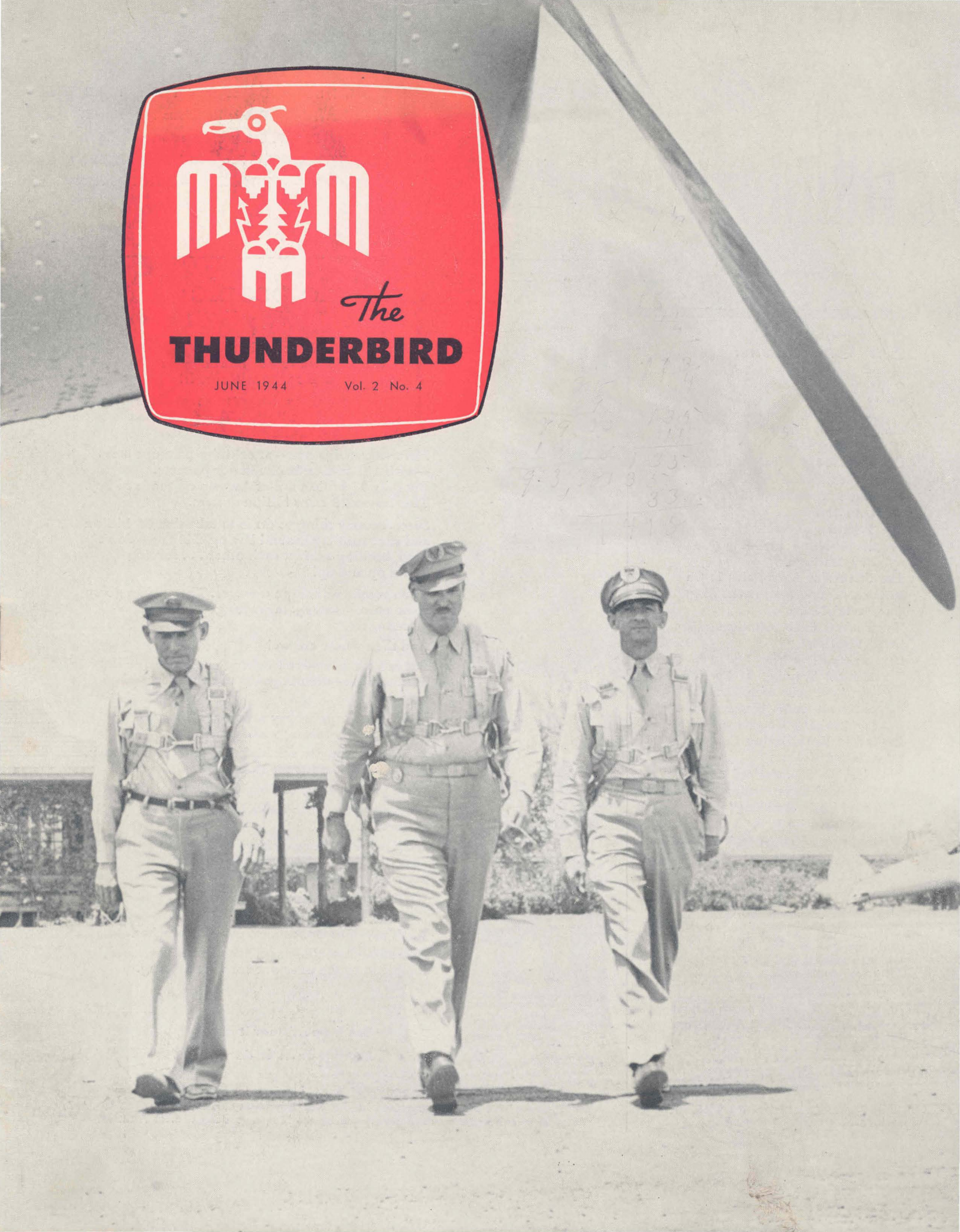
The THUNDERBIRD

JUNE 1944 Vol. 2 No. 4



The THUNDERBIRD

PUBLISHED MONTHLY BY
The Industrial and Public Relations Department
Paul G. Sturges, Director
SOUTHWEST AIRWAYS • PHOENIX, ARIZONA
VOLUME 2 — NUMBER 4 — JUNE, 1944

In This Issue:

News of the Month 1
On to Victory 1
Editorial by John H. Connelly
Southwest Flys 1,000,000 Pilot Training Hours 2
Congratulations Received on Millionth Hour Mark 3
Parachute Training Course Lengthened 4
Our Fighting Generals 5
Private Students Fly at Sky Harbor 6
The Fifth War Loan Drive Is On 6
In the Overhaul Instrument Shop 7
Our Poets' Corner 8
Thunderbird Cadet Citations 9
"War Workers" 10 & 11
Personality Sketches 12
Transitional Training at Roswell 13
By the Public Relations Department, AAF Western Flying Training Command 13
Ex-Cadets Have Daring Exploits 14
"Gossip and Hearsay" 15
Thunderbird, Thunderbird II and Overhaul Have Picnics 16 & 17
"Biographically Speaking" 19
Tenure of Service Pins 20
Visitors of the Month Inside Back Cover

★ ★ ★

THE COVER

Three civilian flight instructors chalk up the skyline mark of 1,000,000 military pilot training hours, Southwest Airways' contribution to victory. This flying time includes over 4,600,000 landings and take-offs by pilots from some 30 different countries training at Thunderbird, Thunderbird II, Falcon and Sky Harbor.

BACK COVER

Now that the long-awaited invasion has been launched, there is more need than ever for the purchase of bonds to supply our boys in France with the munitions of war.

We're just little people

We're just plain folks . . . but
We're the folks who made this country!
And we're the folks who will save it!

Save it from *two* things it's *got* to be saved from now.
The first thing is the Enemy. The second is the danger of Prices Getting Out of Hand.

Here we are this year—after we've paid our taxes —with 131 billion bucks in our pockets.
But only 93 billion dollars' worth of goods to buy.
That leaves 38 *extra* billion dollars.

Sure, the easy thing to do is to take that 38 billion and start running around buying things we don't need, bidding against each other . . . forcing prices up and up!

Then people want higher wages. Then prices go up some more—and again wages go up. So do prices again.

And then where are we!

But us little guys—us workers, us farmers, us businessmen—are not going to take the easy way out.

We're not going to buy a single, solitary thing that we can get along without.

We're not going to ask higher wages for our work, or higher prices for the things we sell.

We'll pay our taxes willingly, without griping.

We'll pay off all our debts now, and make no new ones.

We'll *never* pay a cent above ceiling prices.
And we'll buy rationed goods only by exchanging stamps.

We'll build up a savings account, and take out adequate life insurance.

We'll buy War Bonds until it really pinches.

Heaven knows, these sacrifices are chicken feed, compared to the ones our sons are making.

Use it up...Wear it out.
Make it do...Or do without.

HELP US KEEP PRICES DOWN

A United States War message prepared by the War Advertising Council, approved by the Office of War Information; and contributed by the Magazine Publishers of America.

This Month In Brief

COMPANY

Operations fly millionth hour of flight training . . . receive congratulatory letters from the War Department, Army Air Forces personnel, and local office holders . . . set quotas to support Fifth War Loan drive.

THUNDERBIRD FIELD

CONTRACTORS TO AAF FLYING TRAINING COMMAND

Cadets rate high marks in Basic exploratory examinations . . . maintenance stockroom receives praise from Western Flying Training Command at Santa Ana . . . contest begun to determine best flying cadet in each graduating class.

THUNDERBIRD II

CONTRACTORS TO AAF FLYING TRAINING COMMAND

Parachute department intensifies training . . . C.A.A. inspector issues parachute technician's license.

CARGO DIVISION

CONTRACTORS TO AIR TRANSPORT COMMAND

Pilots initiate novel delivery of newspapers to isolated forest ranger . . . maintain delivery of more than 100,000 pounds of high priority Army Air Forces' freight and mail.

FALCON FIELD

CONTRACTORS TO ROYAL AIR FORCE

Officers' Club elects new heads . . . violation of safety practices curtailed by "Kangaroo Court."

SKY HARBOR

CCA-APPROVED PRIMARY AND ADVANCED FLIGHT SCHOOL

Private instruction students complete ground school courses and prepare for flight tests.

OVERHAUL DEPOT

CONTRACTORS TO AIR SERVICE COMMAND

Overhaul 20,000th instrument in Instrument Shop . . . employees join in picnic celebration.

On To Victory

TO ALL EMPLOYEES:

Congratulations and wholehearted thanks for your splendid cooperation which has made possible Southwest's achievement of flying one million military pilot training hours.

I am justly pleased with this record, and especially proud of the personal share each of you has contributed to our safe, efficient operation.

The role played by you "civilian soldiers" in the formation of a mighty United Nations Air Force is, for the most part, inconspicuous in the overall air war picture. For few people outside the aviation industry realize that the men and women who first teach our service pilots to fly are civilians.

Yet, in your own case, you have helped in the training of more than 15,000 military pilots. Southwest schools alone have trained more men than were in the Air Force at the end of the first world war. Our production lines of industry are meeting the demand for 100,000 planes a year. At Southwest, and at other civilian schools throughout the nation, we are meeting the demand for pilots to man those planes.

Now, as we enter our second million hours, it is with a feeling of confidence. With your willingness and ability, we shall continue the superior training which has marked our past. Our fervent prayer is that there be no need for completing a second million hours in order to win the peace—a peace that will open new vistas of opportunity for your company and enable it to take a dominant role in the foundation of aviation's post-war tomorrow.

John H. Connelly

President.

ONE MILLION HOURS OF TRAINING . . .

Another chapter of progress has been written into the saga of aviation — the chapter of Southwest Airways' million hours of military pilot training.

On June 2, radio commentators, aviation trade magazines and newspapers announced to the nation that our schools—Thunderbird, Thunderbird II, Falcon and Sky Harbor—had passed the millionth hour mark, one of the first contract schools of the Aeronautical Training Society to reach the coveted mark.

Simple ceremonies commemorated the occasion. The wartime job of training aviation cadets went on uninterrupted, except for a three-plane takeoff from Thunderbird Field which marked the millionth hour of flight. At the controls of the ships were Ralph Jordan, Al Storrs and Cliff Davis, directors of training at Thunderbird, Falcon and Sky Harbor, respectively—the same three men who flew the first hours three and a half years ago.

One million flying hours!

It sounds, and is, a tremendous total even in these war-fraught days when calculations are by multi-billions, but the figure is swelled to even more magnificent proportions when the amount of effort behind the record is considered.

SYNCHRONIZING WATCHES to split-second accuracy prior to flying the millionth pilot training hour for Southwest Airways are, left to right, Ralph Jordan, Cliff Davis and Al Storrs, directors of training at Thunderbird, Sky Harbor and Falcon respectively.

Translated into miles flown, one million flying hours would be sufficient for 200 round trips to the moon, or 3,452 times around the world at the equator. There have been approximately 4,638,600 landings and take-offs—one every minute night and day for nearly nine years by a single airplane. One million flying hours has consumed some 20 million gallons of gasoline—enough to flood a lock of the Panama Canal—and used 2,000,000 gallons of oil, enough to heat a six-room house for the next 8,000 years.

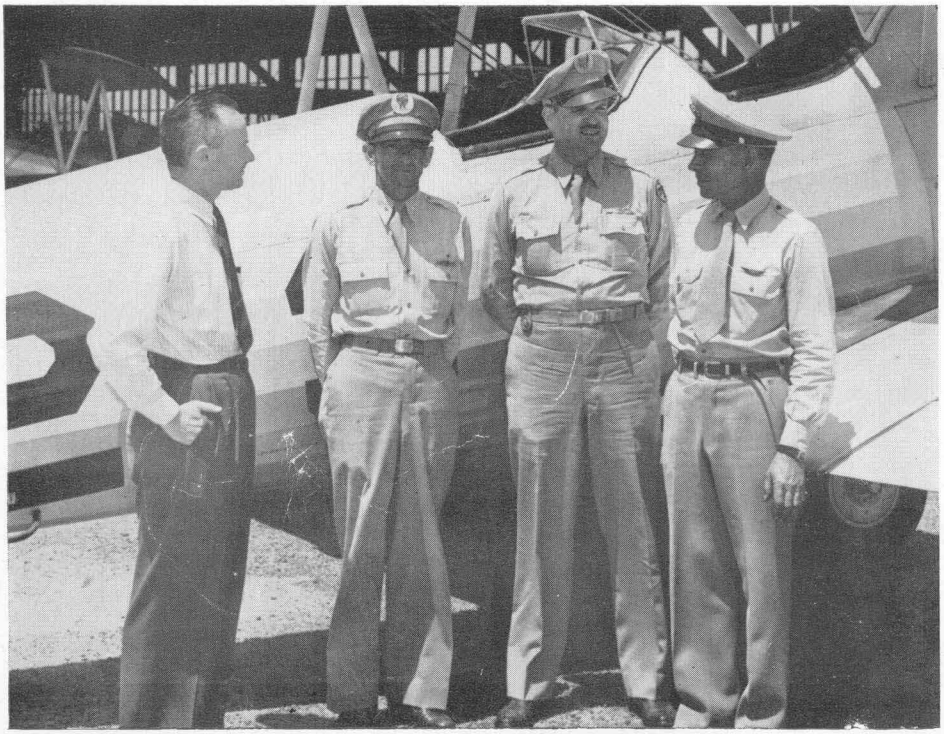
The impressive one-million hour total, amassed at Southwest is a record of which all employees may be justly proud.

It has meant expanding an original staff of 11 men and women to a staff of nearly 2,000 people, over 400 of whom are experienced flight instructors. The annual payroll now exceeds $3,500,000 and the ground facilities cover nearly 4,000 acres.

Today 500 planes are operated, serviced and maintained daily on a mass-production basis.

Southwest's first assignment, the training of additional Army flight instructors at Sky Harbor, came in September, 1940, at the peak of the German blitz on London. Japan's decision to join the Axis, and the Italian invasion of Greece brought successive increase in the number of pilots to be trained. Thus, Thunderbird and Falcon fields were established. A fourth Southwest-operated base was requested by the AAF after Bataan fell to the Japanese, and Thunderbird II was activated in June, 1942.

Two additional wartime assignments were added later: the Army-contracted engine and aircraft maintenance unit in July, 1942, and, in November, a military feeder airline operated as part of the Air Transport Command.



JACK CONNELLY, left, co-founder and president of Southwest Airways, talks things over with the pilots who flew the company's millionth hour.

SOUTHWEST OPERATIONS PRAISED

Company executives have received numerous letters from high-ranking Army and civilian personnel congratulating Southwest employees on having reached the high mark of 1,000,000 hours of military pilot training. Words of praise have come from General H. H. Arnold, Major General P. T. Mow, Brigadier Generals Martin F. Scanlon and W. W. Welsh, and Group Captain R. H. S. Spaight, to name a few.

"It is a pleasure," General Arnold wrote, "to send a message to the employees of the Southwest Airways Company on the occasion of the 1,000,000th flying hour logged at your military flight training schools in Phoenix . . . In the most critical period of our Army Air Forces' expansion program, we were confronted with the immediate necessity of transforming hundreds of thousands of willing and able but unskilled young Americans into experts on a high level of technical development. We had to man the cockpits of tens of thousands of airplanes. It is a matter of fact that we could not have done so if it had not been for the manner in which our civilian flight training schools took hold. The men who operated those fields have earned the gratitude not only of the Army Air Forces but the entire nation."

Major General P. T. Mow, Chinese Air Force, commented, "In crossing one of the most important milestones in the history of your Company on June 2, you can look back on your worthy activities in the past three years and be justly proud of your record. For what has been accomplished by you has had its direct results in the phenomenal wartime expansion of the U. S. Army Air Forces and those innumerable successful battles fought out in the skies all over the world by its armada of pilots and aircrews. . . ."

From Western Flying Training Command headquarters in Santa Ana, General Scanlon said, "Far more important than the number of hours is the kind of flying hours (your) men and women have made possible. Understanding instructors, careful ground crew mechanics, dispatchers, clerical workers and many others have shared the great privilege and responsibility of taking men off the ground for the first time, of teaching them to fly. Each one has done his part expertly, splendidly. . . . It seems to me there is no finer example of democracy at work than this spectacle of the greatest military air power on earth based on the firm foundation laid by loyal, patriotic, civilian men and women. I wish to express to every member of your organization the deep appreciation of this command."

For and in the absence of Lieutenant General Barton K. Yount of the Army Air Forces Training Command Headquarters, Brig. Gen. W. W. Welsh, acting chief of staff, observed, "The 1,000,000 flying hour of flying schools of the Southwest Airways Company is an important occasion to the Army Air Forces as well as to the employees of Thunderbird, Falcon and Thunderbird II fields. The contribution of these schools to the high standards of training proficiency and flying safety of this Command are a credit to your organization and to each of you personally. . . . On behalf of the AAF Training Command I wish to express my sincere appreciation."

(Continued on Page 20)

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D.C.

May 26, 1944

Mr. Leland Hayward,
Chairman of the Board,
Southwest Airways Company,
Beverly Hills, California

Dear Mr. Hayward:

I understand that the Southwest Airways Company's three military pilot training schools are on the point of completing their 1,000,000th flying hour. You have trained more than 15,000 cadets for the Air Forces of the United States, China and Great Britain.

Those figures symbolize a very considerable achievement. At a time when the training of skilled crews was a top priority task for our Air Forces, the civilian flying schools met the emergency with imagination, ingenuity and long months of plain hard work, often hazardous. The box scores of our fighting pilots around the world reflect, to a large degree, the patient and exacting labor of devoted instructors.

Please convey to those instructors and to all your other employees, the mechanics, the radio operators and the skilled technicians, my sincerest congratulations on a difficult job well done.

Sincerely,

ROBERT A. LOVETT
Assistant Secretary of War for Air

FOR VICTORY BUY UNITED STATES SAVINGS BONDS AND STAMPS

SIDNEY P. OSBORN
GOVERNOR

W. B. CHAMBERLAIN
SECRETARY

Executive Office
State House
Phoenix, Arizona

June
First
1944

To the Personnel of Thunderbird, Falcon and Thunderbird II

Courtesy of Paul G. Sturges, Director of Public Relations
Southwest Airways, Incorporated
Phoenix, Arizona

My dear Friends:

That you have completed the 1,000,000th military pilot training hour at Thunderbird, Falcon, and Thunderbird II airfields, is an accomplishment of which all Arizona is proud.

It is easy for us in Arizona to applaud your achievements.

But far more important is the tribute which you have earned in the log-book of our fighting forces. Thousands of able American pilots, flying all types of aircraft over enemy concentrations the world over, are by their actions saying "Bravo" more effectively than any of us here at home can write it.

Your imposing record is in the best tradition of American teamwork and sportsmanship. For the completing of these one million military pilot training hours is truly a cooperative triumph. From maintenance personnel to veteran instructors, each and every one of you has done your job and done it well.

You hold a key salient in that great and indivisible battle line which stretches from our remotest fighting front to your operations here in Phoenix.

On behalf of the people of Arizona: Congratulations.

Sincerely,

S
P
O
:
m

Governor

TO EVERY Southwest worker goes credit for making possible 1,000,000 hours of military pilot training, an impressive total which is bringing death and destruction to the enemy.

AIR DELIVERY OF PAPERS

A lonely forest ranger and his wife on a mile-high peak in Southern California's Caliente mountains, who receive mail once a month from the Indian guide who also packs in their food supplies, now get Los Angeles and San Francisco newspapers daily.

The identity of the ranger came to light recently when officials of the Cargo Division, which operates a feeder cargo service for the Air Transport Command from West Coast supply depots to individual Army bases, received a week-old postcard signed by Ranger Mike Keller. It had traveled to numerous military posts in search of the pilots responsible for the novel delivery service.

One of Cargo Division's routes winds through a pass in the Calientes, directly alongside the guard station, and pilots always waved a greeting to the Kellers. One day they were noticed pointing to a newspaper held aloft. On the return trip a newspaper was dropped and the ground response was enthusiastic. Soon it became a twice-daily service that now includes the latest magazines.

Ranger Keller's postcard also started an exchange of correspondence. Pilots Roy Rasmussen and Jack Gladney receive several letters at a time each month, answering the month-old questions in notes written across the top of the newspapers they deliver. Latest letter reported the Kellers to be planning an airport near their isolated guard post, at which they have been stationed since early December, 1943.

Pilots Rasmussen and Gladney, who by now have become so proficient in their aerial newspaper deliveries that they seldom miss tossing them right on the porch, are seeking a post-war use for their newly-learned skill.

—o—

Receive Praise

The PLM (Production Line Maintenance) stockroom in Thunderbird's Hangar 4 was praised highly for its neatness and cleanliness by Captain H. L. Harding, Jr., of the Western Flying Training Command at Santa Ana, on a recent inspection tour.

The stockroom operates in close conjunction with the Army Air Depot Detachment, which issues parts to the civilian depot. They in turn, issue them to the maintenance employees.

This service has done much to speed up production in the maintenance department by making all airplane parts, with the exception of wings, available to workers on any shift.

Chute Problems

Cadets at Thunderbird and Thunderbird II are finding out the who, what, how, why and when of parachute technique as part of a new phase of army training requiring an extensive course in the care and use of parachutes.

At Thunderbird, under the direction of Captain Freeman, cadets are given lectures which explain in detail practically everything there is to know regarding the all-important silk.

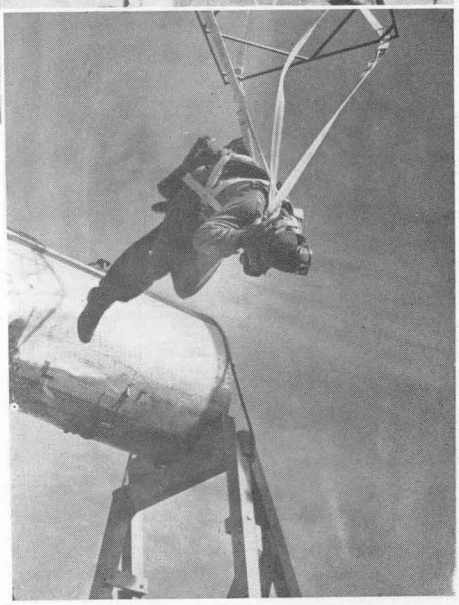
Included in the program is approximately one hour of actual cockpit procedure. Here the cadet learns all the tricks of getting out of the plane and a mock-up cockpit furnishes him the actual "feel" of jumping.

Under the supervision of Captain Frazier, and Julius Gold, chief of the parachute department at Thunderbird II, the first hour of the course includes a drop test and instruction on how to collapse the chute when on the ground.

The dummy-weighted chute is dropped from an altitude of 500 feet to prove the point that chutes open swiftly and safely even at low altitudes.

Later, cadets gather in back of the Operations Building to witness a demonstration on how to spill pressure from the billowing chute by tugging at shroud lines nearest the ground. Supplementary lectures are given following the actual demonstration.

The extension of this phase of the cadets' training is another way in which the Army and Southwest together are insuring greater safety for our fighting airmen.



JULIUS GOLD, above, parachute department chief, explains to Thunderbird II cadets the proper way a packer inserts the pilot chute into the main parachute to insure its quick opening. Below, a cadet at Thunderbird learns to jump clear of cockpit on training apparatus.

Statistics

Although details of the training of aviation cadets always has been a carefully guarded military secret at Southwest operations, some idea of the thoroughness of flight preparation can be obtained from the following figures:

Since the beginning of operations in March, 1941, Thunderbird instructors have taught 750,000 hours of ground school.

At present a 13-man staff gives 6,000 cadet hours of instruction a week. Thunderbird's first class of 57 cadets received 741 cadet hours of instruction per week from three men.

OUR FIGHTING GENERALS

During the past weeks the eyes of the world have been focused on three men—men directly responsible for the lives of thousands of allied troops — Dwight D. Eisenhower, Mark W. Clark and Omar N. Bradley.

What are they like—personally? By way of greeting and getting better acquainted with them, let's imagine them gathered around a conference table.

There is Eisenhower, 53, already a familiar figure to all nations—of medium height, smiling, easy-going, the simplest, honestest, least pretentious of men, with absolutely no sophistication in the European sense. Of German ancestry, he was Texas-born but Kansas-bred. One of five highly successful brothers, sons of a modest but resourceful Abilene businessman-farmer and ambitious mother, he had to go it alone, even to playing semi-professional baseball. He qualified for West Point when he found he was then too old for Annapolis; was with MacArthur in the Philippines four years ending in February, 1940, helping to make the most of war plans to wreck the Japs' timetable; was called back to Washington because he had proved his genius as a strategist in the Philippines and with his plans for cracking Europe; was Drueger's chief of staff of the brilliant Third Army during 1941 maneuvers; headed the War Department, War Plans section; was sent to England in charge of our European Theatre; then to North Africa in supreme command; and finally back to England where he now is engaged in the long-awaited, all-important invasion of France.

Clark, 47, the youngest and physically biggest, is a long-legged, long-armed, big-nosed giant who could simultaneously put Hitler and Tojo across his bony knees and spank 'em. Born at Madison Barracks, Watertown, N. Y., son of an infantry colonel, he chose the infantry, was twice wounded in the last war (once by a shrapnel burst that killed a French major nearby), won the Purple Heart. So restless in peacetime, he once barely escaped becoming a utility executive. Since 1939, when Marshall and McNair personally perceived his genius in training amphibious forces at Fort Lewis, Washington, his meteroic rise is well-known.

Senior commander of the U. S. ground forces in the great invasion is Omar Bradley, 51. Son of a country school teacher, Bradley was born in Higbee, Mo., and always has retained the countryman's shrewdness and simplicity. When he arrived in Africa to take over the command of the Seventh Army's Second Corps he had a reputation that had never been tried in the field. He had taught mathematics and tactics at West Point, weapons at Fort Benning, Ga.; served on the General Staff in Washington; became commandant at Fort Benning, Ga., in 1941—a job which called for the rank of brigadier general, making him the first member of his class to wear a general's star. He was sent to Tunisia in Feb., 1943, when things were not going so well, to take over command of the Second Corps. After the Seventh Army, of which the second Corps was the backbone, fought its way through Siciliy with inspired efficiency, Bradley was sent to England to work on the invasion plans.

These men, in whose hands rests the fate of millions of our boys, have spent over a quarter of a century earning their generals' stars—on merit.

That they are typical Americans can be witnessed from their typical American humor and past-times. In London, after drolly bedevilling a too-lordly British waiter one day by signing a check, "Eisenhower, German spy," Ike leaned back and said that if he could have his wish, all over the world, sports, fun and games would prevail as generally as in America—to teach people how "to play the game, win or lose, with due consideration for the other fellow." This consideration for others makes him when off duty as comforting as an old shoe, and even in battle crises, when a prime requirement of every great leader is to remain cool if he is to keep the confidence of those about and under him, he is never excited or rough.

Besides being able to kill a pheasant on the wing with a .22-caliber rifle, Bradley still plays golf in the low 70s, pitched in a faculty-versus-students baseball game at Benning, hiked 25 miles incognito with the 28th Division at night. (The men: "Damn the guy that organized this hike." Bradley: "Yep, they ought to hang him.")

Eisenhower injured a knee playing softball at West Point, turned to fencing, in which all are adept, then to gym work and in North Africa rediscovered his love of swimming. Like the others he long since learned to like indoor games too. Poker is a game teaching much. At it he won so much money from other officers he quit high stakes.

All three are excellent bridge players. According to Clark, whose Chief of Staff is Guenther, famous international bridge expert, bridge is a "prescribed study" for all students of military strategy and tactics, and chess is a worthy second.

You may wonder: are they a bunch of rip-roaring, hell-for-leather, hard-boiled fire eaters as rough and tough as Bombay pirates—like many a warrior of old?

Not at all. On the contrary, you'd know after a glance at them that they're men of brains, of intellectual rather than brute force. They're all soldiers—professional soldiers. They're great soldiers with much broader intellectual attainments than most great warriors of the past. Modern war is so complex, as everybody knows, that they have to be. Some in fact rate as scholars. All are widely varied in their reading habits, with a deep common interest in history, especially military history, and, though our army and navy officers must stay out of politics, in current history.

They all are—have to be—men of great flexibility of mind. Clark, who has a habit, not of doodling but of quickly symbolizing on paper the lines of any problem, not only trained but, subject to War Department approval, picked the officers of his Fifth Army. He assigned a problem to one. Having listened to this officer's report he said, "You've looked at this problem from three angles. I can count eight. Here they are . . ."

With the battle for Rome won and the historic invasion begun, it is with confidence that we place our faith in these men. Symbolic of their greatness is a simple sentence with which Omar Bradley usually ended his speeches to his troops, "I'll see you on the beaches" —a promise, since fulfilled, as well as a farewell.

B-29 Facts

Actual performance figures are secret on the new fighting giant, the B-29 super-Fortress which recently bombed Japan, but much descriptive data has been released:

1. The plane has a wing spread of 114.2 feet (B-17 Flying Fortresses measure 104 feet), and a fuselage 98 feet long.
2. Its dorsal fin stands 27 feet high.
3. Four Wright Cyclone 2,200 horsepower engines power it.
4. Its four-bladed propellers, spanning 16½ feet, are the largest in use.
5. Armanent comprises .50 caliber machine guns in multiple turrets and a 20-mm. cannon.
6. Half again as large as the B-17, its take-off and landing speeds are about the same.
7. It flies farther, faster and higher with a greater load than any other plane.

HEARING DATE POSTPONED

Formal hearings on Southwest's application for feeder airline routes on the Pacific Coast, originally scheduled to begin on August first, have been postponed until September 15, according to word from Vice-President Jim Ray's office.

Ray emphasized that our company had not asked the Civil Aeronautics Board for any extension, and that his staff had prepared its exhibits in sufficient time to meet the Board's previous deadline of July 1 for submitting written material. New date for submission of exhibits now is August first.

No city has been announced by the Board as yet for the hearings, but it is considered still possible that they will be held at some central Pacific Coast point.

Further importance of these hearings, which already were receiving considerable attention nationally due to the fact that the Coast thus became the first area in the entire nation to be considered for feeder airlines, is indicated by the assignment of Francis W. Brown, the Board's assistant chief examiner, to preside as examiner.

Applications of more than 20 companies will be heard during the consolidated hearings, which are expected to last several weeks, despite the Board's effort to shorten them as much as possible by having all possible evidence submitted in printed form instead of orally,

—o—

Bond Quotas

D-Day for Americans on the home front was June 10, the beginning of the Fifth War Loan Drive. With the invasion started only a few days before, this drive not only is timely but the need for supplies and equipment, which our bond dollar will buy, is very urgent. So urgent, in fact, that everyone has been asked to buy at least one $100 bond in addition to his regular purchases in payroll deductions.

Thunderbird's quota has been set at $48,400, Overhaul's at $32,500. Ella McArthy, in charge of bond purchases for both operations, will spend a day in each department, contacting employees personally and issuing bonds.

At Thunderbird II, employees have been asked to raise $29,000. Field personnel has been divided into four groups, each headed by one of the field's department heads.

Falcon employees will be contacted personally in an effort to raise their $29,000 quota. Booths will be set up to facilitate the bonds sales.

CHARLIE FLETCHER, Thunderbird squadron commander, is now a full fledged member of The Caterpillar Club. Admiring the little pin, presented to him by the club in recognition of his successful parachute jump, he recalls the date—December 7—and the man who packed his chute—Warren Smith.

Grades High

Aviation cadets, upon their arrival at basic school from primary, are required to take exploratory examinations, the results of which are returned to their primary ground school instructors.

At Thunderbird, close tabulation has been kept of the results of the examinations, and in the last five classes of cadets graduated—classes 44-D through 44-H—there has been a steady increase in the grades recorded. Class 44-E was two per cent higher than 44-D; and Class 44-H, one per cent higher than the preceding class, showed a gain of six per cent over 44-E.

With the better showing in grades has come letters of congratulations from various basic schools. One, from Polaris Flight Academy, addressed to all ground school instructors at Thunderbird Field, reads in part:

"You are to be congratulated on a very good showing on this class (44-G). Please keep up the good work as it facilitates the training program throughout the program and eases our burden in the basic schools."

FINISH GROUND CLASSES

Private students at Sky Harbor recently have completed ground school training and are well on their way to having enough hours to qualify for private flight tests, according to Page Deuel, director of technical training at the Southwest school.

Ground school courses include Civil Air regulations, aircraft, general service of aircraft, navigation, engines, radio orientation procedure, meteorology and instructor technique.

Except for the completion of the last 90 days of a contract for ten-hour college indoctrination courses, Sky Harbor has been operating on a "postwar" civilian training basis since the first of the year, when all Army War Training Service schools in the United States were eliminated from the flying training program.

The change, of course, did not affect other Southwest training activities. Army Air Forces primary instruction continues unabated at Thunderbird and Thunderbird II, and primary and advanced training of Royal Air Force cadets at Falcon Field also is in full swing.

—o—

New Steward

Emmett A. Ellis is Thunderbird's new chief steward, replacing Harry Mauler, a member of Southwest's staff since March, 1941.

A native of Indiana, Ellis has worked in almost every one of the Middle and Pacific Coast states. His culinary career started in Hannibal, Missouri, when he began washing pots 16 hours a day for $16 per month.

From that humble start he has worked for the Gray Steamship Company on a run to Alaska, in the oil fields of California and Texas, on dining cars, at Fred Harvey's Cardenas Hotel in Trinidad, Colorado, to name only a few.

One of the biggest jobs he ever had was with the Pacific and Electric concession at Del Rey, California, where about 3,000 persons were served at each meal.

He recalls celebrities that he served while with Levy's in Los Angeles—Herbert Hoover, Amelia Earhart, Jack Johnson, Charlie Chaplin, Mary Pickford . . . And when Theodore Roosevelt was Vice-President, Ellis accompanied him on many fishing trips along the Mississippi.

Almost a two-year Southwest man, Ellis came to Thunderbird in September, 1942, as second cook.

INSTRUMENTS GET PRECISION CARE

For the flier, self-confidence is no more important than confidence in the plane he is to fly—knowledge that every part of his ship is functioning perfectly. That is why such close attention is paid to the precise overhaul of instruments at Southwest fields.

At Thunderbird's Overhaul Depot, when an airplane is overhauled—approximately every 1500 flying hours—it is completely torn down and rebuilt. Likewise the instrument panel is meticulously examined. Every instrument on the board is tested. Those in need of repair are torn down, rebuilt, inspected and finally reassembled on the panel.

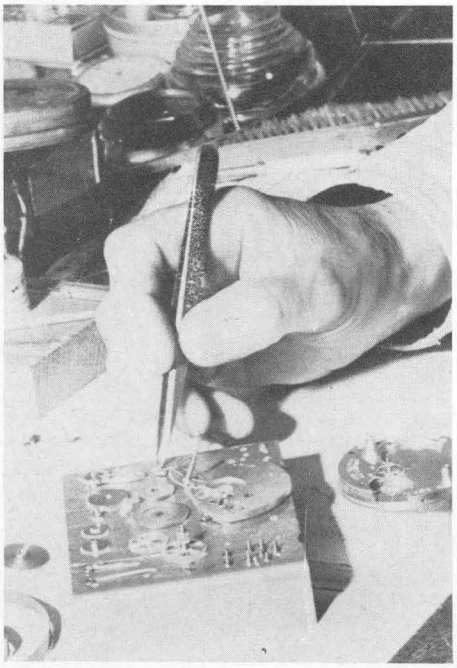
Since November, 1942, when Overhaul Division began operations, nearly 20,000 instruments have gone through the shop.

Responsible for perfect performance of instruments at the Thunderbirds, Falcon and Sky Harbor are many skilled employees, each responsible for seeing an instrument through its entire overhauling process.

The shop resembles that of a watchmaker, each worker wearing a magnifying glass to observe the most minute details of the clock, altimeter or other instrument. The work is precise and exacting, much of it under fine tolerances. In many instances the parts are so tiny as to be almost invisible.

On one instrument, for instance, there is a screw only .0132 of an inch in diameter, so finely machined that there are 360 threads per inch and only .0156 of an inch long. With such delicate parts with which to work, it's no wonder that regular jewelers' tools such as tiny drills, tweezers and micrometers are used.

Fred Guyselman, watchmaker with 35 years experience, repairs an Elgin clock which has come in for overhaul.



Completely torn down, all clocks must be repaired, reassembled and tested before being reinstalled on the instrument panel.

Standard flight instruments, including the compass, air speed, altimeter, tachometer, clock and oil pressure and temperature gauges, to name a few, are overhauled in this department.

Although not on an assembly line basis, since each employee completely overhauls an instrument, all mechanisms are checked and rechecked for timing and precision in step-by-step order. On benches which ring the room are expensive, complex testing devices. There just can't be a mistake in this department where an error of 1,000th of an inch on an instrument might make a difference of as much as 1,000 feet in the air!

Sometimes it is a comparatively simple matter to locate a mistake. It has taken as long as 15 hours to find and correct a deviation.

Not all the work in the instrument shop is of the microscopic variety. Crash pads of the panel are overhauled—a safeguard for the pilot and the instruments. And danger markings, such as the red diagonals appearing on speedometers of automobiles, are painted on as another safety precaution.

After the panel has been reassembled and returned to the ship, no flier will go wrong when he places his faith in its instruments.

Elva Watters, lead lady in the instrument shop, tests a tachometer on the the fluorescopic tachometer testing machine.

ACCIDENTS ARE DECREASING

There were no cases to consider at a recent meeting of Falcon's "Kangaroo Court," the disciplinary board set up by flight personnel for penalizing instructors who violate safety practices.

So effective had been previous verdicts of the court that violations—recovery from spins too low, performing acrobatics in prohibited zones or not conforming to prescribed traffic pattern—temporarily had ceased.

The organization, made up of one member from each flight, has been functioning a little over five months. During that time the court has heard approximately 24 cases and levied penalties ranging from $10 to $165.

Fines go into the "Officers Club" to be used for the benefit of members and to be donated to war charities.

—o—

Ace High

Top ace among all Lightning fighter pilots of the United States Army Air Forces in England is Captain James M. Morris of Detroit, Mich., a member of Thunderbird's Class 42-I.

Morris is credited with blasting ten and one-half German planes from the air—accounted for four of them in a single day.

He holds the Distinguished Service Medal, the Distinguished Flying Cross with one Oak Leaf Cluster and the Air Medal with several clusters.

MARTY BIRDMAN, right, congratulates David Thiele, Falcon flight instructor, on his recent successful parachute jump. Barking her approval of Marty, who packed the chute, is Mugsy, RAF cadet mascot.

IRENE EDWARDS, Thunderbird II parachute department, takes her practical test for a parachute technician's license from C.A.A. Inspector Warren Susan. Irene passed her test with flying colors and is now a certified parachute rigger.

Our Poets' Contributions

"THE WOLF"

If he parks his little flivver
  Down beside the moonlit river
And you feel him all a-quiver;
  Baby—he's a wolf!

If he says you're gorgeous looking
  And your eyes set him a cooking,
But your eyes ain't where he's looking;
  Baby—he's a wolf!

When he says that you're an eyeful
  And his hands begin to trifle
And his heart jumps like a rifle;
  Baby—he's a wolf!

If by chance when you're a-kissin'
  You can feel his heart a-missin',
And you talk but he won't listen;
  Baby—he's a wolf!

If his arms are strong and sinew
  And he stirs the gypsy in you,
And you want him close agin' you;
  Then maybe, baby, you're the wolf!

—"Bulaero"

—o—

THIS IS THE ARMY

With a load of men I drive a jeep;
With a mob of chaps I try to sleep.
An Army accompanies me to mess,
A platoon's around me when I dress.

With a regiment I drill all day;
With a company I eat and play;
Then around me, day and night,
The Army.

I can take it—see,
But the thing that murders me,
The irony stabs my bones—
They up and call me Private Jones.

—Anon.

A MAN'S BEST FRIEND

Who comforts me in moments of despair?
Who runs fingers lightly thru' my hair?
Who cooks my meals; darns my hose?
Squeezes drops into my nose?
Who always has a word of praise?
Sets out my rubbers on rainy days?
Who cheers me up when I'm depressed?
Who scrubs my back when in the shower;
Makes sure that all my suits are pressed?
And wakes me at the proper hour?
Who helps to keep me on the beam?
Who figures in my every dream?
I DO! MYSELF!

—o—

HE WAITED

He waited just for a moment
  Then slipped up to her side.
She was quite a pretty creature
  And a bachelor had his pride.

He whispered in her tiny ear
  Then waited for her word.
He saw the "yes" form on her lips
  Before the sound he heard.

His mind at once began to dwell
  On pleasures he would reap—
For here at last he'd found a girl!
  To do his laundry—cheap!

"The Panama Bulldozer"

—o—

SHERMAN SAID IT

They hand you less, they charge you more,
They glibly tell you, "This is war."
You sigh, you pay, you shrug. O well,
This proves again that war is—no picnic.

—o—

EPITAPH

Here lies the body of Private Grogan;
  He died of a heart attack;
His cleaning was promised for Tuesday,
  And on Tuesday he got it back!

THUNDERBIRD GRADS ARE HONORED

THE DAY: August 30, 1943.

THE PLACE: Mediterranean Theater of Operations.

THE PILOT: Lt. John I. Husby, Class 42-I, Thunderbird Field.

THE STORY: From General Orders No. 104, Headquarters, 12th Air Force.

"For extraordinary achievement while participating in the Mediterranean Theater of Operations as pilot of a P-38 type aircraft. On August 30, 1943, Lieutenant Husby flew as an element leader escorting medium bombers over the Naples area. When a large number of enemy fighters attacked, a desperate over-water combat developed in which his formation was greatly outnumbered. Observing an ME-109 closing in on the rear of an unprotected comrade, Lieutenant Husby unhesitatingly broke from his formation, and though under attack himself, turned into the enemy plane and shot it into the sea before it could complete its attack upon the P-38. At the moment he was in the act of saving the life of his comrade, Lieutenant Husby simultaneously was fired upon by two ME-109's, wounding him in the shoulder, shooting out one of his engines, and damaging the other. Only through great fortitude was he able to accomplish an emergency landing in Sicily. His selfless courage and outstanding flying skill reflect highest credit upon himself and the Armed Forces of the United States."

This courageous act won for Lieutenant Husby the Distinguished Flying Cross. He holds the Air Medal with three Oak Leaf clusters for participating in twenty sorties against the enemy.

Nearby, 1st Lieutenant George H. Jackson, Jr., Class 42-G, was busy inflicting damage on enemy installations as well as distinguishing himself as a pilot. He holds the Air Medal for meritorious achievement while participating in the longest, massed, unescorted, nonstop Troop-Carrier flight ever successfully performed. The flight transported parachute troops from the United Kingdom to North Africa on the night of November 7-8, 1942, in unarmed aircraft under adverse flying conditions of weather and communications, and in the face of enemy fighter activity.

In addition he has been awarded the Distinguished Flying Cross and seven Oak Leaf Clusters to the Air Medal. His DFC citation follows:

"For extraordinary achievement while participating in an aerial flight in the North African Theater of Operations as pilot of a B-26 type aircraft. While approaching the La Hencha Bridges for a skip-bombing attack from a height of sixty feet, Lieutenant Jackson's plane was the last plane in the formation. At the moment his bombardier released his bombs, the bombs from the plane in front of Lieutenant Jackson's richocheted upward immediately in his line of flight. With utmost flying skill Lieutenant Jackson managed to pull his aircraft up high enough to clear the bombs, but his windshields were shattered by a shower of rocks and debris. When the plane in front of him plunged to the ground and exploded, he again exercised unusual control of his aircraft in saving it from destruction. Lifted high above the formation by force of this explosion, his plane immediately was attacked by three ME-109's. Adroitly maneuvering in response to the tail gunner's directions, the gunner shot down one of the enemy aircraft and dispersed the others. Observing a lone and badly damaged B-26 threatened by enemy fighters, he escorted the crippled bomber safely to its home base. Lieutenant Jackson's outstanding skill and gallantry have reflected great credit upon himself and the Armed Forces of the United States."

Holder of the Distinguished Flying Cross with one Oak Leaf Cluster is Captain William S. Jennings, Class 42-H. He won his DFC in an aerial flight over Wewak, New Guinea, last September as pilot of the lead ship of a formation of four B-24D airplanes which dropped forty-eight 500-pound bombs on a heavily fortified enemy airdrome at Boram. After the bombing run was completed the formation was attacked by 25 Zeros for thirty minutes. The crew of Lieutenant Jenning's ship acounted for the destruction of three enemy aircraft in the engagement.

Half way around the world as a member of the 12th Air Force, Major Charles F. Cassidy, Jr., Thunderbird Class 41-I, won for himself the Distinguished Flying Cross with the following citation:

"For extraordinary achievement while participating in aerial flight as pilot of an A-36 type aircraft. As commander of his squadron, Major Cassidy has distinguished himself through his aggressive leadership and outstanding professional skill. On many hazardous fighter-bomber sorties, his courage and resourcefulness have been of high inspiration to all who have served under him. On August 16, 1943, he led his squadron in an attack on an important enemy supply dump near Palmi, Italy. After releasing his bombs for direct hits on the target, Major Cassidy observed that three anti-aircraft batteries were putting up a screen of fire which would intercept the squadron following his own over the area. Flying at treetop level into the barrage, and drawing the batteries' fire to himself, he strafed the three emplacements so expertly that all of the guns were silenced and the planes which subsequently attacked the dump encountered no ground fire. Major Cassidy's proficiency and selfless devotion have reflected great credit . . ."

Lieutenant Hubert H. Aull, Class 43-B, Lieutenant George M. Belknap, Class 43-A, and Lieutenant Greenwood G. Gay, Class 43-D, each hold the Distinguished Flying Cross with citations such as this:

" . . . for extraordinary achievement while serving as Pilot on 25 bombardment missions over enemy-occupied Continental Europe . . . has materially aided in the success of each of the 25 missions and his actions are an inspiring example for his fellow flyers; his courage, coolness and skill displayed on all these occasions reflect the highest credit . . ."

Lieutenant John D. Joyce, Class 42-J, was awarded the DFC last August as pilot of a P-38 type aircraft in an aerial flight in the North African Theater of Operations. His citation reads:

". . . On August 28, 1943, while escorting B-17's to Terni, Italy, Lieutenant Joyce heard a radio call for help from one of the flights of another squadron, stating that they were being attacked by enemy aircraft. Without regard for his own safety, Lieutenant Joyce left the formation and went to their assistance single-handed. He immediately engaged two ME-109's and destroyed two of them. He then turned to protect a crippled P-38 from repeated enemy atacks, and as he drove off the hostile aircraft and saved his comrade, he damaged one MA-202. Through outstanding gallantry and superior skill in combat Lieutenant Joyce has brought great credit . . ."

These are typical examples of what constitutes a day's work for ex-Thunderbird cadets. Other graduates who have been awarded the Distinguished Flying Cross include: Lt. George R. Jansen, 42-G; Lt. Eugene W. Santala, 42-H; Lt. Robert M. Dean, 42-K.

THE BOX SCORE

Thunderbird's roll of honor this month shows a new total of 732 decorations won by Thunderbird's graduates. A complete list follows:

1 Distinguished Service Medal.
25 Silver Stars.
119 Distinguished Flying Crosses.
18 Oak Leaf Clusters to D.F.C.'s.
231 Air Medals.
320 Oak Leaf Custers to A.M.'s.
14 Purple Hearts.
4 Soldiers' Medals.

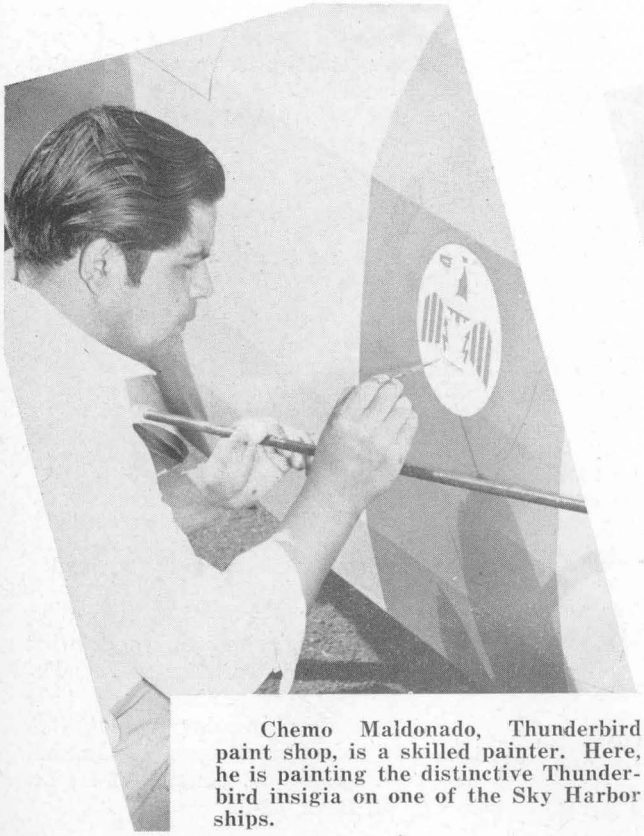
Official confirmation from the Historical Division of the War Department is the basis upon which additions to the list are made.

★ ★ ★ ★ SOUTHWEST CONTRIBUTES 1,000,000 MILIT

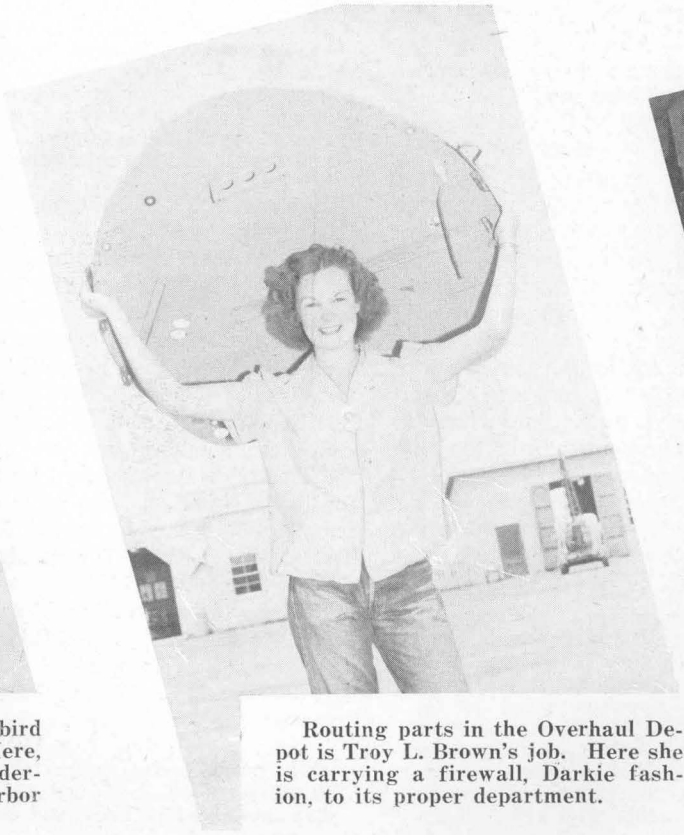
Burgess Burke, Thunderbird II wash crew, is lifting a heavy can of solvent used for washing airplanes which flew the million hours of military pilot training.

Evelyn Baycroft, Falcon switchboard operator, completes another one of the thousands of calls which helped make Southwest's millionth military pilot training hours possible.

A
Wilc
fect
craft
main



Chemo Maldonado, Thunderbird paint shop, is a skilled painter. Here, he is painting the distinctive Thunderbird insigia on one of the Sky Harbor ships.



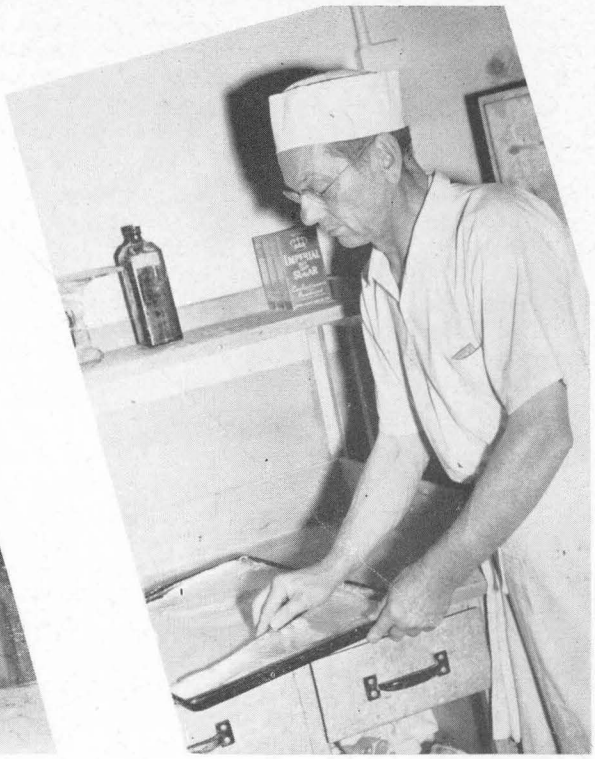
Routing parts in the Overhaul Depot is Troy L. Brown's job. Here she is carrying a firewall, Darkie fashion, to its proper department.

In
Thun
taking
of one
—per
1,000,

LITARY PILOT TRAINING HOURS TO VICTORY ★ ★ ★ ★

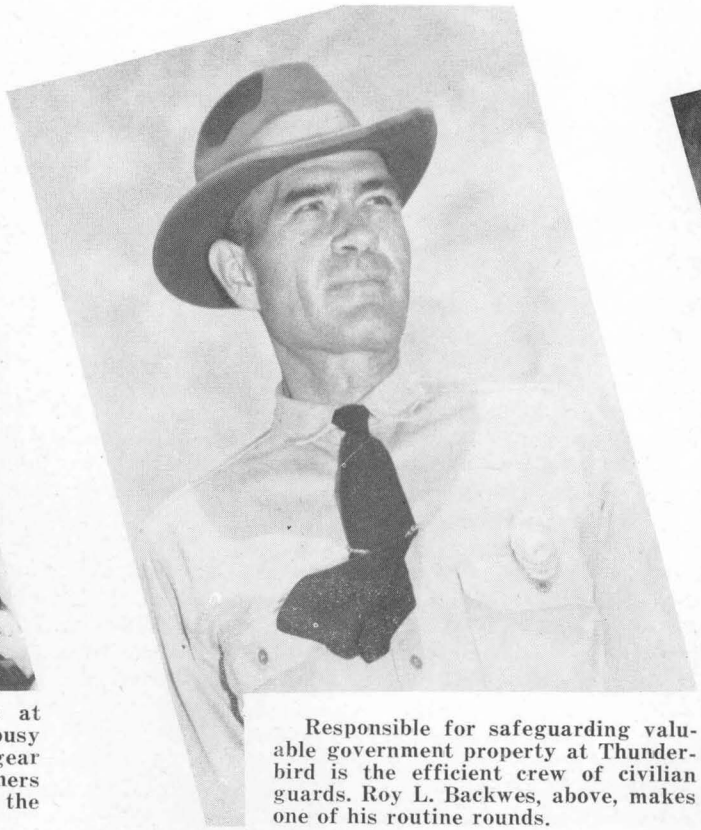
At Sky Harbor, Mechanic Wayne Wilcox repairs a training ship. Perfect performance of Southwest's aircraft is due largely to our skilled maintenance crews.

Trouble shooting (locating performance defects) on the electrical system of an AT-6 at Falcon is maintenance employee, Wilburn "Bud" Raithel.



Baker of all the cakes and pies at Thunderbird II, Walter B. Smith, is getting a cake ready to go into the oven.

In the hydraulics department at Thunderbird, Dick Thomason is busy taking the brakes off the landing gear of one of Southwest's primary trainers —perhaps the plane that flew the 1,000,000th hour.



Responsible for safeguarding valuable government property at Thunderbird is the efficient crew of civilian guards. Roy L. Backwes, above, makes one of his routine rounds.

At the Cargo operation, Porter Allen is washing the window of one of the company's Waco ships. Excellent maintenance plays a leading role in the operation's outstanding records.

THUMBNAIL PERSONALITY SKETCHES

It was no surprise to Grayson Mitchell McFadden, Falcon Flight Commander, when company officials selected the site for Falcon Field. He'd operated a successful flying school off the same ground several years previously.

In 1932, with 35 hours' time and a brand new pilot's license, McFadden set up a private flying school at what is now Falcon Field. No sooner had he acquired his first seven students than he discovered he would have to pay rent for the field. So he moved across the canal from the present auxiliary field, built a shack to house his airplane, and acquired 15 more students. The school lasted until a year later when his Monocoupe wore out.

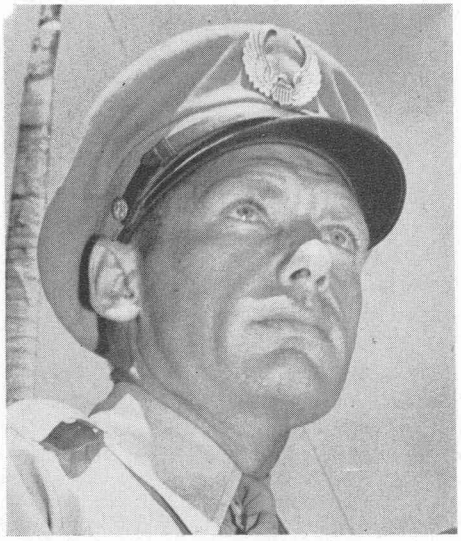
But McFadden was not without a plane for long. In his spare time he rebuilt a wrecked Waco, flew it locally for a few months, then decided to try barnstorming in New Mexico. This was not very successful, however, and he finally wound up by exchanging flying time for board and room.

Then somebody offered him an irrigation job at two dollars a day. So he hoisted a shovel in the front cockpit, and flew 11 miles to and from his job daily.

This venture likewise ended with the breakdown of his airplane. After losing a wheel on the takeoff, he sold the remains for junk, pocketed the $60 he received, and hitch-hiked home to Mesa.

After that he became a highway patrolman.

His next plunge into aviation also was short lived. He joined the Royal Canadian Air Force in 1941 and, after one week, was sent home for an operation. When he recovered, however, he joined Southwest and has been with the company three years this month.



GRAYSON McFADDEN

"Aviation was my first love," New York born Eleanor Libby, Thunderbird flight dispatcher says. "Our home was right next to Roosevelt Field, and the family kept open house."

When she was old enough to go away to school, Eleanor was sent to Ogontz in Philadelphia, the finishing school from which Amelia Earhart was graduated. Later she studied French in Switzerland.

The Hawaiian Islands, Japan, China, Germany, Sweden, France—all are familiar to the blonde, world traveler. In fact, she was on her way back from Europe in 1939 when war broke out.

"We left Europe across the same borders through which the Germans marched three weeks later," Mrs. Libby declares.

Upon her return to the States, Eleanor became associated with Fox Studios, Los Angeles, as a junior script writer.

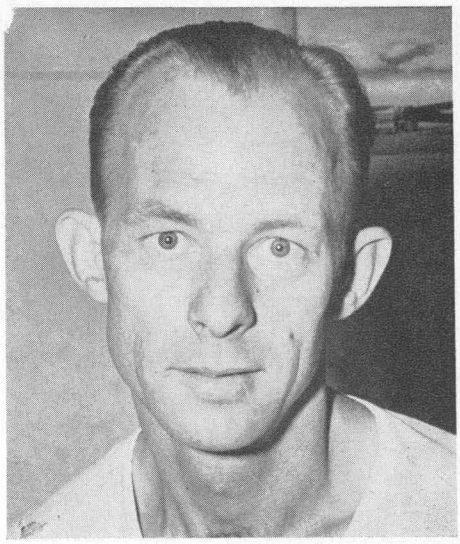
ELEANOR LIBBY

Among the people she worked with were Dudley Nichols, academy award winner, and Jimmy Gow, who wrote Grace Moore's "One Night of Love."

Then came December 7.

Remembering Europe as she had last seen it, Eleanor could not be content for long without getting into war work. She did volunteer Red Cross jobs, and took five courses trying to get into the motor transport division. Just as she completed her requirements, the WAC's relieved civilian workers.

From an Arizona ranch owned by her husband, the one-time Princeton polo and football star, Mrs. Libby watched the training planes overhead. Why shouldn't she make a business of watching planes? Which was how she happened to apply for a dispatcher's job at Southwest.



ANDY ANDERSON

Newspaper accounts of happenings in Hawaii, the West Indies and Panama have a particular significance for Thunderbird Hangar Foreman A. C. "Andy" Anderson. After four years in the U. S. Navy, he knows them well.

His most interesting run, Andy recalls, was a trip between Seattle and Long Beach.

"From 1935 to 1937, I was a gunner's mate aboard the Saratoga," Anderson said. "On this particular day, the Saratoga had just come out of dry dock—all bright and shiny."

"But by the time we reached our destination, she was ready for a new paint job. We had come through one of the worst storms the Coast had ever seen. There was a 30 degree roll; and the Saratoga was tipping water at both ends of the deck, which normally is about 50 feet above the sea. Everybody was seasick, and we had to tie ourselves to the deck in order not to be washed away."

Andy's Navy experience also included two years as an aerial gunner in the Air Corps.

In 1939, with an honorable discharge, he headed inland to his home state, Colorado. A year later, on New Year's Eve, he and seven other cyclists climbed Pike's Peak via motorcycle.

"Ours were the first motocycles ever to reach the top of the Peak," Anderson boasts. "We each received a trophy from the Indian motorcycle dealer in Denver, and one from the American Motorcycle Association.

Nor was this the end of "firsts" for Andy. He was number one mechanic to be hired by Southwest. Signing on early in 1941, he already has passed his third year with the company.

IT WON'T BE LONG NOW

By the Public Relations Department
AAF Western Flying Training Command

By the time a pilot gets to a four-engined transition school such as Roswell Army Air Field in the Pecos River valley of eastern New Mexico, he has a pretty good idea of the manner in which he will be earning his keep in the immediate future.

If he's at Roswell, he's heading for a career as a B-17 pilot; if he's stationed at Kirkland Field, Albuquerque, N. M., he's in line for a job with the B-24s.

Student officers—brand new second lieutenants and flight officers, freshly graduated from the aviation cadet pilot training program—stream into Roswell for nine weeks of B-17 instruction.

After they complete their transitional training at Roswell, they are assigned to tactical air forces, where they assemble their crews and build a spirit of teamwork during operational training.

This period of operational training is similar to the shakedown period on a warship in the Navy.

Most of the students who arrive at Roswell never have seen the inside of a Flying Fortress, and they manfully hide an anticipatory thrill under their new uniforms. The very expression "Flying Fortress" is in itself exciting to them, for the fabulous performances of these huge bombers have made their nickname a household word the world over.

The first week of the student's course at the field finds the new pilots going through an indoctrination course in the ground school, learning from lectures and B-17 mockups the fundamental differences between the Fortresses and the twin engined trainers in which they flew during advanced cadet training.

As they move from class to class during the initial week, the students occasionally get a chance to sneak a quick closeup of the four engined giants.

"Whew! Almost 75 feet of fuselage!" exclaims an awed trainee. "What a big crate." But he and his equally impressed classmates all hold the Fortress in the greatest respect.

The great day dawns at the conclusion of the first week of training. Actual flying begins. Before the course is over the student will have flown 105 hours, an average of more than two hours per day, under all kinds of conditions.

In addition, he will have mulled through 145 hours of ground school and hustled through a one-hour session of physical training six days each week.

He learns both normal and emergency procedures of operations, and also the limitations of the plane. In so doing, he deliberately overshoots the landing area and practices "going around" again.

Too, the student learns how to cope with a runaway propeller during a takeoff. The hazard of fire in the engines is encountered and conquered both on the ground and in flight.

Preparing for the worst, the student learns how to abandon the aircraft, both during flight and after simulated crash landings.

He is rehearsed in what to do in the event of landing gear failure. He becomes versed in making all kinds of takeoffs and landings—from high and low approach, with and without power, in crosswinds, on strange fields, with one engine inoperative and taking off and landing at night without floodlights.

Before he is graduated, the student pilot must make at least one flight in overcast weather. The training regulations state that if suitable weather does not exist at the station itself, the pilot will be scheduled for a flight on which he deliberately seeks out bad weather.

Formation flying, key to bomber defense, gets its share of the student's attention, with emphasis on assembling after takeoff, peel-off landings and altitude formation.

The Fortress is a high altitude performer, and its pilot must know in intimate detail how it functions in the upper air. He must become proficient in operations "above 25,000 feet"—in other words, five miles up—and at temperatures that would register 64 degrees below zero.

Practical navigation is stressed heavily. Flights to the cruising range of the plane are scheduled. Another requisite is the ability to navigate—without the use of radio equipment—a course of at least 1000 miles.

All of this instruction leads to but one thing: getting the Fortress over the target and making the bomb run. This moment is the culmination of all bomber training. The pilot must comprehend fully every factor entailed in making a successful bomb run.

Knowledge of the immediate bombing problem, operation of the bombsight and the consequences should his coordination with the bombardier be less than perfect —all these things must be fresh in the pilot's mind as he brings his ship in on the target.

Before a B-17 pilot can weld his crew into a hard hitting unit for pounding the enemy, he must know and understand the duties of every member of the crew. Above all, he must know his own job and how to do it.

When trainees leave the transitional school for final preflight training, they tell themselves "it won't be long now."

Roswell Army Air Field, the school selected in this article as typical of transitional training installations, is commanded by Col. John C. Horton.

WEATHER REPORTS for a coming B-17 flight are checked (left to right) by Student Officer Pilots Edgar A. Cain, Clarence E. Brooks and Weather Officer Captain Robert W. Miller. At far right is Student Officer Pilot Herbert W. Christ. All of the student officers pictured here are ex-Thunderbird cadets.

INSTRUCTORS ARE VERSATILE

Jerry Mottern, versatile Thunderbird II flight instructor, began his aviation career in 1929 when he was assigned to the aviation branch of the Marine Corps.

He served in the Navy wing repair shop at San Diego over a year after which he was sent to Managua, Nicaragua, where he continued working with airplanes. Jerry also helped with the evacuation of wounded U. S. troops, injured by ambush attacks of the Sandino rebel forces.

In March, 1931, less than a year after Jerry had arrived at Managua, the town experienced an earthquake claiming some 2000 lives. When the town was under marshal law following the disaster, Jerry assisted in policing it.

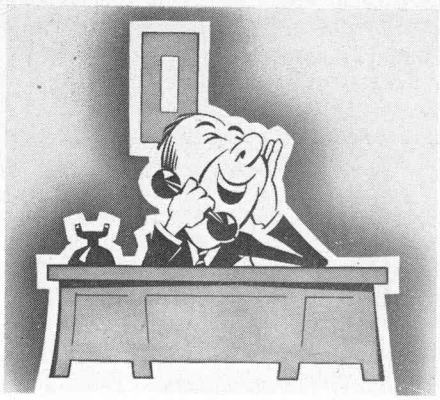
Working with airplanes was fine, but Jerry was eager to do the flying. He was appointed for flight training, took his primary instructions at North Island and from there was sent to Pensacola, Florida, where he remained until the end of his enlistment.

Back in civilian life again, Jerry went to work for the Los Angeles County Forester and Fire Warden Department as a motorcycle patrolman, and worked up to the position of Fire Apparatus Engineer which he held until 1942.

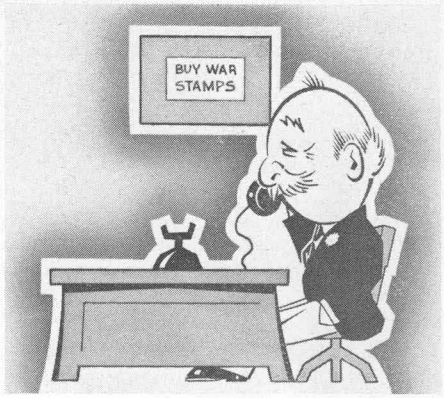
At that time he came to Southwest Airways at Sky Harbor, took the C. A. A. Instructors' Refresher Course, and began instructing at Thunderbird Field. He was transferred to Thunderbird II in September, 1942.

Jerry was a member of the tennis team while in the Marines, was a life guard at Managua, and today averages 161 as a member of Thunderbird II's bowling team. During his spare time he builds model airplanes.

JERRY MOTTERN



NOT THIS



BUT THIS

Plan your conversation ahead of time . . . particularly on out-of-town calls.

Thunderbird Grads See Action

Wherever the fighting is the thickest, there you'll find Thunderbird graduates displaying outstanding courage and professional skill, bravely and courageously answering the call of duty.

Lieutenant Robert Braun, Class 42-G, whose plane recently went down in flames, unselfishly gave his life to insure the safety of his crew. Piloting a B-26 on a bombing mission over Italy, Lieutenant Braun's ship was forced to leave the formation when intense and accurate anti-aircraft fire damaged the starboard engine. Six MA 202s immediately attacked the straggling bomber and succeeded in setting the right wing on fire. Ordering the crew to bail out, Lieutenant Braun lowered the landing gear enabling the copilot and bombardier to escape through the nose wheel door. He kept the plane under control while the waist gunner gave first aid treatment to the wounded turret gunner and helped the latter adjust his parachute before both bailed out. The plane was last seen diving to earth in flames.

Serving his country in the 15th Air Force, P-38 Pilot Lt. David A. Vann, Class 43-A, discovered a new method for bringing down an enemy plane.

Lieutenant Vann was in a turn after breaking off an attack of his squadron by 12 Focke-Wolf 190s when one of the enemy planes zoomed down on him from the rear, ran into him and sawed through his boom.

"At first I thought I'd been hit by a 20-mm.," Lieutenant Vann said. "Then I thought my wingman had run into me. But suddenly I saw an FW-190 in front of me cartwheeling downward. What a sight! The good old P-38 proved again that it could take it and, although coolant was streaming from one engine, I used both of the engines until I got out of the fight."

Lieutenant Vann has participated in 50 combat missions over Germany, Italy, France and the Balkans.

Completion of his 27th operational mission over enemy-occupied Europe is the record of Captain Arthur J. Kacewicz, Class 42-G, who considers his toughest raid was made over Merville, France, when Jerries threw up such a thick barrage of flak the ship bounced around like a leaf in a storm.

Captain Kacewicz is squadron leader of a flight of six medium Marauder bombers based somewhere in England.

Many Thunderbirds took part in the historic bombing of the Ploesti oil refineries last August. Lt. Gen. Carl A. Spaatz, at a U. S. bomber base in Britain, recently pinned the royal blue citation ribbon on Major **Jack** Dieterle, Class 42-H, for his part in the hazardous raid.

Fifty combat missions in a P-38 Lightning fighter plane have carried Lt. George Pat Brown, Class 43-D, over the Salerno beachhead during the 5th Army invasion operations, Italy and the Balkan countries, and have involved him in many exciting encounters with the enemy. His first victory was scored over Athens, Greece, when he blasted a JU-87 Stuka from the skies; his second, while en route home from a mission over Sofia, when he downed an ME-109.

Captain Verl D. Leuhring, 23 years old, Thunderbird Class 41-H, has distinguished himself as one of the youngest squadron commanders in the country. He is the commanding officer of a fighter squadron stationed at Mitchell Field, New York.

———o———

More than 55,000,000 Americans own at least one War Bond. That's an average of better than one and one-half bond owners for every U. S. family.

Gossip and Hearsay

If **Mary Reames**, inspector, and **Nellie Duffel**, instrument aide, are working harder these days at Falcon, maybe it's because of their recent talk with Lady Halifax. The gracious Lady even posed to have her picture taken with the two. . . . **Helen Campbel**, secretary to T-Bird's chief pilot, soloed recently. We also hear she's a full-fledged Short Snorter.

Observations at the T-2 picnic: **Emil Anderson**, head chef, barbecuing beef like you've always hoped it would taste; **Herman Potts**, station wagon driver, having more fun than anybody on two bottles of coke; **"Rosie" Rosenstock**, maintenance department, pitching a bang-up softball game in cowboy boots; **Julius Gold**, parachute department, who played on both teams (!).... **Captain Troy Hargis**, catcher, with two pigtails; **Lt. Bill Ogalvie**, caught between third and home plate.

Cargo Pilot **Bill Thompson** was a Navy man at 14, but not for long. As soon as they found out his correct age, they kicked him out. . . . Newest father among flight instructors at SH is **Leon Barnes.** Daughter Joyce Elizabeth was born May 28. . . . And at T'Bird, flight instructor **Milton Bradstree** recently became a father.

Guy Polston and **Captain Freeman** visited the Maintenance Department at the Rankin School of Aeronautics at Tulare, California, a short time ago. . . . **Marjorie Taylor**, T-2 flight dispatcher, has among her souvenirs two "first" and three "second" ribbons for high jumping in the Mills College Riding Club.

Bruce Bethancourt, SH instructor, reminded us the other day that we never had reported the birth of his son, Michael Arthur. Our apologies for the past seven issues. . . . When it comes to accounting for all the Army's high priority freight and mail carried in Company Wacos, you'll have to ask **Billie Azbell** and **Dorothy Clickner.** They keep at their fingertips such figures as miles flown, pieces and pounds carried, and number of trips made.

First and booby prize winners in the bun race at the T'Bird picnic were **Frieda Cantrell**, personnel secrestary, and **Regina Dalton**, flight records, respectively. . . . **Art Brittain**, T-2 office manager, says, "Ever since the speedometer broke on my car I've worried for fear I'm going only 30 instead of 35, and don't know it."

As it turned out, there was more truth than fiction in **Bill Fry's** suggestion for a menagerie at Falcon. **Leon Jones**, gas department, who narrowly escaped being a hero when he picked up a wriggling snake by the tail, quickly dropped it into the nearest waste basket when he discovered he was holding a Coral. Nothing would do after that but the janitors should make a complete search of the offices. "Let's see," **Ben Michaelson** remarked in going through **Billy Bacon's** personnel files, "snakes ought to be under the S's hadn't they?"

The stork visited the homes of **Earl Warren** and **Frank Kunkel**, T'Bird flight instructors. He left a boy at the first, a girl at the second. We offer condolances to **Gordon Kunkel**, who it seems, is the loser of a bet. . . . Words like morphine tartrate, halazone and sufadiazine don't stump Cargo storekeeper **Frank Breen**, whose job it is to see that all ships are supplied with First Aid Kits. He was an X Ray technician in the Medical Corps before his honorable discharge from the Army.

Major **Lauren Dreisbach**, former T'Bird Officer, was killed recently on a routine training flight. . . . **Delbert Ballard, Harold Frost** and **Bill Orme**, T-Bird instructors, tried their luck fishing at Las Vegas, Nev., recently. The only comment we heard about the trip was that they came out even in the gay town. . . . Who was responsible for the practical joke played on Guard **"Grumpy" Donaldson** when he ordered cinnamon toast at the T-2 canteen?

T'Bird flight records girls looked madly for an excuse to have a party. Finally decided to celebrate **Grace Gartside's** vacation with a diner at Knotty Pines. . . . **Alto Furlong**, flight instructor, was given a special ride at Falcon recently. At the controls was Lt. Eugene Riser, Furlong's cadet at Parks Air College, who had stopped by to pay him a visit.

Norman J. Hinz, T'Bird hangar 5, is the proud father of an eight pound baby boy—Norman J. Hinz, Jr. . . . Have you noticed T-2's chief pilot **Ernie Pelton's** new "Pepsodent" smile these days? According to Pelton, **"Doc" Shackelford**, T'Bird flight instructor and dentist, is the guy responsible for the new molar. And if this isn't free advertising, Doc, you tell us! . . . There's a nasty rumor going 'round—or is it true?—that one of Falcon's flight commanders got himself lost on a cross country. The last time we heard, he was off course 150 miles! . . . Our congratulations to **Bill Boyle**, T-2 mechanic, who recently married **Helen DeBusk**, T'Bird maintenance clerk.

Frank Medaros, T'Bird maintenance, after almost two years of perfect attendance, is having to miss a couple of weeks due to an injured knee. . . . Cargo pilots insist the reason Radio Technician **Virgil Anderson's** voice can be heard so distinctly over the mike is that he used to be a radio announcer. . . . None other than **Newton Oliver** was seen passing out cigars at the T-2 gate recently. The reason: Lawrence Michael Oliver.

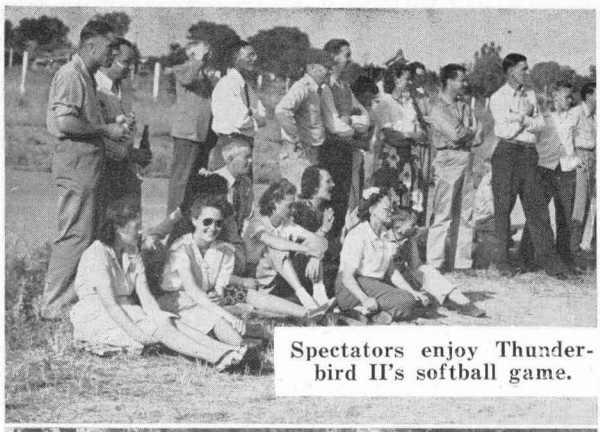
Snoda Grady, O'Haul Instrument Division, almost broke her thumb the first day the ball team went out for practice. . . . A gal with more than just the ordinary interest in synthetic rubber is **Mildred Craw**, Cargo accounting department. Millie used to be secretary to the assistant manager at Dupont's synthetic rubber plant in Kentucky. . . . That bird with the long legs, the stork, dropped bundles at Falcon recently: A boy for **Dwight Harkins** and a girl for **Clyde Gilman**, both ground school instructors.

At the OHaul picnic, race winners were: **Tommy Bonar**, sheet metal department, 50-yard dash; **Carl Kerns**, woodwork and **Cora Lee Knighten**, sheet metal, sack race; **Jack Elrich**, paint and dope, men's dress rehearsal; **Malcolm Moss'** team, tug 'o war; **Jack Elrich** and **Harry Anderson**, final asembly, men's beauty contests; and winning softball teams were captained by **Cora Lee Knighten** and **George Housen.**

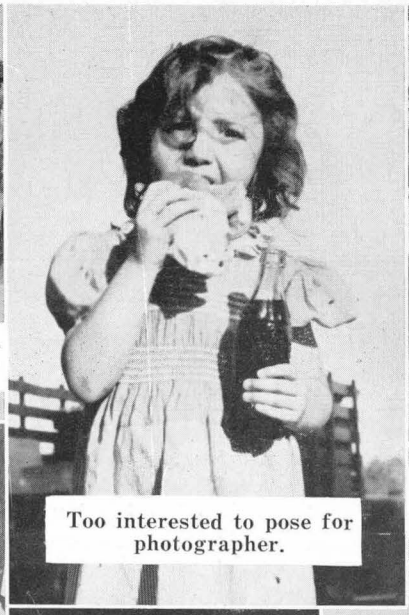
Steve Martino, first pilot to fly the the Cargo run, recalls the first time he saw a wild deer. "I was camping up in

(Continuer on Page 18)

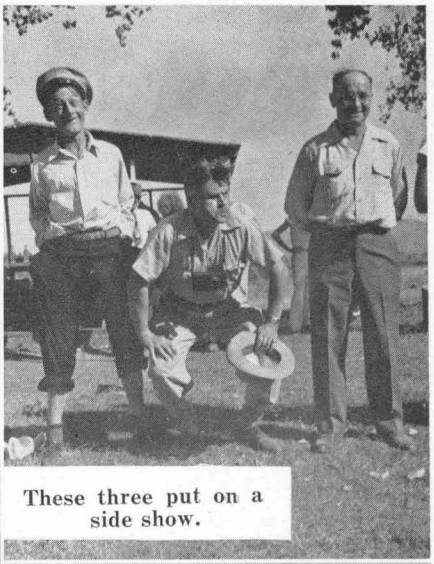
SOUTHWEST FAMILIES PICNIC...



Spectators enjoy Thunderbird II's softball game.



Too interested to pose for photographer.

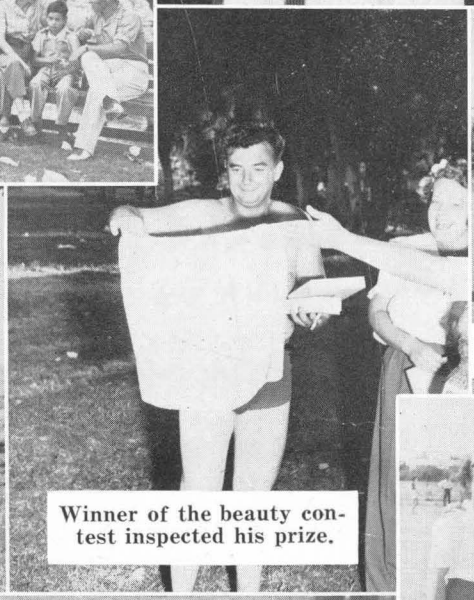


These three put on a side show.

Food for all—dogs, too.

A close decision for the umpire to make.

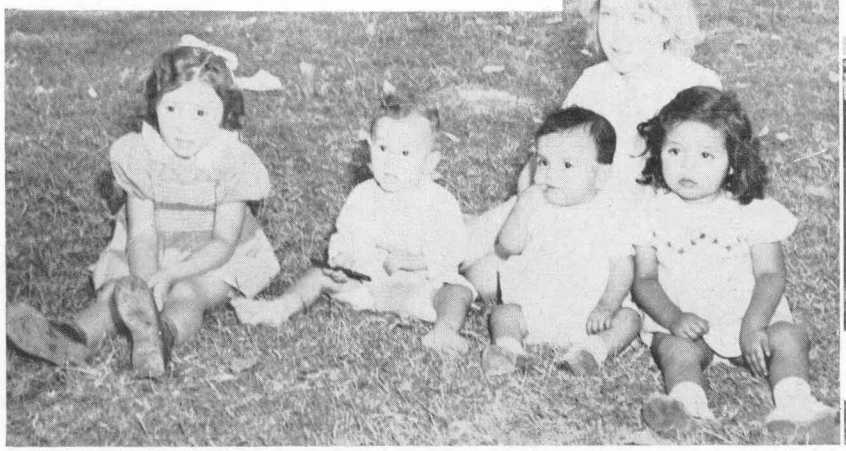
Gypsy Rose had nothing on these beauty contestants.

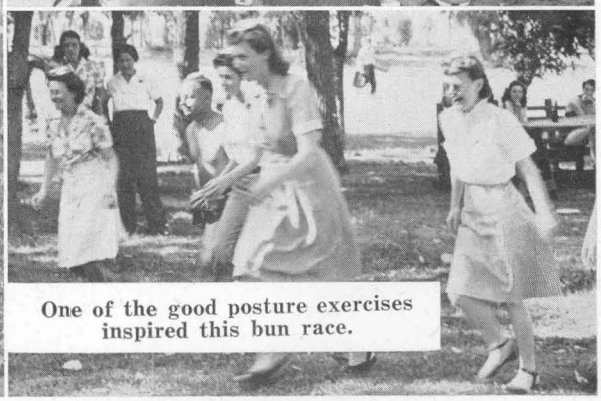


Winner of the beauty contest inspected his prize.

Everybody was happy including the losing team.

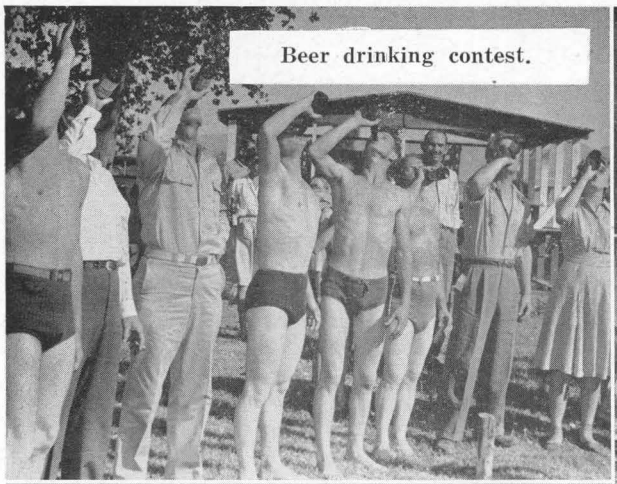
Having as much fun as the "grown-ups" were these five youngsters. Here they pose for the photographer with all seriousness.



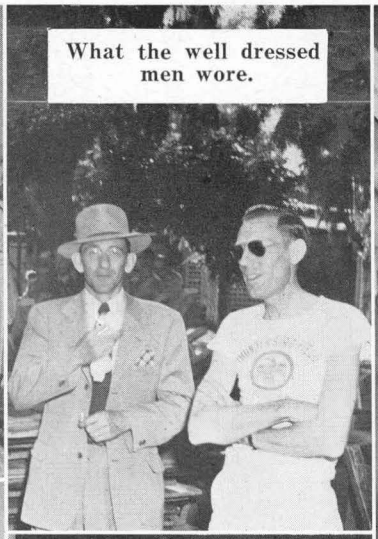


One of the good posture exercises inspired this bun race.

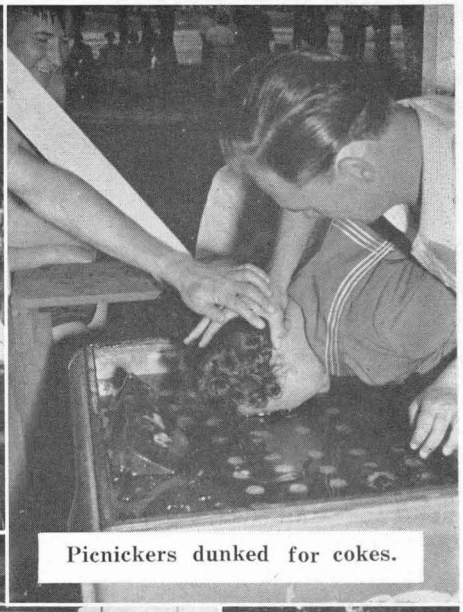
...RIVERSIDE PARK IS SITE OF FUN



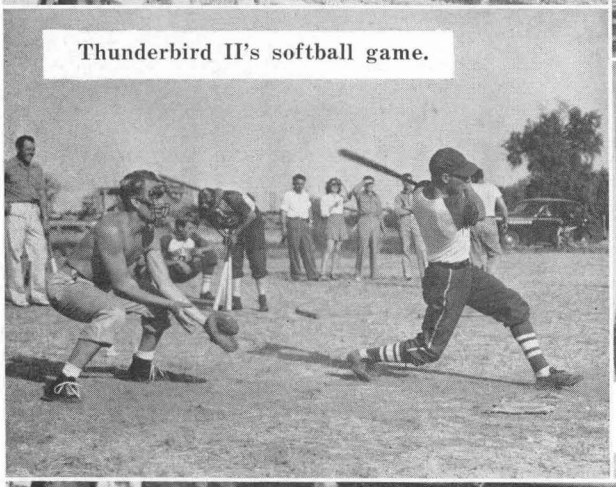
Beer drinking contest.



What the well dressed men wore.

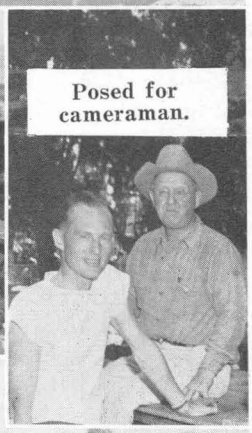


Picnickers dunked for cokes.

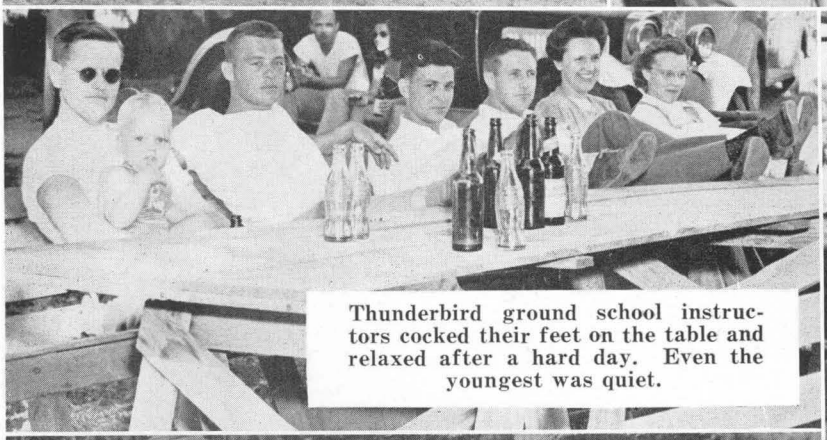


Thunderbird II's softball game.

Thunderbird II's chief steward behind counter.

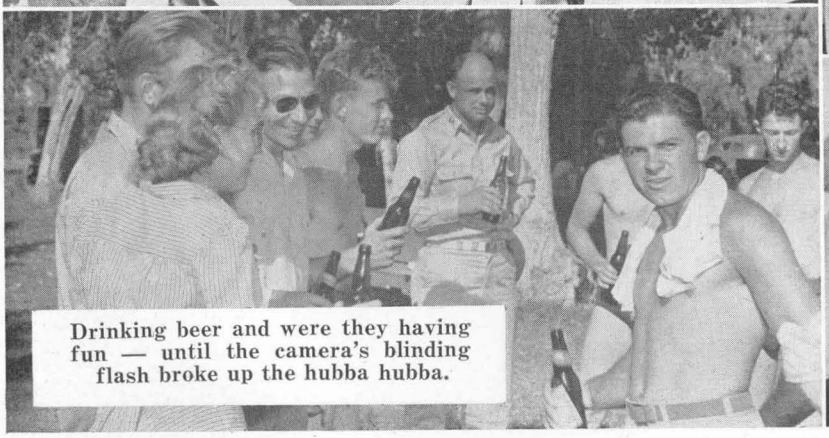


Posed for cameraman.

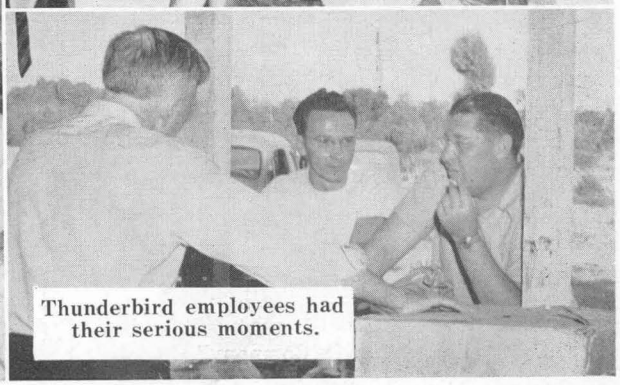


Thunderbird ground school instructors cocked their feet on the table and relaxed after a hard day. Even the youngest was quiet.

Even the department heads had a wonderful time.



Drinking beer and were they having fun — until the camera's blinding flash broke up the hubba hubba.



Thunderbird employees had their serious moments.

POSTWAR PLAN PROGRESSES

A prehearing conference on Southwest Airways' application for feeder airlines in the Southwest—throughout Texas, Oklahoma and bordering states—was held before a Civil Aeronautics Board examiner in Washington, D. C., early this month.

Only tentative dates resulted from the routine session, most important of which was the setting of October first as the date for exchanging exhibits between the various applicants. All told, the proposals of 38 companies were under consideration at the conference.

It is considered probable that formal hearings will not get underway until sometime in November or perhaps even in December.

Meanwhile, the company's post-war feeder airline staff, under the direction of Vice-President Jim Ray, is re-studying the entire Southwest area preliminary to making sweeping amendments in the routes proposed in the company's original application of May, 1943. It is expected that a map of the revised routes will be available for the July issue of THE THUNDERBIRD.

———o———

Excuse Us

Erasers—so they tell us—are put on the end of pencils because everyone makes mistakes, including your Public Relations Department, which kicked one high, wide and handsome the other day and then had to cover in confusion.

It all happened this way. In connection with Southwest's millionth hour of pilot training, we shipped out a batch of publicity releases before receiving official clearance from the Army.

But when received back from the Army, the copy had a deletion here, a correction there—enough to require reissue of the release.

In haste this was done—and a letter labeled "excuse us please" enclosed to frankly explain our predicament.

Sympathy was not long in coming.

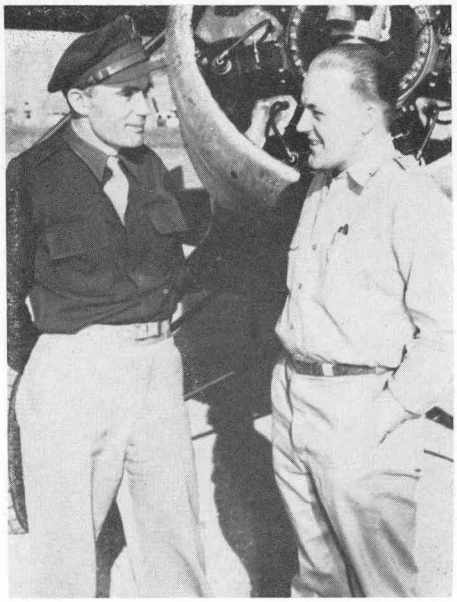
From Boeing Aircraft Company's public relations department came this bit of priceless wit:

"Public Relations Department
Southwest Airways
Phoenix, Arizona.

In re: Your release entitled "Excuse Us Please"
Gentlemen:

We are,

In understanding sympathy,
Public Relations Department
Boeing Aircraft Company"



STEVE MARTINO and JOCKO KEVARI

"You fix it, Jocko."

Steve Martino, veteran pilot on the Pacific Coast Cargo run, has been depending on Jocko Kevari for maintenance of his airplane ever since they met on a Michigan flying field six years ago.

On short acquaintance, the two teamed up for a barnstorming trip which, when concluded, took in 15 states and Canada.

"We charged a dollar for three minutes, 50 cents extra for acrobatics," Kevari, who also took tickets, recalls. "And on good days we collected as much as $165."

But every day wasn't pay day.

Martino, whose logged air hours total over 4,500 and whose forced landings number in the forties, recalls days when there were no profits.

"Once it took us three days to fly 65 miles, and the engine quit seven times enroute. In Canada, with a 14 below zero temperature reading, a ski broke in a snow landing. The only time I ever was scared was in a downdraft over a 10,000 foot elevation in New Mexico. We had to throw out a 50-pound tool kit, but we made it."

Besides barnstorming, the two used to put on aerial shows at American Legion Conventions and county fairs. At the fairs, they landed and took off from the center of the race track, a practice which more than once altered the results of a horse race.

In 1941, Jocko and Steve joined Southwest Airways. Together they progresed from Thunderbird to Falcon, to the Cargo Division.

"Right back where we started," the boys insist. (Their barnstorming days were spent in Wacos.)

GOSSSIP—(Cont'd)

the Michigan woods," Martino relates, "and when we met on the front porch of my cabin, we both ran—in opposite directions." . . . Lunch at the Sky Chef recently proved to be an hilarious occasion for **"Scotty" Scott** and **Mollie Soza.** Did anyone ever ask you what was so funny, girls?

There's one guy who takes a lot of razzing in the Link department at Falcon, namely **Lew Colby.** Now they're saying he told his cadet, "you're side slipping!" . . . **Ed Rosser,** former line foreman, graduated from Williams Field recently. He has been sent to the instructors school at Randolph. . . . **Arnold Bullock,** Falcon maintenance, has just received his CAM rating. . . . **Royal Carney,** T-Bird maintenance, spent his vacation and a temporary leave of absence in West Virginia to undergo a minor operation.

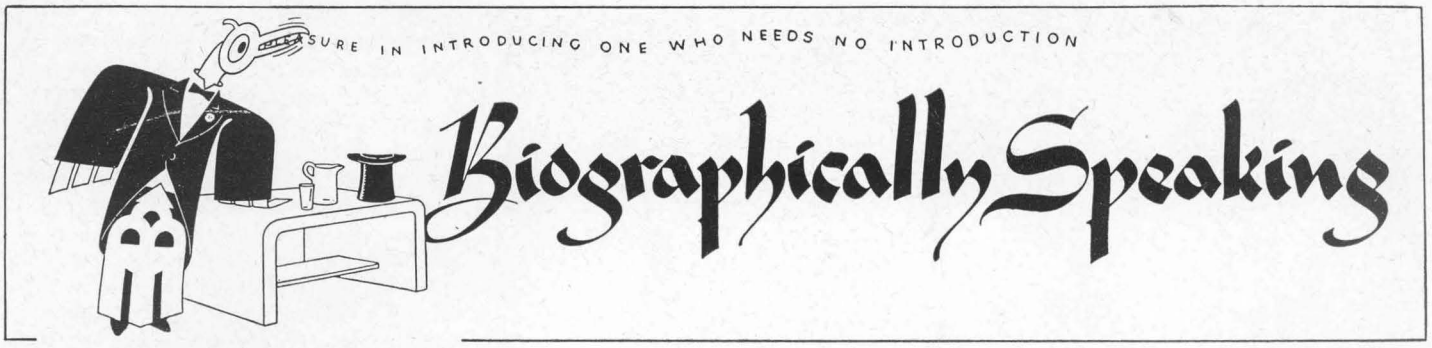
If you really want to know how much a radio headset costs, ask **Paul Robart,** Falcon flight instructor. It seems he's either going to have to buy another set or find the one he lost on a recent windy flight. . . . Recent visitor at T'Bird was **Jerry Reddy,** former instructor, who is now Chief Pilot for the Davis Construction Company.

According to **George Berlekamp,** Falcon superintendent of ground maintenance, a bee may be classed as a noncarnivorous insect, but he knows one that isn't. And he can prove it by a badly swollen right eye. . . . Forever grateful to **Billie Bryant,** T'Bird switchboard operator, is a young soldier who won $50 at her expense. All of which may have something to do with her dislike for the old favorite, "Way Down Upon the Swanee River."

Grayson Mitchell McFadden, Falcon flight commander, whose hobby until recently has been model airplanes, is going into the pigeon business. . . . **Jack Robinson, James Donohoe** and **Al Storrs,** Falcon pilots, have more than flying in common. They're all taking piano lessons. . . . 'Tis said the Tri-City Penny Anti Poker Club is thinking of nominating chief accountant, **Ralph Cahill** for its new president. They feel a guy should have some recognition for such a long winning streak.

Billie Bagwell, T'Bird purchasing, was married on June 3. . . . **Clara Peison, Ruth Smith, Jessie Lewis** and **Jessie Walker,** O'Haul, went to SH Sunday and took a ride in a Piper Cub—the first PC that was overhauled in the Depot. . . . "When I was in the Fourth Texas Infantry," **Bill Fry,** Falcon gas crew chief recalls, "we were paid $15 a month in five and ten dollar gold pieces." . . .

(Continued on Page 20)



Sky Harbor's new office manager is M. Thomas Nelson, recently transferred from Thunderbird. Although new to the Harbor, Tom is an old hand with the company, having been in the accounting department at Thunderbird since March, 1942.

He got his first job in a wholesale shoe store in Columbus, where he stayed for five years. Then he headed West. He got as far as Denver, where he became a bookkeeper in a millinery store, and stayed there five years. His next move brought him to the Coast, where he worked as bookkeeper in a Santa Barbara music house. But the millinery store in Denver wanted him back. So Tom returned, but almost before he could re-establish himself, he decided to come back to the music house in California.

From there he proceeded to Arizona, where his stay has been divided into three decades. The first ten years Tom worked for a real estate firm; the second, he was office manager of a service garage; and the third, credit manager of a furniture company.

Tom is a Mason, and has taken all the York Rite Degrees. He's a past high priest of the Royal Arch, past illustrious master of the Council and past commander of the Commandery.

A well known Falcon figure is William S. "Bill" Fry, head of the field's gasoline crew. When Bill first signed on with Southwest, back in December, 1941, he was made gate guard. Fourteen months later he was promoted to the gas department.

A native Texan, Bill spent three years in religious military school at Greenville.

"There's always been some doubt as to how much good it did me," Bill admits, "because I lied about my age to join the Army."

Fry spent ten months with the National Guard on the Texas-Mexican border. In April, 1917, however, he was sworn into the regular Army, and in July sailed for France. He spent ten days each at the Verdun and Champaign fronts and eight days in the Argonne forest.

Back in the States, Bill set up a short-time loan business in Ft. Worth, later bought half interest in a similar business in Oklahoma City; got the Florida fever, lost all his money in bad investments, and ended up as Chief of Detectives in Tampa. He came to Arizona in 1932 and became interested in the food business.

Bill never mentions it, but his only son was captured on Wake Island. He has not heard from him for two years.

Assistant operations manager and flight supervisor of the San Bernardino based Cargo Division is Rowden C. Couk (rhymes with "out").

Born in Texas (Sept. 25, 1917) Rudy spent the first 17 years of his life in the South. He went out for athletics in high school, played football and basketball, and his senior year won first place in the shot put and 100-yard dash.

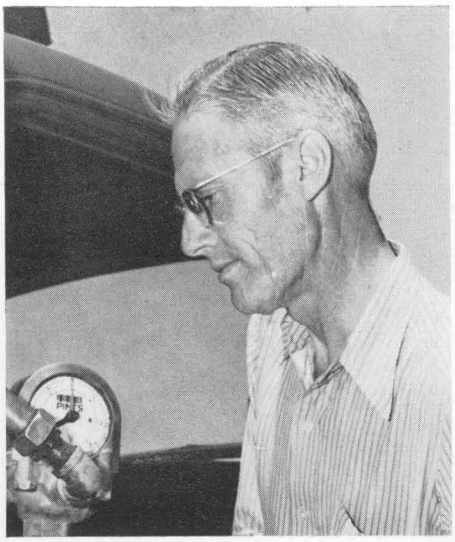
Today he's top man on Cargo's archery team.

A graduate of American Institute of Banking, Rudy's first job was in a small Texas bank. But not for long. He came to Phoenix on his vacation, and a local banker offered to double his salary if he'd work for him.

In 1937, Rudy soloed at Sky Harbor. He now holds a commercial license with instructor and instrument ratings. His log book registers 2,500 hours.

Before joining Southwest in 1941, he was airport manager in charge of a CPT program at Globe, Arizona. He signed on as flight instructor at Sky Harbor, became head of the instrument school, and was transferred to the Cargo Line, where his progress up the ladder has continued at the same rapid pace.

TOM NELSON



BILL FRY

RUDY COUK

AMONG EMPLOYEES at Thunderbird II who collected service pins from Paymaster Fred Kuhl, left, were Georgia Annon, flight accounting, and Frank Botkin, cashier.

Sixty-seven tenure of service pins were awarded Southwest employees this month —the company's recognition of either one or two years employment. Those receiving the gold two-year pins follow:

THUNDERBIRD

Administration—Billie Bryant, Robert S. Fry.

Aircraft Maintenance — Jesse E. Ball, Thomas E. Fanning, Thomas D. Finley, Cecil M. Hunter, Guy R. McGill, A. C. Ware.

Steward's Department—H. Hammond.

Guards—Loren Kinne.

Flight Instructors—Philip D. Carpenter, Harry C. Finley, Harry L. White, Thomas H. Wilson.

Ground School—Clyde L. Smith.

FALCON

Flight Instructors—W. L. Hixson, D. T. Shults.

Guards—Frank Tharp.

OVERHAUL

Administration—Beverly Wood.

THUNDERBIRD II

Flight Department—L. L. Groomer, W. J. Karam.

Aircraft Maintenance—A. C. Ignacio.

Steward's Department—John C. Ward.

Recipients of the silver one-year pins were:

THUNDERBIRD

Steward's Department — Nannie L. Bickhum, James F. Ryan.

Ground Maintenance—James C. Hunt, Joe Williams.

Flight Instructors—George U. Young, Jr.

Ground School—David R. Verrill.

FALCON

Administration—Charlotte Corsick.

Flight Instructors—John L. Barrett, John O'Connor, Earl H. Gertje.

Flight Misc.—Wanda Gertje.

Aircraft Maintenance—Jeffie Alexander, Lyman Jackson, Harvey Schurz, Billie Jo Langford, Hildred Peters.

Gasoline Department — Leo P. Wlaschin.

Steward's Department—Eileen Gugeler.

Ground Maintenance—C. R. Griffin.

OVERHAUL

Aircraft Division — Jesse C. Ames, William E. Berry, Sr., Walter F. Clark, Charles C. Dwight, Phillip N. Keeler, Esther L. Lindley, James F. Loftis, Polly Anna Rogers.

THUNDERBIRD II

Flight Operations—Estelle Merlo.

Flight Instructors—W. O. Anderson, Willis Clark, A. S. Kininmonth, Z. C. Pruner, H. E. Sullivan, D. A. Wiegel.

Flight Misc.—Lois H. Anderson.

Airplane Maintenance—Annie Amson, R. E. Behling, Mary Chiago, A. J. Clark, Ida M. Howard, Mary Jauregui, Evelyn Leonard, Josie Ortega.

Janitors—T. F. DeLooch.

THE THUNDERBIRD STAFF

Editor . . . Bernadine Wurzbacher
Associate Editor . Faye Kirkpatrick
Photographer . . Frank Gianelli

STAFF ASSOCIATES

Genevieve Buckles
Jim Yerkes Elizabeth Olson

GOSSIP—(Cont'd)

Ruby Watson, T'Bird maintenance, recently married J. L. Wedgeworth, stationed at Camp Haan, Calif.

Even flight commanders aren't above forced landings. Ask **Don Prosser,** Falcon, to tell you about his neat negotiation with cactus and sagebrush. . . . Cargo pilot **Hank Potter** is the kind of guy who wanted to fly so much that he spent all one winter, in sub zero weather and an open cockpit, getting his private license. . . . **Weddy Kraenzel,** Falcon maintenance, is the proud papa of a baby girl, Judith Grey.

At T-Bird **Ed Tabor, Ann Goggin** and **Jim Roberts** are back from their vacations. . . . Four more Falconites have received their instrument ratings: **Johnny Taylor, Bill Hixson, Neel Morris** and **Max Wheeler. . . . Cora Sims,** T'Bird aircraft accounting, married **John Glynn,** T'Bird flight instructor. . . Our sympathy to **Francis Dyer's** family on his death a short time ago. He worked in T'Bird maintenance.

Biggest contributor to the Falcon Field Officers' Club is **Squadron Leader Johnson,** who claims he's still behind after getting two jack pots in a row. . . . T'Bird employees who are back at work following illness are **Marguerite Lebert, Earl Smith, Carmen Kittinger, Betty Blasedale** and **Grace Morgan.**

Anytime life gets dull, we'd suggest a session of hangar flying with Falcon's Chief Pilot **Neal Kilgore** and Flight Commander **Steve Hathaway. . . . Frank Chestnut,** T'Bird line foreman, is moving to California. . . . **Bob Ray,** ex-Falcon dispatcher, has been reported a German prisoner. He is an aerial gunner and radio operator.

Ground maintenance at T-2 had an unusual job the other day—that of replacing the wind tee at one of the auxiliary fields. As the story goes, hungry cattle came in and made a feast of it.

———o———

OPERATIONS PRAISED—(Cont'd)

Director of Royal Air Force training in this country, Group Captain R. H. S. Spaight, wrote: " . . . A large part of the 1,000,000 hours has been flown in the training of Royal Air Force cadets whose effort has later contributed much to the power the R.A.F. has been able to bring against the common enemy. This effort has been possible only because of the skill and perseverance of the staff of Southwest Airways Company both in the air and on the ground. We of the Royal Air Force realize what it has taken to maintain the consistently high standards which have become a tradition of Falcon Field and I am glad of this opportunity to tell you how much we value the excellent work you have all done so willingly."

★★ VISITORS OF THE MONTH ★★

THUNDERBIRD is host to Ryan Aeronautical Company personnel. Left to right, front row: Dale Ockerman, Douglas Maw, Paul Wilcox, Ralph Jordan, Bill Evans, Benny Moeur. Back row: Martin Weidinger, Matson Stewart, Bob Stone, Walter Balch, Bob Kerlinger, Lee Campbell, John Neace, Lt. Edwin Seager.

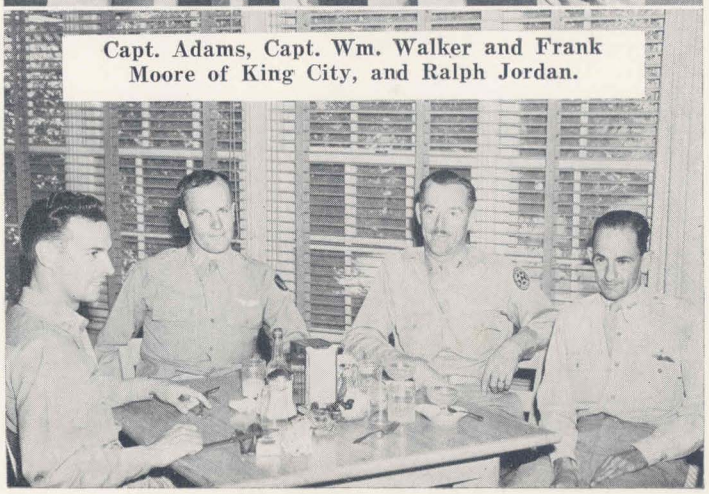
They Also Stopped By

SKY HARBOR: Former instructors, Walter Darby, Clarence Duncan, Elwin Curtis, Taylor Nibley, Oliver Babcock and Harry Conover. All are flight officers in the ATC.

THUNDERBIRD AND THUNDERBIRD II: Robert A. Gowns, Long Beach Army Air Field, who visited shop maintenance departments; Col. T. J. Cunningham, Major J. H. Van Horn, Major Charles D. Shaw and Captain Edwin T. Ingles, all from the 36th Flying Training Wing, Santa Ana, California.

OVERHAUL: Lt. Col. K. I. Dazey, Captain Raymond V. St. Vrain, Captain Louis B. Atkinson, Captain Ralph H. Dean, Lt. Le Marr McGavin and Lt. Alvin D. Padget, all from San Bernardino Air Service Command.

Lts. Hugh Moorehouse and Ed Rosser, with John Robinson, left, and Guy Polston.



Capt. Adams, Capt. Wm. Walker and Frank Moore of King City, and Ralph Jordan.

UNITED STATES SAVINGS BOND
THE UNITED STATES OF AMERICA
TEN YEARS FROM THE ISSUE DATE HEREOF WILL PAY
ONE HUNDRED DOLLARS
100
100
ISSUE DATE
WHICH IS THE FIRST DAY OF
1944
MR. AND MRS. AMERICA
EVERYWHERE
U. S. A.
C76 127 707 E
WAR SAVINGS
BOND SERIES E
TREASURY DEPARTMENT
WASHINGTON
NOT TRANSFERABLE
BUY ONE OF THESE BONDS TODAY !