . What's this about the maintenance department being subjected to a vigorous advertising campaign by some of the workers who have recently invested in private businesses? . . . A new game at SH is called "Payroll Pool." Each employee who wishes contributes a dollar, then when the checks come in, the number on each is written down, and the one with the best poker hand wins the pool. . . . T-2's **Elmer "Grumpy" Donaldson** can be seen most any hour after 4:00 p. m. busily planting petunias in his garden. . . . "**Sweedie**" **Houglund**, who has been under a doctor's care for sunburn, has decided to do the rest of his fishing in the T'Bird pool.

O'haul's **Rebecca Porra** has set the date for July 20. Her fiance is Delfin P. Jimezez, one of the first Latin-American volunteer navigators. . . . Seems like the maintenance dept. in T'Bird Hangar Four, has taken to golfing lately. One foursome made up of Messers. **Chestnut**, **Genereux**, **Fanning** and **Hualde** boasts some pretty good scores in the low 80's. . . . Falconite **George Dent** has gone to Consolidated. . . . If production lags in the T'Bird fabric dept., **Noma Holly** starts it rolling. Her son is flying a P-38 in Africa. . . . Cargo Pilot **Rudy Couk**, once SH's society line ace, now is the bane of M-G-M Studio's fems. . . . The instructors' lounge at T-2 has recently been converted into a would-be pool hall, ruled by the iron hand of "Silent-John" **Bowers**. . . . **Marguerite Lebert**,

T'Bird purchasing dept., had a rough 40-minute ride back from Falcon in a Taylorcraft the other day. It must have been a strong wind at that, 'cause her pilot, **Joe Wischler**, made it back in 11 minutes flat. . . . **Rex Boggs**, T'Bird payroll, is back after a two week's battle with the flu. . . .

When Cargo Pilot **Bill Thompson** gets to Sacramento these days, it's "Captain Thompson" we'll have you know . . . which reminds us that you can't just holler "**Bill**" around the ready room. There's **Thompson**, an ex-T'Bird, **Bill Walter**, ex-same place, and **Bill Brown**, ditto. . . . One of the nicest smiles on the T-2 field belongs to **Irene Edwards**, a janitress. . . . The T'Bird fabric department is purchasing bonds 100 percent, thanks to **Ada Mae Martin**, foreman. She has a son who is a sub-chaser in the South Pacific. . . . At least three T'Bird instructors have new babies: **T. De-Kellis**, **R. G. Welman**, and **C. E. Jenkins**. . . . Wonder why they put up the sign, "No Men Allowed," on the SH flight office door? . . . Also, know what switchboard is going to lose a good girl soon? Ssh, the date hasn't been announced yet.

Surprised to see signs of life in the rear of his classroom, **Rachford "Rock" Harris**, navigation instructor, interrupted his lecture to see who the enterprising "cadet" was. Closer inspection confirmed his fears. It wasn't a cadet but "Suzie Q," T-2's burro mascot, who had wandered in to look the class over. . . . We like the remark about cargo pilot **Steve Martino's** gal friend. "She looks like Dorothy Lamour, except they don't figure out the same way." Wow! . . . O'haul employees seem to have a one-track mind where party places are concerned. We understand they really took over Roys on Saturday night. . . . The time: Tues., May 11; the place: Green Gables; the occasion: party in honor of **Loretta Parks**, T'Bird flight office, who is leaving soon to be married to Lt. James Riler, former T'Bird cadet. . . .

**Evelyn Murphy**, Falcon flight accounting, was married on May 1 to L. A. C. Anthony Hunt, of the graduating class at Falcon. . . . **Mike Des Marais**, T-2 director of training, has

# ★★ BIOGRAPHICALLY SPEAKING ★★



**PAUL STURM**

Assistant vice-president and manager of Southwest Aircraft Corporation, with over 300 persons on his payroll, is chubby, blue-eyed, young Paul Sturm — a Minnesota native, who came to Arizona a little over a year ago. Met Grove Webster and Jack Connelly upon his arrival in the Valley, and in October of '41 came to work for SWA.

A product of St. Thomas College, he played the halfback position in football; was for two years in the semi-pro league. Interested in riding, he once owned a string of gaited horses and jumpers; has won several ribbons in horse shows.

Traveled—he spent one winter in South America and on a Dutch Island off the coast of Venezuela—he also likes to fly. At present this accomplishment includes only sand-bagging, on which he has had more than his share of forced landings.

Sturm's background has been aircraft production, a good reason for his having been chosen to take over when Overhaul went on a production-line basis.

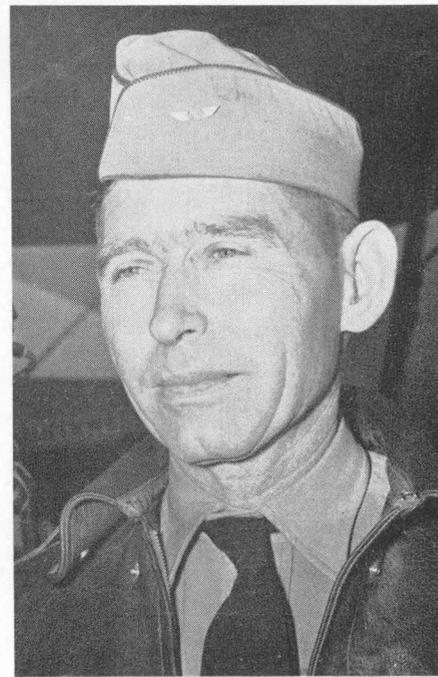
One of Southwest's original seven pilots . . . Ralph (no middle initial) Jordan, left his beloved Pacific Northwest to sign on with SWA on September 25, 1940, as a C.P.T. instructor at Sky Harbor. The following March he braved dust and mud to graduate the first 49 fliers from Thunderbird. In the two years since, he has progressed steadily from instructor to flight commander, to stage commander, to chief pilot, to director of training.

Ralph has logged some 3100 flying hours in 13 years of flying. Former part-owner, manager, chief pilot and handy-man of the profitable Lewiston (Idaho) Air Service, he rates his most interesting experiences as having resulted on contracts with the U. S. Forest Service, for whom he flew supplies to fire fighters deep in the Northwest's rugged mountain country.

Born in Juliaetta, Idaho, 35 years ago; married to an Idaho girl; a 19-month-old son, Rush.



**RALPH JORDAN**



**CLIFF DAVIS**

Lots of forced landings but never a crack-up in approximately 6,000 hours of flying—that's the record of Clifford E. Davis, veteran Sky Harbor director of training. One of SWA's original seven pilots, Cliff came to Arizona back in 1920, when Sky Harbor was sand and sagebrush.

Born 45 years ago in the Indian country of Oklahoma, Davis started flying back in 1923; got his commercial license in 1931. He holds instrument, secondary, C.A.A. flight examiner, and secondary flight examiner ratings in addition to his commercial, A & E mechanic, and radio operator licenses.

Previous to joining SWA in 1940, Cliff spent five years operating a flying school and charter service out of Parker, Ariz. Before that he spent most of his time teaching and barnstorming. He's owned five airplanes — single engine jobs — and there isn't much of this country he hasn't covered on one barnstorming trip or another.

## OVERHAUL IS FIRST TO BENEFIT

Southwest Aircraft employees now have their own entrance gate and parking lot, an arrangement which not only takes away the commercial traffic from the main gate at Thunderbird, but also makes the overhaul operation much more accessible. A timeclock at the gatehouse further facilitates the activities of employees by recording their time as soon as they arrive.

Also in the process of construction is the new lunch pavillion for the convenience of aircraft personnel, which will not only provide excellent eating space but also will take the strain off the already overcrowded canteen.

These and other improvements are part of a planned program for the betterment of working conditions for Southwest Airways' employees.

### Notice

The Arizona law requires all persons operating motor vehicles in this state to have in their possession an Arizona operator's license. Through the cooperation of the Arizona State Highway Department, arrangements have been made for an examiner of the Motor Vehicle Division to be at Thunderbird I in the morning and Thunderbird II in the afternoon, on the following dates, for the convenience of those who need new driver's licenses: May 26, June 9 and 23. All employees should avail themselves of this opportunity to secure driver's licenses.

## Falcon Expands

Improvements at Falcon include new barracks for cadets (they no longer stay at the El Portal in Mesa), additional space for Army and SWA office employees, and a new switchboard. Falconites are mighty proud of the latter addition, and well they should be, after the old dial phone system which operated the whole field on four buttons! Latest project is the enlargement of the canteen, which is still in the digging stage.

## "Why Don't We"

- ... ask the waitresses in the canteens to wear hairnets to keep their locks in place?
- ... have a box in which we can deposit news when it happens?
- ... start a "Buck A Month" club or similar organization to build up funds for charity?
- ... have regular meetings of department heads to establish Field policies?

Did you notice that Thunderbird II picked up one of the March "Why Don't We?" suggestions and staged a really swell picnic?

## In The News

Aviation trade magazines and newspapers have requested special articles, as their attention has been focused on Southwest operations.

Among the best is the "Hatching Thunderbirds" story in the May issue of SKYWAYS magazine, which company executives thought enough of to send a copy to Madame Chiang Kai-shek.

The June issue of FLYING ACES contains an article on the achievements of the British program at Falcon, and the August issue of AIR-AGE will contain a release on Chinese cadets.

These stories should be of more than usual interest to Thunderbirds.

## NEW PERSONNEL

The Thunderbird welcomes to Southwest Airways the new employees who joined our ranks in April. Glad to have you with us!

### SKY HARBOR

**Flight Instructors** — Vernon S. Jensen, Charles W. Ratliff, Mary K. Lewis, Myron B. Dixon, Donald H. Smith.

**Ground School** — Sherman M. Carroll, Marjorie A. Sorenson, Paul R. Tally.

**Airplane Maintenance** — Clarence Davis, Benjamin T. Sisson, Frank Pennock, Charles E. Gilbert, Coy C. White.

### THUNDERBIRD

**Flight Office** — Signe Auhll, Loraine M. Johnson, Elva E. Wetzel, Billie Zeh.

**Flight Instructors** — Wesley E. Mallery, Cecil S. Keesling, Edmund P. Pillsbury, Lloyd C. Adams, Thomas C. Saunders, John C. Stanford, E. Earl Warren, Albert W. Caradies, James C. Pew.

**Airplane Maintenance** — David K. Threewit, Frank E. Mawk, Jearal C. Claxton, Robert E. Blanck, Albert S. Ruffner, Alexander C. Hooper, Vernon W. Taylor, Julian Taylor, DeWayne D. Spencer, Lee Romine, Melvin G. Perry, James Bloom, Douglas Hawkins, Robert L. Selvey, Rexford F. Elder, Harrel Henager Bob H. Bower.

**Gasoline Dept.** — William J. Feagins.

**Steward's Dept.** — Juanita O. Bacon, Jesse P. Martindale, Dorothy G. Crippen, Arthur L. Elston, Mary M. Walton, Otella M. Brooks.

**Ground Maintenance** — Dave Armstrong, Edgar H. Alyea.

**Building Maintenance** — Opal L. Bourassa, William O. Prock.

**Janitors** — Alice M. O'Neil, Anna Osborn.

**Guards** — Owen E. Holmseley, Robert S. Duggan, Roscoe H. Anderson, James D. Nation, Gerald N. McGrew, James Kelly.

### NEW EMPLOYEES

#### FALCON

**Flight Operations** — James F. Wells.

**Link and Ground School** — John C. Bateman, William A. Rhodes, John R. Winn, Eugene O. Walsler.

**Airplane Maintenance** — Violet I. Beal, Daniel Quimayouise, Dayton Sekayumptewa, Eugene Sekaquaptewa, Ella Williams, Neil D. Monongye, Leo S. Russell, David Senkteoma,

N. J. Sumatzkuku, Dewey Deming, Ted Campbell, Evelyn Brooks, Leo Brooks, Guy Baldwin, Russel Blue, Kenneth Holland, Evelyn Brady, Fern H. Karchner, Louis G. Ellsworth.

**Steward's Dept.** — Chloe Busby, Maria Barraza, Bertha Robles, Josephine Montoya, Claude H. Grimes, Eddie A. O'Connor, Ira K. Merrill, Francis Pomeroy, Jr., Dolores Huerta, Mary Quintana, Mary Davis, Horace Shipman, Aldia Weathers.

**Janitors** — Rosalia Barraza, Josephine Sanchez.

### NEW PERSONNEL THUNDERBIRD II

**Flight Operations** — Marie Martin, Mary C. Hogue, Georgia Annon.

**Flight Instructors** — Paul M. Wertheimer, Russ M. Gledhill, J. L. Chronister.

**Ground School** — C. L. Gill.

**Airplane Maintenance** — George F. Moore, Fred Leonard, F. A. Rosenstock.

**Gas Maintenance** — Milo Sylvester, R. M. Barnsworth.

**Steward's Dept.** — John Smith, Mattie Smith, Frona T. Melton, E. G. Abilio, Anna I. Stillion, Beatrice Demarbiex, Mae Stockman, Jennie P. Akridge, Nelda M. Wall.

**Ground Maintenance** — Carl Enos, Frank Shaw.

**Guards** — I. R. Upshaw, John Augustovich, Robert Rogers.

### OVERHAUL

**Aircraft Division** — Felix Kallis, Shirley J. Hendrickson, Gertrude M. Canning, Merlin C. Fox, Frank M. Martin, A. Bell, Charles S. Stafford, Hilbert Matteson, Ivory I. Diggs, James J. Rhodes, Lula I. Prock, Margaret E. Brady, Louise B. Eldredge, Floyd V. Davis, Gladys Q. Sheridan, Muri A. Brown Eva M. Varney.

**Engine Department** — Mabel N. Witter, Opal M. Hoover, Leola Claxton, Donnie M. Haggard, Viola J. Chambers, Nathalia C. Stephenson, Marion B. Loughran, Lucy Santesteban, Elizabeth Latham, Freddie Kelly, Ruth F. Bennett, Frank Howard, Gerald W. McCardle, Harry I. Green, Dolores M. Groves, Nancy M. Lynch, Frances Smith, Gerald H. Harp, Robert P. Dobbs, Forest A. Pettitt.

# FIGHTING FORTRESS

By



Public Relations Manager, Boeing Aircraft Company

Although the Boeing Flying Fortress, as seen in action now on every battle front, is the result of evolutionary processes which refined and improved the original model, the basic design has not been altered since its adoption eight years ago.

In 1934, answering a call from the Army for competitive bids on a new bomber, the Boeing Aircraft Company submitted plans for a four-engine ship, an event destined to revolutionize military aviation. That Boeing should propose building such a plane—the first of its kind—was regarded as fantastic in some conservative quarters, but Boeing engineers welcomed an opportunity to bring to reality the idea of a long range, high speed, heavy load-carrying precision bomber which had long been germinating in their minds. The Army placed a service test order for 13 of the planes.

Despite the constant advancements produced by continued experimentation, the Flying Fortress remains essentially just that—a bomber capable of traveling hundreds of miles to drop its load with deadly accuracy on enemy installations, and to defend itself against enemy attack on the way to and from the objective. One further new feature has been added since the inception of the original Fortress—the ability to operate efficiently at extremely high altitudes by means of engine turbo-supercharging, and thus to gain additional protection in reaching long-range or heavily-defended objectives.

Reports from the combat zones indicate how effectively the Flying Fortress has answered the challenges of modern warfare. There is, for example, the testimony of General H. H. Arnold, Commander of the Army Air Forces. "Neither the Germans nor the Japanese," said General Arnold, "have come out of

their combats with our air forces without having to stop for breath and lick their wounds. The terrific destruction wrought by the Flying Fortresses upon the best fighters that Goering could bring to bear against them came as a distinct surprise. These trained German fighter pilots tried every technique that they could conjure, but the results have always been the same. The Flying Fortresses fight their way through—leaving wrecked enemy fighters behind—and complete their missions."

The Flying Fortress, as it grew to maturity from the embryonic state of 1934, demonstrated that speed and a high load capacity could be successfully combined without any sacrifice of efficiency. Weighing approximately 65,000 pounds, the B-17F has a maximum bomb load of ten tons and its four Wright Cyclone engines generate a maximum speed considerably in excess of 300 miles an hour.

Approximately seventy-four feet long, with a wing span of more than

103 feet, the Fortress is capable of climbing well over 35,000 feet.

The armament consists of 13 guns of various calibre placed judiciously to furnish the utmost protection for the crew of six to ten members. War records reveal many instances where the great plane, besieged by superior numbers, not only withstood savage attacks but dealt costly blows to the enemy before finally reaching base under its own power.

The experience of Captain Hewitt T. Wheelless, which was described by President Roosevelt during a radio broadcast early in the war, has since been closely duplicated on many sectors. One of Captain Wheelless' engines was put out of commission, the radio and oxygen systems destroyed, one gas tank hit, seven of eleven control cables shot away, the tail wheel blown off, and the tires on both main landing wheels punctured, but the Fortress' guns brought down eleven of the eighteen attacking Zeros.

"The Fortress' proven ability to take gun fire," explains E. C. Wells, the Boeing Aircraft Company's chief engineer, "is due to the armor, the placement of crew members and other factors carefully thought out long ago and developed through combat experience and coordinated efforts of Boeing and the Army Air Forces."



THE BOEING B-17, a most formidable weapon.

## EX-EMPLOYEE MAILING LIST

Have you sent the Public Relations Department, Thunderbird, the names and addresses of former Southwest employees you know who are in the armed forces? Letters from those who received first copies indicate they want to be put on the permanent mailing list.

We quote **Glenyce Poole**, one-time Thunderbird operator, who wrote: "I was in the hospital recovering from the measles when THE THUNDERBIRD came, but I read it from cover to cover and enjoyed it very much. Keep it comin'." **Al Schmidlin** said: "I was sure happy to receive the swell THUNDERBIRD magazine. Would you mind telling Mr. Barnes and his gang in Engine Overhaul, hello for me?" And this from **Doyle Johnston**: "Thanks for the mag. I really enjoyed it. Saw **Red Pinnick** of Falcon Gas Dept. here and after I finished it he took it to read. There is an instructor here who used to work in Overhaul, so we really passed my copy around." **Al Stratigos**, former material clerk at Hangar 2 Thunderbird, sent the following: "I got the first issue of the mag, and it was a knock-out. I read it through, word for word, and then just sat back and looked at the pictures over and over. I was sure homesick."

If you have any names to add to the already growing list, send them to the Public Relations Department, Thunderbird.

## New Office

Special offices have been established by the company in Beverly Hills to handle matters relating to our future air line development. Vice-President James G. Ray is in charge.

They're located at 204 South Beverly Drive, Beverly Hills; Room 215, Corrine Griffith Building No. 3, if you're over that way and want to drop in. What with pilot training, cargo, overhaul, and now air line development divisions, we're growing up fast.

## GOSSIP (Cont'd)

been running free taxi services for the femmes at the post since he got his new motorcycle, but, after seeing the miscellaneous parts scattered hither and yon in Monsieur Des Marai's back yard, some of the gals are wondering how long this service can continue. . . . Incidentally, Mike, were you and **Fred Merha** supposed to be in the race at the T-2 picnic? . . . **Norma Jean Smith**, of O'haul, is convalescing from an appendectomy. So far the weekly winners of the War Bond drawing in the T-2 canteen have been **Marie Hulsey**, **Jewel Tucker** and **Jewel Tucker**. How do you do it, Jewel? . . . Cargo Liners are feudin' with the government. Seems some of these famous Marine Raiders have nothing on the War Manpower Commission in the San Berdu area.

Rivalry between T-1 and T-2 is flaring up again. This time it's in the form of a physical contest involving two G.S. instructors. **Kenny Brown** and **Jim Cox**, self appointed champions from 1 and 2, have challenged each other to a 220-yard race which they have agreed will determine the Southwest titleholder. Each is certain of victory, but they have declined to divulge the time and place of the race for fear of witnesses in case of a tie. Nevertheless, results of the colossal contest will be published in the next issue of THE THUNDERBIRD, providing the Field Intelligence is able to find out the time and place of the event. . . . It has been suggested that **Al Storrs**, director of training at Falcon, should send in a bill to **Ted Mitchell**, former assistant C.F.I., now at San Berdu, for an overdue bet. Why not, Al? . . . Seen at the Encanto Park golf course last Sunday, jumping up and down on his golf clubs, tearing his hair, and swinging at the air, was one, **Charles King**, foreman of the Gas Department, better known as "Keep Calm Charley." . . . Also observed was **Alice Turner** of the Post Technical dept. actually driving a ball for 200 yards; and Instructor **Mitchell**, burning up the course — or was the course burning him up? Those figures you were cutting on the 14th hole looked

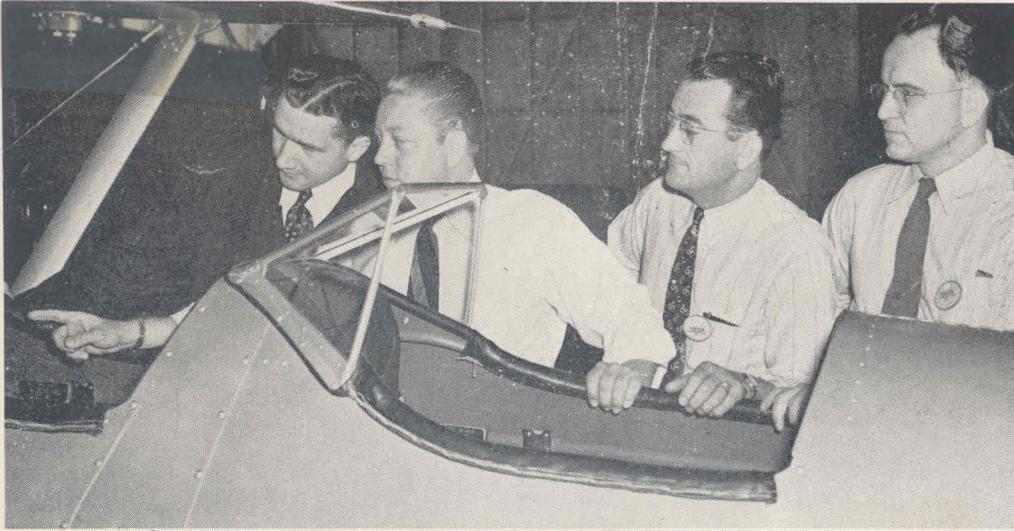
strangely like chandelies. . . .

T-2's shop recently contributed **Juan Herrera** and **R. E. Landon** to the armed forces. . . . Pop **Berner**, same dept., is passing cigars due to the arrival of a son, whom the employees have affectionately termed "Little Pop." . . . A person just can't change at all — T'Bird ground crewman **Roy Lindsey** came to work all dressed up one day, had everyone wondering who the new man was, 'til somebody discovered it was Roy. . . .

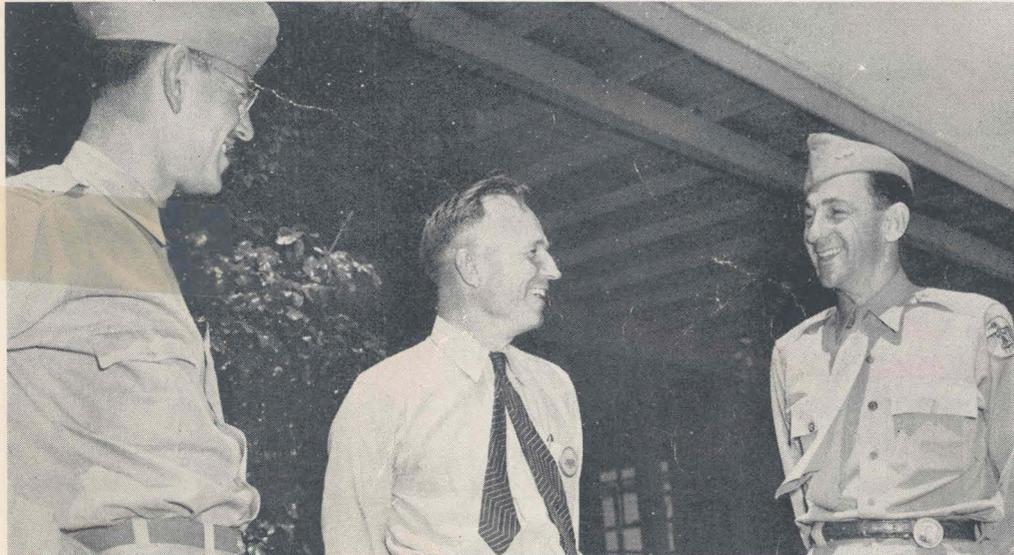
Cargo Liners laugh when you mention the Air Transport Command. Seems when they were drawing up schedules, they listed our Tri-City Airport as a freight pick-up stop! It's a two-way joke. We may not be so much of a cargo line compared to their operation, but we'd like to see anyone land a DC-3 at Tri-City. Pay-off: it all came to light when the ATC called Cargo Boss **Ted Mitchell** in the middle of the night to report their ship would land about 2 a. m. and how much freight would there be? . . . In anybody asks you for the magic password at SH, just say "Mother Goose" . . . Have you seen the "Atlantic City Parade" given by the office girls at T-2 every noon at the swimming plunge? . . . 'Tis said a number of instructors and cadets have suddenly developed an interest in swimming after learning that **Melba Nelson** is a swimming instructor. . . . **Dale "General" Combs**, T'Bird ground crew, has recently acquired a new nickname of "Sudsy." But our advice is not to ask him how he got it; it might be embarrassing. . . . The **Mathews**, **Stone** and **Hayden** trio teach the Maintenance classes for the T'Bird cadets at night. . . . **Anne Petrie**, ex-Falconite, is back after an eight month's absence. . . .

Know what T-2 instructor teaches his student to land 50 yards in front of the field, and says: "If the brakes don't work, use the trees?" . . . Which reminds us, Flight Commander **Morris**, when you wobble-pumped that AT-6 all the way from Wickenburg to Falcon that time the fuel pump broke, did you notice any new muscles the next day?

# ★★ VISITORS OF THE MONTH ★★



1. General Mgr. Paul Sturm with three members of the War Manpower Commission. (Left to right) John P. Gifford, regional Chief of Training, San Francisco; Sturm; John Douthit, Apprentice Training Service, and James Rork, Manpower Utilization representative, both of Phoenix. Typical of the reaction of visitors to the overhaul activity, members were impressed with the spirit of cooperation among the workers and commented on the excellent working conditions. They were particularly interested in the job training program being done.



2. Former Thunderbird stage commander, Claude Downs (center), talks over old times with Chief Pilot Stan Roper (left) and Ralph Jordan, director of training. Downs, who has been ferrying Liberators for Consolidated Aircraft Corporation (he made one trip to Australia), was on his way to Montreal, Canada, to join the RAF Ferry Command.

3. Esther Forbes (center), writer for Southern Flight Magazine, with William Lowe (left) of Plymouth, England, and William Sales (right) of San Francisco. Sales is explaining the Daily Record of Flying Time chart to Miss Forbes, who expects to do an article on flight training in the Valley.

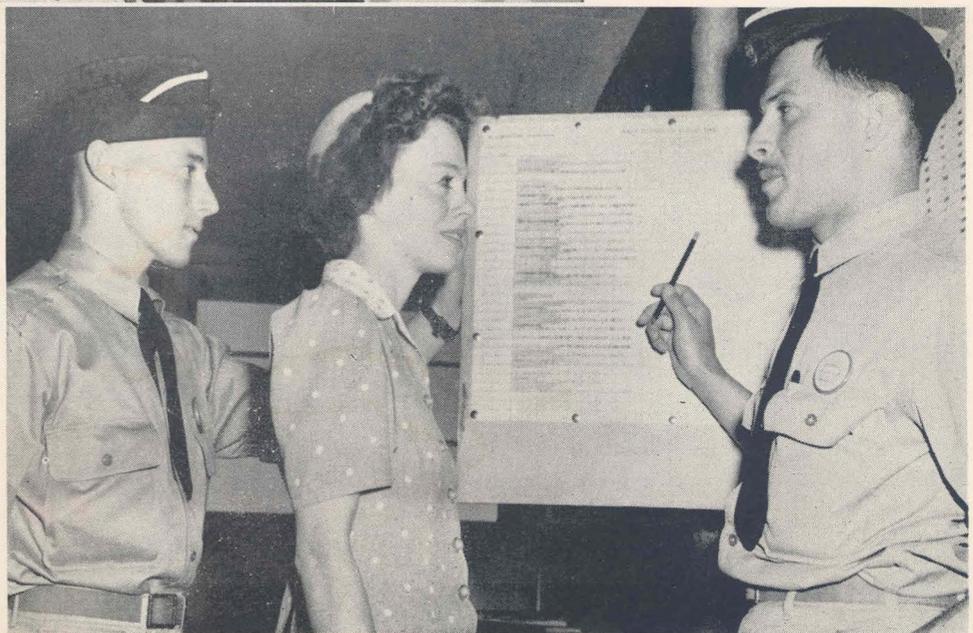
## They Also Stopped By

**Sky Harbor:** Herb Franklin and Bill Marsh, Former Thunderbirds, just to say hello.

**Thunderbird:** Ex-Thunderbird "Red Hot" Brown, now of the Cargo Line, and Sergeant DeVore, formerly of Army flight operations, en route to Officers Candidate School.

**Falcon:** Captain Glen G. Swan, former commanding officer of American cadets; Mrs. Gordon, mother of Instructor Barney Gordon who was killed in April, 1942, and Father Vienta, from Texas.

**Thunderbird II:** Maj. Gen. Ralph P. Cousins, commanding general of the West Coast AAF Training Center; Brig-Gen. Martin F. Scanlon; and Brig. Gen. Alvin C. Kincaid, the last-named commander of the 37th Flying Training Wing.





## NO LONGER "... SO FEW"

It is dusk. Today—September 15, 1940—the Royal Air Force won the battle of Britain. Then, the *Luftwaffe's* supreme effort was smashed...its rout completed, by a tiny group of fighting men whose feats have become legend.

Two years have passed...the tide has turned. Now the R. A. F. is Victory bound... its strength numbered in the thousands.

We are proud that many of these Empire pilots received PRIMARY, BASIC and ADVANCED flight training—earned their coveted wings—at our Falcon Field. To them—and to their many American flying comrades in the world's war-torn skies—who also first flew with the Thunderbird in Arizona's Valley of the Sun—each Southwest Airways worker pledges ceaseless effort, so that:

*There shall be more, in ever increasing numbers!*

# 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

