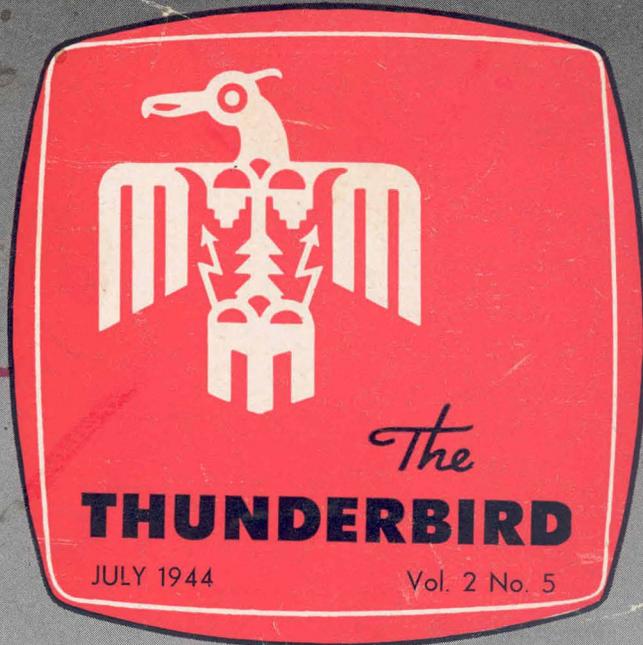


COURTESY —
MURIEL CROCKER



John Smith
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The THUNDERBIRD



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The Industrial and Public Relations Department
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THE COVER

Proudly pictured are one of the ships and one of the pilots of "the airline that couldn't wait". The ship is a Waco C-72—one of the fleet of sturdy carriers that winged over a million miles in trail-blazing America's feeder airline service. The pilot is Captain Roy Rasmussen, lithe, 6 foot 4 inch cargo veteran who helped establish the sensational record of safety and efficiency achieved by Southwest Airways' Cargo Division in its 20 months of scheduled service.

BACK COVER

An appeal, sponsored by the Weather-head Company of Cleveland, Ohio, to the men and women of the United States to produce more and faster. "If this war is stopped one hour sooner, it will save hundreds of lives."

Use it up...



That's the thing to do in wartime. Eat every bite of food, save every scrap of soap, make a patriotic habit of stretching all the supplies in the house so they go further.

Wear it out...



This year old coats, old shoes, are a badge of honor. They show you're sensible enough to know that the way to keep prices down is to wear your old things out!

Make it do...



Before you spend a penny in wartime, ask yourself, "Do I really need this? Or do I have something now that will do?" As you patch and darn, you're keeping prices down.

or do without!



When you put your money in War Bonds, in savings, in taxes, in insurance — you're helping to fight the war and build a sound, stable nation for the peace to come.

It's your money you're saving when you help keep prices down. For it's buying too much when there's too little to buy that sends prices up. And when prices go up—and keep going up—your savings, your future, are in danger.

How can you help keep prices down?

By never spending a thin dime you could turn into a War Stamp. By thinking twice—and thinking "No"—at every urge to open your purse.

By wearing old things out, making makeshifts do. Remember, it's the things you *don't* buy that keep prices down!

See that prices go no higher...

Be a Saver—not a Buyer!

A United States war message prepared by the War Advertising Council; approved by the office of War Information; and contributed by this magazine in cooperation with the Magazine Publishers of America.



This Month In Brief

Victory Is Ahead

COMPANY

Aviation trade magazines carry extensive editorial and news stories concerning Southwest's million hours of military pilot training . . . hearings on application for feeder airline routes on the Pacific Coast postponed until October 16.

THUNDERBIRD

CONTRACTORS TO AAF FLYING TRAINING COMMAND

Chinese student wins title of best flying cadet in Class 44-K . . . ground school instructors are 100 per cent in C.A.A. ratings.

THUNDERBIRD II

CONTRACTORS TO AAF FLYING TRAINING COMMAND

Operations go into the third year of military pilot training . . . employees contribute heavily to the Fifth War Loan Drive.

FALCON

CONTRACTORS TO ROYAL AIR FORCE

Last class of cadets containing American students trained under the Royal Air Force syllabus is graduated . . . Commanding Officer McKenna returns to Britain.

CARGO DIVISION

CONTRACTORS TO AIR TRANSPORT COMMAND

Company-owned Wacos fly 1,000,000 miles to deliver high priority freight and mail . . . Company officials turn over cargo assignment to the Air Transport Command.

OVERHAUL DEPOT

CONTRACTORS TO AIR SERVICE COMMAND

Employees celebrate second anniversary of operation; no interruption in overhaul of aircraft and engines.

SKY HARBOR

CAA-APPROVED PRIMARY AND ADVANCED FLIGHT SCHOOL

Civilian flight instruction continues; all types of flight and ground courses are available.

Generosity that always has marked the spirit of Southwest Airways employees—whether it be giving of their efforts in work, or giving of their money in War bond drives, has made possible another excellent showing in the recently completed Fifth War Loan.

There has been little appreciable slacking of bond purchases within our organization. Our past record in building a foundation for victory has been good, but there is always the danger of complacency confounding our initial efforts. Over-optimistic headlines frequently foster that too-confident feeling that "we've got 'em on the run" and overshadow the fact that wars are won at terrific tolls. It is true that "we have 'em on the run" but our dollars must continue to pour into victory's coffers and see this fight through to the finish. Our principal problem is to see that we do not lose that initial drive which has carried us through so far. With this in mind, we should find a strong message in the following editorial from a Columbus, Ohio, paper:

"Anyone can start something. To sprint the first lap of a champion mile—to write the first chapter of a book—to buy the first War Bond, or dig the first victory garden—to give your best during the first part of a war; those things are easy. The flags are waving and the crowd cheering at the start. There is a thrill at the beginning. And then what?

"Then the grind begins, the wear and tear, the weariness. The runner's chest tightens and his legs drag. The bond buyer feels the pinch and the gardener's hands blister. The worker in the plant finds mornings cold and dark and his job suddenly monotonous.

"That is the grind, the time for what the Army calls 'sweating it out', the time when quitters quit and even the champion slows down, when it's hard to hang on and keep plugging. It is the time when races—and wars—are won.

"We—all of us—have been going through the grind. We have all felt the pressure. We have been dishartened by failures . . . tired by constant effort. Now, like the runner, we are getting our 'second wind.' The worst kind of a grind is past. Victory is ahead. We see it. We know it can be ours. We know that if we use our second wind with determination, nothing our enemies do can defeat us. We cannot lose now unless we beat ourselves by easing off when the goal is in sight.

"Let us pledge ourselves now to use that second wind to the utmost, to buy every bond we can, to help on every front of the war effort, to tackle every production job as though it were the first one. Above all, let us pledge ourselves to stay on the job—every man and woman, every day and every hour—until we finish what we have so well started—until complete victory is won."

At Southwest our contribution to victory is two fold: Our dollars go to foster the fight; our efforts toward training the youth who will carry that fight to the enemy. Let us prove that we are not just "sprinters". Let us prove that we can "go the distance" no matter how difficult the last lap.

CARGO DIVISION FLIES MILLION MILES

Southwest Airways' west coast Cargo Division which has been helping to pioneer America's feeder airline ground-work by stringing together a queue of "firsts" since it started operations some 20 months ago, wrote a new entry into the log of aviation achievement last month by completing one-million miles of scheduled "freightway flying".

Only feeder airline of its type in the West, Southwest's Cargo Division has been impressively effective since it started operations in November, 1942. Since inception, this bustling organization toted more than 2,000,000 pounds of high priority military freight and mail and made more than 28,000 landings and takeoffs without serious damage to

aircraft or loss of a single ounce of freight.

After pioneering the aerial path, the Cargo division was converted in mid-July into an all-army operation as part of the ATC's program to take over the operation of all domestic operated air-freight routes.

Little ceremony or show of festivities marked completion of the millionth mile. For the men and women of Cargo Division it was satisfaction enough to realize that the first million miles stood as a monument to a job well done—a job which will benefit the entire aviation field.

The feat did draw attention of west coast representatives of national avia-

tion magazines, however, and a party of these aviation experts made the trip to San Bernardino to see just what makes a cargo operation tick. Shown about the San Bernardino Army Air Depot, the writers saw freight segregated, rated into the various priorities and loaded onto one of Southwest Airways' cargo aircraft.

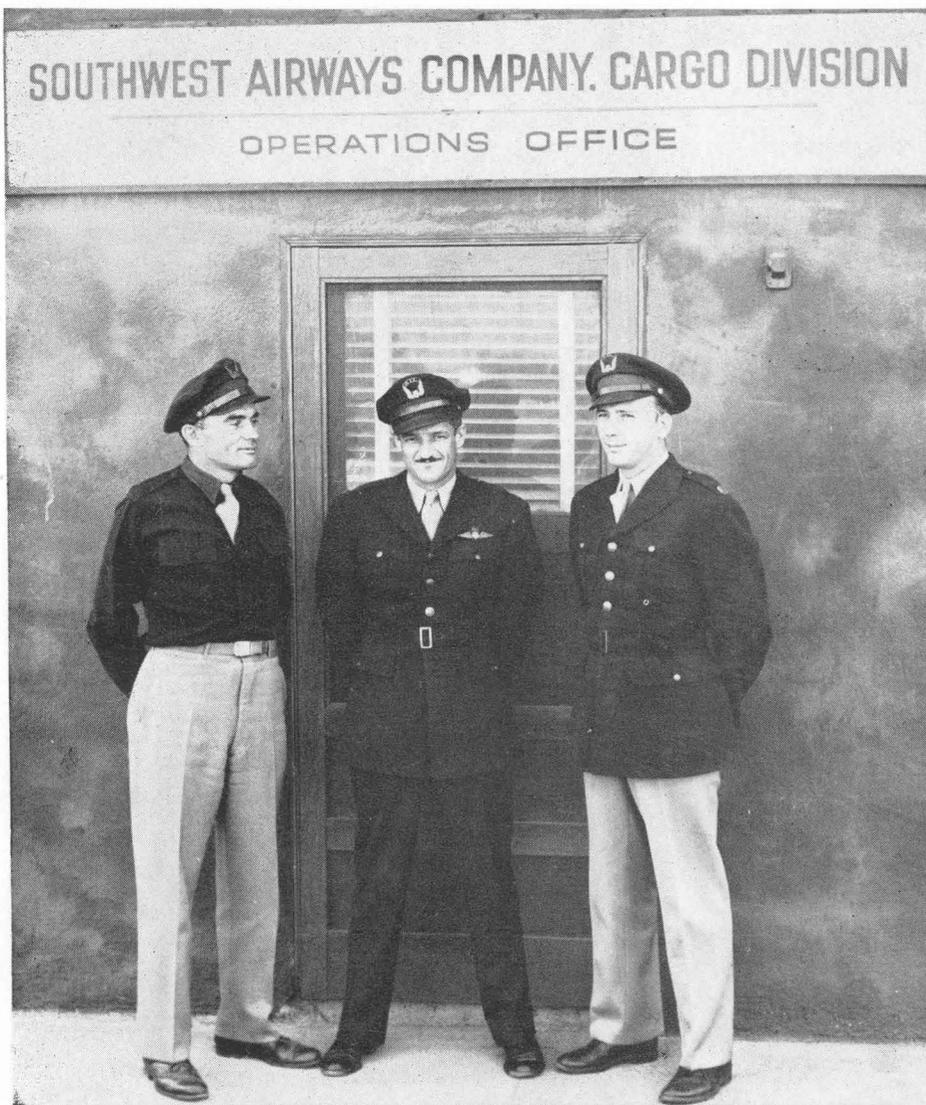
Following this interesting demonstration, the writers inspected Cargo Division's operations headquarters at Tri-City Airport and talked at length with Operations Manager Ted Mitchell who explained the problems and possibilities of feeder airline services, its successes and the role ahead in the post-war future when operations of the feeder type are expected to lace the nation into a mighty web of transportation convenience.

Interest in Southwest's Cargo operations runs high among those in the aviation industry. For Southwest's was one of the few true feeder services in the nation. Operating on a scheduled-stop basis, cargo craft winged over 2600 miles a day. Their work was so effective that daily, seven cargo aircraft were responsible for keeping 50 training and tactical planes in service. This was made possible by rushing badly-needed parts to their destination as much as two days faster than the speediest surface transportation.

When compared with some of the sensational flight records now being established by the ATC in rushing supplies and men to all corners of the globe, the total of a million miles of flying might, at first glance, seem insignificant. But there's a world of difference between the short haul work of a feeder line and the trans-Atlantic or "over the hump" into China operations which make the daily headlines.

Feeder service is vastly different. It's the hop-skip-and-jump phase of aerial transportation. Strictly a short-haul operation, feeder service makes frequent stops for freight. On some of Southwest's Cargo routes the stops were as frequent as every 16 miles.

The pioneering work achieved by Southwest's Cargo Division is acclaimed by the aviation industry as all-important. The practical and theoretical knowledge gleaned from flying the million miles will prove of extreme value to the entire industry in the not-too-distant future when feeder operations criss-cross the nation to give aerial access to all communities—not just the



IMPORTANT COGS in Cargo operations were, left to right, Senior Pilot Steve Martino, Operations Manager Ted Mitchell and Assistant Operations Manager Rudy Couk. Their skill and resourcefulness resulted in the operation flying over a million miles and carrying more than two million pounds of freight without mishap.



JAMES G. RAY, vice-president of Southwest Airways, and veteran of feeder-line operations, has been guiding light and advisor for Cargo Operations.

seven percent now enjoying the full benefits of aerial transportation.

Important, too, is the fact that Southwest has been able to carry on a successful feeder operation under handicaps that would not be encountered under peace-time conditions.

Because aircraft precisely engineered for cargo operations were not available at the time the operations started, Southwest was required to convert equipment obsolete for military purposes.

Aircraft used in the cargo operation were sturdy Wacos, designated by the army as C-72's. These planes, built in 1936, 1937 and 1938, were designed primarily for private flying and not intended to withstand the demanding requirements of a scheduled feeder line. Because of this, many major modifications were necessary before putting them on cargo runs. Original modifications were designed and the work completed by Southwest Aircraft Corporation and subsequent modifications added by Cargo division's own maintenance crew to convert the Wacos into competent cargo carriers. Conversion of the Wacos entailed many major modifications in order to obtain maximum service.

In charge of Cargo Division and in a large measure responsible for the success and growth of the operation is lithe Ted

Mitchell who excells both as an outstanding pilot and extremely capable business man. Mitchell, like other key personnel of the Cargo operations, was transferred from the company's Phoenix operations. His pilots—all former instructors—were selected from a roster of 400. All are highly skilled in precision and instrument flying and were picked for their sound judgment and records of safety. Through the stalwart efforts of cargo's pilots the operation completed its first million miles of flying with the enviable record of no major accidents, an exceptionally high percentage of schedules completed and without loss or damage to a single ounce of the 2,000,000 pounds of freight carried.

The million miles were flown on a rigid schedule—a factor that made Southwest's cargo operation unique and different from any other type of feeder service in existence in the West.

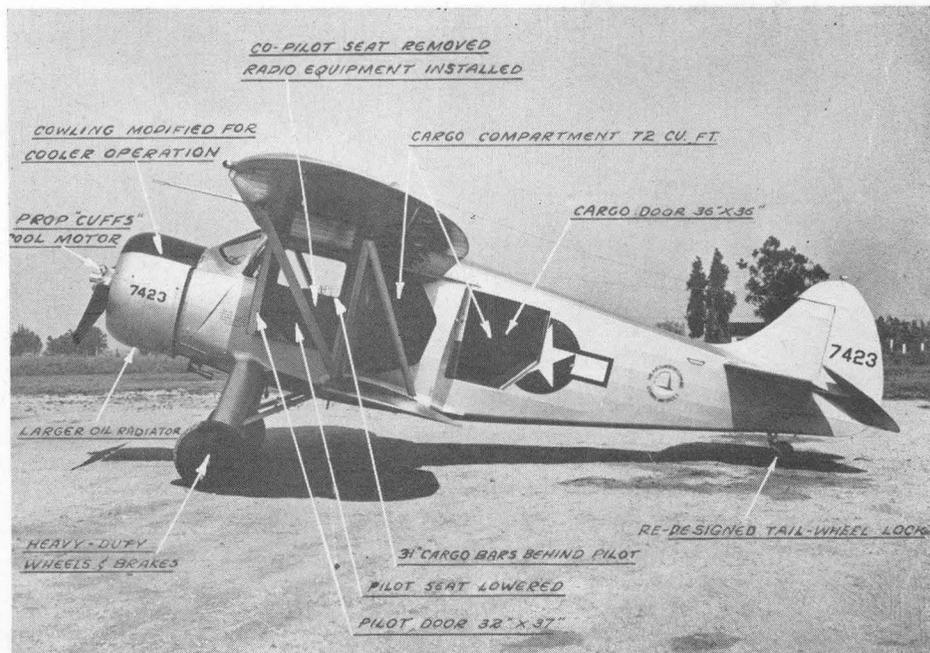
Much of the success of the operation has been the whittling of ground time from 35 minutes per stop at the outset to a mere six minute average. This stopping time takes into consideration all phases of unloading and loading, servicing of the aircraft, checking of manifests and clearing with flight control officers.

Heavy contributors to the everyday success of cargo operations have been the maintenance and radio departments. The maintenance crews, under supervision of L. C. Ponte, kept the Waco fleet flyable and in tip-top condition—

no small chore considering the heavy service to which equipment has been subjected. Much of the maintenance work has been carried out at night, crews giving aircraft methodical checkovers after they complete their daily runs and returning them thoroughly serviced in time for takeoffs the following morning.

Radio—One of the most vital safety phases of feeder airline operation—under the supervision of lean, somber Ed Rein is performed in flawless fashion. Through the medium of radio, cargo aircraft kept in constant communication with operation headquarters over every mile of their flights making radio contact on the average of once every two minutes. By way of the airways, pilots kept up-to-the-minute on weather conditions and headquarters were constantly informed as to the amount of freight loaded or discharged, enabling a running check to be kept on each and every flight.

Aviation experts hail Southwest's achievement in maintaining its extremely high standard of safety and efficiency throughout a million cargo miles convincing proof of the need and practicability of such an operation. They believe that from the proving-ground of Southwest's west-coast cargo line will come tomorrow's triumphs of aerial transportation, for the primary lessons learned in a million miles of scheduled operations will form the background of education to aid in schooling the entire industry in flying theory.



WORKHORSE WACOS, such as the one pictured above, formed the Southwest Airways Cargo fleet and pioneered the freightways of the west. Many modifications were necessary to convert the Wacos from passenger to Cargo ships, and major alterations are pointed out in the picture above.

FIFTH WAR LOAN RESULTS

The United States Treasury Department, instigator of the Fifth War Bond Drive, accomplished a fete unsurpassed in world history—over \$16,000,000,000 raised in less than one month!

Southwest employees at all operations took advantage of their patriotic privilege to purchase additional bonds during the drive and helped swell the nation's treasury by nearly \$65,000 in cold cash.

Purchases made by company employees helped Phoenix top its \$12,000,000 quota by 116%, and Arizona's \$32,000,000 one by 120%.

Never before has a nation been asked to lend so much of its money, and never before has response been so enthusiastic. The nation as a whole went 120% over its tremendous quota—just another instance where loyal Americans are working together to hasten the day of victory. Typical of the feeling of Southwest workers was a simple statement made by "Chris" Christensen of the Overhaul Depot, "I buy bonds so that my son will come home sooner." Hardly a worker isn't thinking the same thing about a brother, sister or husband.

At Thunderbird, Thunderbird II, Falcon and Overhaul, quotas were set up on the basis of salaries and previously subscribed payroll deductions, and various field personnel were made responsible for the drive.

Although tabulations are incomplete at this date, preliminary figures indicate that Thunderbird and Thunderbird II contributed the greater portion of the amount raised.

At Thunderbird II, field personnel was divided into four groups and separate quotas set for each: Group I—administrative, flight operations, ground school and guards; Group II—flight instructors and dispatchers; Group III—airplane maintenance and gasoline departments; Group IV—janitors, ground maintenance and steward's department.

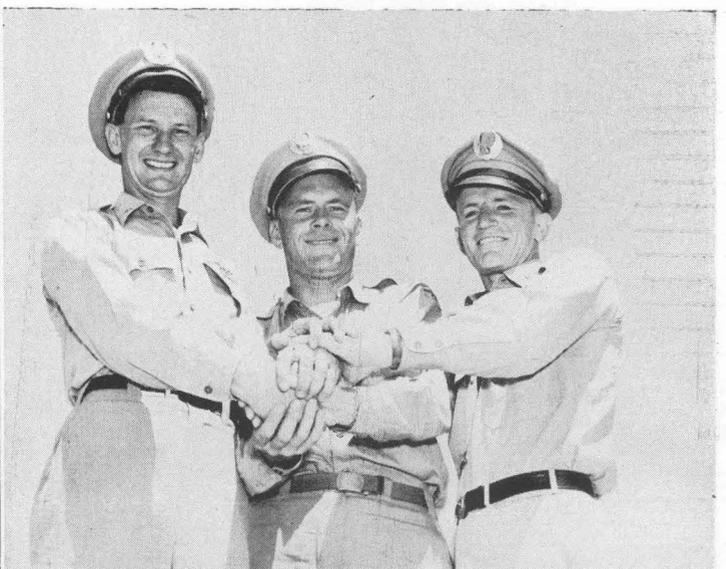
Group II, early surpassing their quota, subscribed more than half the \$22,000 sum contributed by Thunderbird II.

Flight instructors at Thunderbird swelled that field's total by contributing 100 per cent to the drive. Other large subscriptions came from airplane maintenance and administrative departments.

At Falcon, many 100 per cent departments filled the field's quota early, and at last report Falcon was over the top by \$1,250. Among the departments contributing 100 per cent were administrative, Link, stewards and guards. Highest department was the steward's department with 250 per cent.

Several large contributions helped bring Overhaul's total nearer its \$34,200 quota.

FIFTH WAR LOAN response of Southwest Airways employees was most gratifying. Among high bond purchasers were (top) G. L. Christenson of Overhaul and Flight Instructor Gerald Brooks of Thunderbird II. Brooks was high employee of the drive with a \$7,000 purchase. Below, left, Falcon employees patronize a gaily-decorated war bond booth with David Thiele and Janet Johnson making purchases from Billy Bacon (left) and Margaret Duke. Below at right a trio of high-buying Thunderbird instructors give each other a huge handshake on their good fortune at being able to purchase bonds for victory. Left to right, they are Hank Noll, Andy Anderson and George Lahiff.



SAFE ALL THE WAY WITH RADIO



RADIO CONTROL, in case of emergency ambulance runs, is afforded by this installation, shown in use by Captain David V. Brown, Falcon medical officer.

"This is Eagle 123 calling Falcon tower. Eagle 123 calling Falcon tower."

"Come in Eagle 123. This is Falcon tower."

"Position 5,000 feet over field. Setting course for Tucson."

"Roger."

There's a flash of silver in the cloudless, blue sky and a shiny, sleek AT-6 heads southward toward its destination. A cadet is off on his first cross country, secure in the knowledge that his radio will keep him always in contact with home base. He is depending on it for weather reports, landing and take-off instructions, and sometimes for his life.

At Falcon, the radio staff is headed by S. H. Kirby. He and nine technicians maintain all radio equipment and communication systems on the Post. This includes inter-office communication systems, intercom, systems between cockpits, transmitter and receiving sets, radio equipment in two ambulances, and the dead reckoning system. In their spare time they build new equipment and handle experimental projects.

All Boeing PT-17s used in the beginning stages of Royal Air Force training at Falcon are equipped with intercom, systems between cockpits. Tubes and batteries must be checked periodically and all throat mikes inspected.

Every 25 hours, AT-6 radios receive complete inspections in the ship, and every 50 hours all equipment is taken

out of the plane, every piece brought in and inspected before being reinstalled in the ship.

The work is done in a small, neatly kept building at the far corner of the field. There, amid tubes, conduit, cord and cable—usually with a blueprint of some new installation—you'll find Kirby.

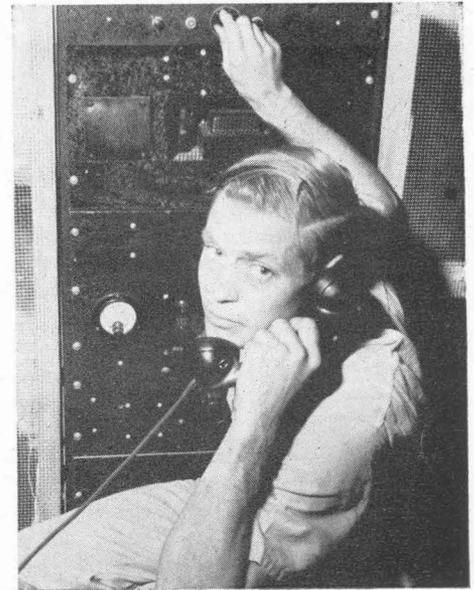
The easy-going, blonde Oklahoman has been working with radios ever since high school days when he spent his mornings and afternoons in a radio service shop. Today he is a radio graduate from Tyler Commercial School, Texas, and holds telephone and telegraph licenses.

A three-year man with Southwest, Kirby has watched his department grow from infancy. With the event of night flying came the need for a portable transmitter and receiver to control traffic. The set was built in the radio shop by Kirby and his staff of skilled helpers.

The next big task was the erection of a synthetic training device for teaching navigation problems to cadets. The dead reckoning room—a series of intercommunication stations controlled individually and collectively—took nearly two months to complete.

Most recent installation of the department was the new 25-watt Fisher transmitter in the ambulance, which gives direct communication to the tower, and transmits on five frequencies.

"This is Eagle 123. Over the base at



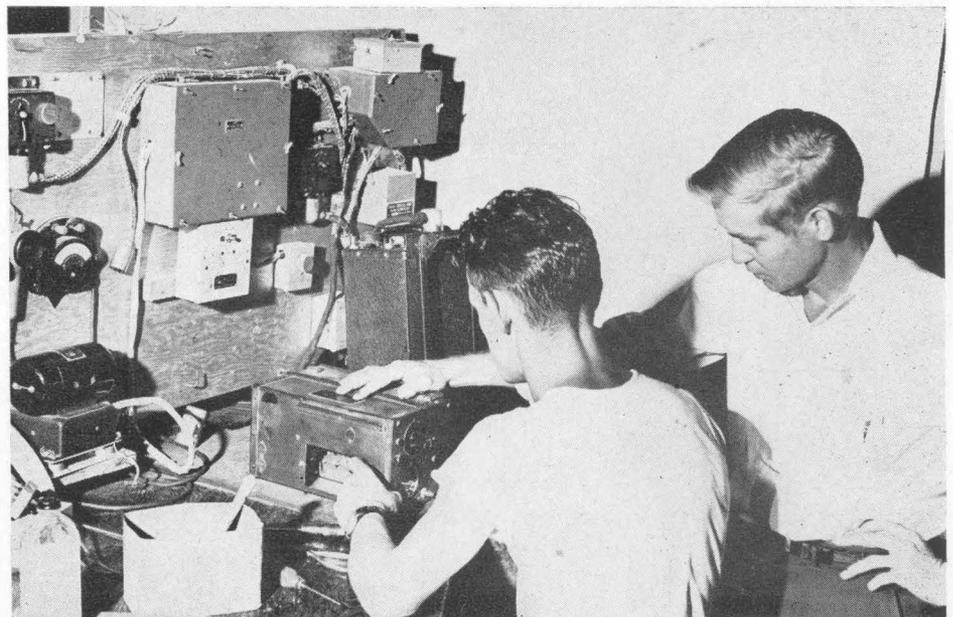
COMMUNICATIONS click at Falcon field, chiefly because of the effective work of Radio Superintendent S. H. Kirby, shown at the panel of a new transmitter which he is building.

8,000 feet. Cross-country completed. Request landing instructions."

Our solo cross-country student has returned safely.

"Eagle 123, this is Falcon tower. You are cleared to enter traffic. Altimeter setting 2992.

"Roger. Out."



REPAIRS ARE MADE in Falcon's busy Radio Shop. Here Jimmy Seolas adjusts and tests one of the communication units while Superintendent Kirby looks on. Falcon has a skilled crew of workers to handle all phases of radio repair and installation.

FALCON CLASS GRADUATES

Falcon field recently graduated its last class to include American cadets.

American air force men who finished with the British pilots received wings of the U. S. Army Air Force as well as Royal Air Force wings.

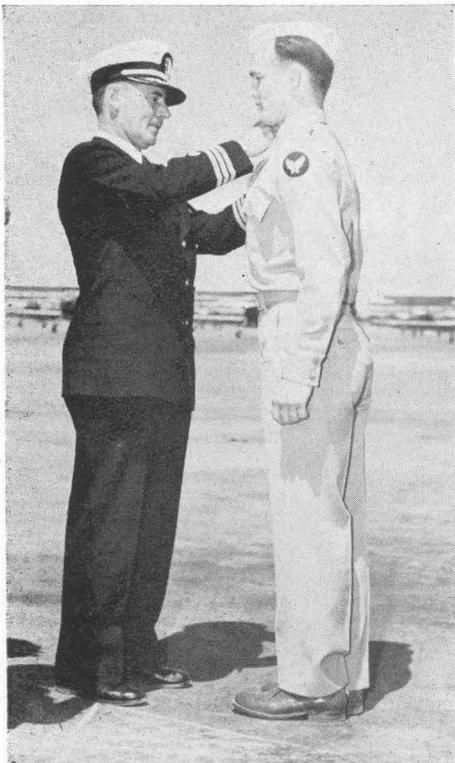
Air Commodore H. T. Lydford, from the Royal Air Force delegation in Washington, told members of the class they would have added responsibilities from now on.

"These responsibilities remind me of discipline," he said. "This is only another word for good manners, and good manners are necessary both on the ground and in the air."

Another necessity, he pointed out, is cooperation between the services, saying that without it we fail to get anywhere.

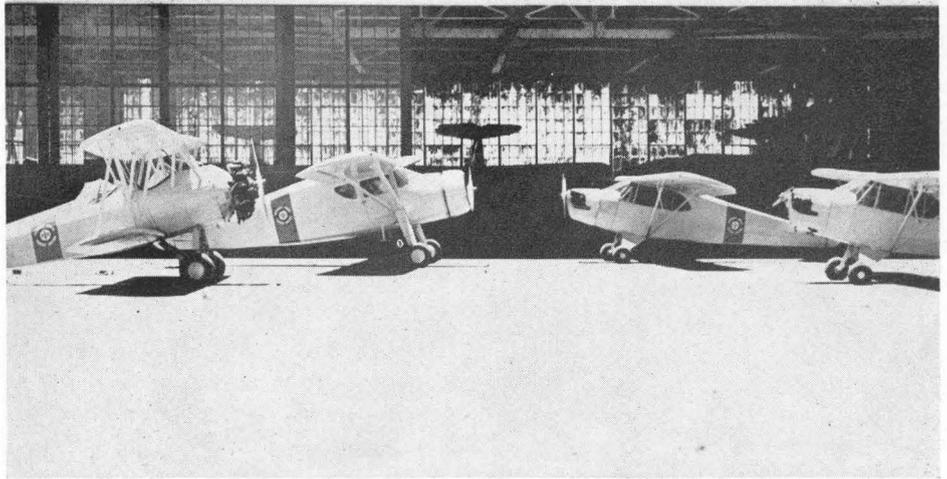
"Never forget your ground crews," the Commodore emphasized. "They are the ones who make it possible for you to be trained and for you to fight. Were it not for the maintenance crews here today, you would not have your wings."

Honor cadets of this 19th class to receive training at the Southwest school were recognized during the graduation ceremonies, witnessed by parents, relatives and friends of the airmen.



COMMANDER E. J. LANOIS, United States Navy Medical Corps, pins British and American wings on his Army son, Bernard D. Lanois.

SOUTHWEST AIRWAYS



CIVILIAN PILOT INSTRUCTION continues at Sky Harbor, where all types of flight and ground courses are available. Note the striking Thunderbird insignia on the Fairchild, Cub Cruiser and Travelaire pictured here.

Magazines Praise Southwest

Last month leading aviation trade magazines carried extensive editorial and news stories concerning Southwest's millionth hour of military pilot training.

Typical of the praise the company received was SKYWAY'S comments:

"It's a great day in the history of Southwest Airways . . . where flight training is given to cadets of the Army Air Force and Royal Air Force. Said great day is the result of having chalked up one million military training pilot hours . . . all flown in the course of offering AAF and RAF flight instruction.

"Yes, our helmets are doffed to Southwest for the swell job that's been done, and the country is immeasurably indebted to them. We hereby suggest that they and the other (Aeronautical Training Society) schools be given more than a mere pat on the back."

AERO DIGEST, in its coverage, which consisted of five pages of news and advertising material, praised Southwest's remarkable safety record with the following remarks:

"Throughout, (the million hours) the record of safety has remained high. In the current pilot training program the proportion of fatalities is one death for every 43,478 hours flown. Southwest's record at Thunderbird has averaged only one fatal accident for every 167,000 training hours. The school's current record is 220,000 hours without a fatality."

A brief history of the company and a detailed description of Overhaul's cost

accounting and record system—a system since adopted as a model by a leading eastern university—formed the feature of the nine-page section of WESTERN FLYING'S excellent coverage.

One of the most impressive coverages of the 1,000,000 hour feat was that of AMERICAN AVIATION, which devoted considerable space to both news and editorial comment. Southwest and other civilian contract schools received the following tribute in the editorial column:

"Southwest Airways has completed its millionth hour of military pilot training at its four large fields at Phoenix, Arizona, which brings to mind the very excellent training work performed for the Army Air Forces by the contract primary training schools of which Southwest is a leader.

"The taxpayers have much to be thankful for in the AAF pilot training program. The cost per man trained is far under the cost when the Army does the training itself . . .

"Southwest Airways is among the top five schools in the country with a statistical record that leaves one dazed and bewildered. Leland Hayward and Jack Connelly's Company has turned out 15,000 pilots from 30 countries with a truly remarkable safety record and a cost for which the Bureau of Budget should be especially happy.

". . . Southwest Airways can well be proud of its million-hour record which is being celebrated this month. And aviation and the nation can be proud of such schools as Southwest Airways."

EX-SERVICE MEN WORK AT SOUTHWEST

Some employees of Southwest have served in the armed forces, been discharged, and now are doing all they can to aid in the speedy winning of the war.

Typical of the ex-servicemen now on the company payroll is Dennis Whaple, Overhaul teardown department, who served in the Air Corps from January, 1942, until December, 1943.

For 11 months Dennis served in the Middle East theatre. He arrived in Africa right after Allied Forces had begun pushing Rommell toward Tripoli. Taking over duties in the flight operations department of the 324th Fighter Group, Dennis kept records of the planes that went on missions, what time they took off, when they were due back, the time they returned and the number of sorties completed.

"One day," Dennis recalls, "our outfit and the 57th Fighter Group shot down 110 German aircraft over the Mediterranean. But at El Gjem we took some of the heaviest bombing of the entire African campaign."

One of the most surprising things to Whaple was the ease with which soldiers could converse with natives—most of whom spoke French and very good English.

Medically discharged from further military duty, Dennis remained in the war effort by coming to Southwest

A really old-timer of the military is Jack Hayne, native of Port Angeles, Washington, who was a member of the National Guard before enlisting in the Coast Artillery in 1939.

On the tip of Cape Flattery, the northwestern extremity of the United States, Jack served as an anti-aircraft spotter. Through the use of a DPF position finder, planes could be located miles away.

A leg injury disqualified Hayne for further military duty. However, shortly after being discharged he came to Southwest to work in the Overhaul Depot instrument shop.

In the same department is Bill Speake, another Air Corps veteran. For almost three years Bill saw to it that men at various training bases in the Western Training Command were well fed. He cooked for the cadet mess at Williams Field for 14 months and frequently served 2,000 persons at one meal.

After receiving his medical discharge, he came to Southwest where he now is testing and repairing intricate instrument in Overhaul's instrument shop.

Two years in the army were filled with thrills, travel and at least one hair-raising experience for Forest (they call

him Model-T) Ford, now working as an Overhaul inspector at Thunderbird.

As a technical sergeant in the medical corps, Ford spent much of his army time in North Africa where, contrary to popular belief, all is not sunshine and Sahara sand. Recollections of North Africa are filled with memories of rain and muck and so much cold, climate conditions eventually led to his medical discharge.

Attached to the 204th Quartermaster corps supplying gas for air-corps bases and motor transport pools, he had his own jeep and toured from one pumping station to another rendering medical aid wherever needed.

It was on one of these trips that Ford ran into an experience that still causes

him to wake up nights—an experience resulting in his bringing back a German scalp.

While driving through a forest of giant cactus trees one day, Ford heard the sound of approaching aircraft. They were German, and as they passed overhead, paratroopers suddenly started spilling from the belly of one of the Nazi planes.

Being in the medical corps, Ford was unarmed except for a wicked "foot-long" knife that had been honed to razor-edge sharpness.

"I knew I didn't stand a chance against those German guns," he said. "I ducked for cover and decided to lay low until the Germans got out of the region. But

(Continued on Page 16)



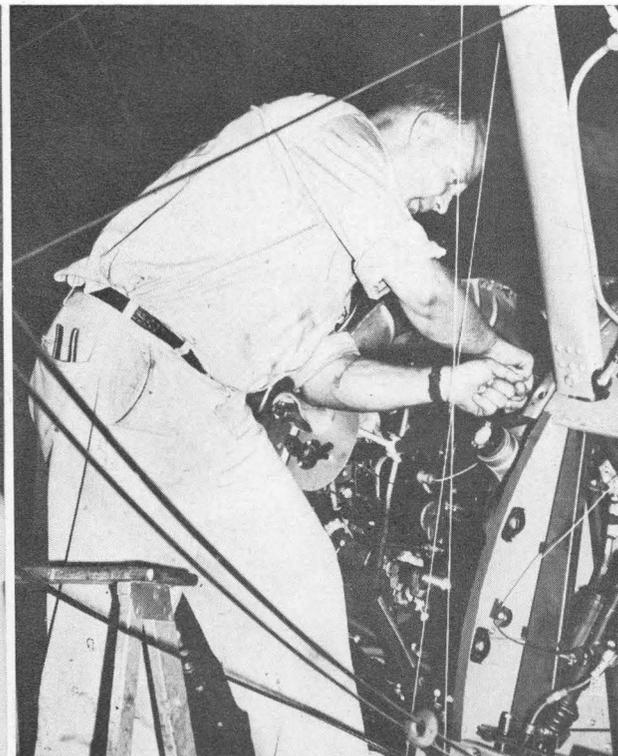
SERVICE VETERANS are helping Southwest Airways train the pilots who will bring our ultimate victory. Once in khaki and navy blue, they now wear the work-soiled clothes of civilians in Southwest's Overhaul Depot. Left to right, front row: Dennis Whaple, John Garland and Forest Ford. Back row, Bill Speake, Jack Hayne and Ellis King.



Diminutive Mary Jauregui, one of the busiest of Thunderbird II's maintenance workers, was intently occupied repacking a tail wheel bushing when the camera's flash practically scared her off her stool.

First thing you notice when you step into Overhaul's cost-accounting department are the flashing eyes and charming smile of Annette Scott, one of the crew of girls who keep track of Overhaul's accounting.

Marian Hopkins of Thunder department is partially res abundant cheer issued the 1st month. Marion is the girl payroll checks and war bonds



Doctor of fractured and fatigued parts, a metal M. D. who operates with torch and saw, is Sidney Kleinpeter, welder in Overhaul who mends defective fuselage parts, turning them out good as new.

When Gus Lancaster of Thunderbird's maintenance department hangs an engine you can bet all your kopeks it's a precise job. A careful, methodical workman, Gus was checking safety fittings when we discovered him.

Working with one of the ma saving devices used in Overh of the fabric department. measuring stick, she is mar to be rib-stitched.



of Thunderbird II's payroll partially responsible for the sued the 1st and 15th of each is the girl who makes out and war bonds.



Chipped ice may mean cooling drinks and refreshment for you—but for Monty Dana of Falcon's kitchen crew, it's just a lot of hard work. For one of Monty's chores is chipping of ice in a hand-operated crusher.



In the final analysis, flight instructors like Ranald Storrs of Thunderbird, are the most important of all war-workers. For efforts of all other workers are directed toward making cadet pilot instruction possible.

WAR WORKERS

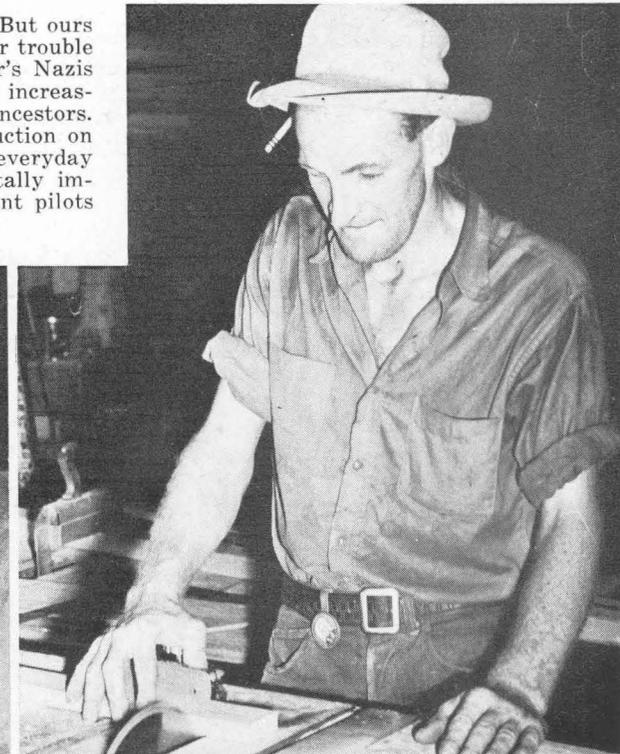
The days grow hotter—for us and for our Axis enemies. But ours is the consolation that we can do something about our heat. Our trouble is merely "summer." That's more than we can say for Hitler's Nazi despots or for Hirohito's little "Sons of Heaven" who, in ever increasing numbers, are making the premature acquaintance of their ancestors. Whatever we do on our home front heaps new coals of destruction on the holocaust that must engulf our enemies. That's why the everyday chores performed by you and your fellow workers are so vitally important. Your sincere effort in aiding production of competent pilots can shorten the war.



me of the many time and labor used in Overhaul is Ruth Smith department. Using a slotted , she is marking exact points d.



Spray-gun "Rembrandt" of Falcon's maintenance department is Norval Sparks. He was caught spraying a glistening coat of silver paint on a Boeing P-T-17 transferred to Falcon from Thunderbird field.



Whether it's a minor or major maintenance job, just call on Arnold Vander Loan to get it done. A "jack of all trades", he's one of George Frock's maintenance maestros at Thunderbird field.

CELEBRATE BIRTHDAYS

Two years ago this month—July 22 to be exact—Thunderbird II began operation as an AAF pilot training school from its home field in Paradise Valley.

Looking over the beautifully landscaped grounds today with the modern, low, pastel-colored buildings, it's hard to imagine that two short years ago this oasis was desert. However, transforming desert waste into a site of beauty is the lesser of Thunderbird II's accomplishments.

In two years, thousands of cadets have received primary training. That they have been trained well is proved daily as these boys, who such a short time ago were fledgling pilots, distinguish themselves in combat.

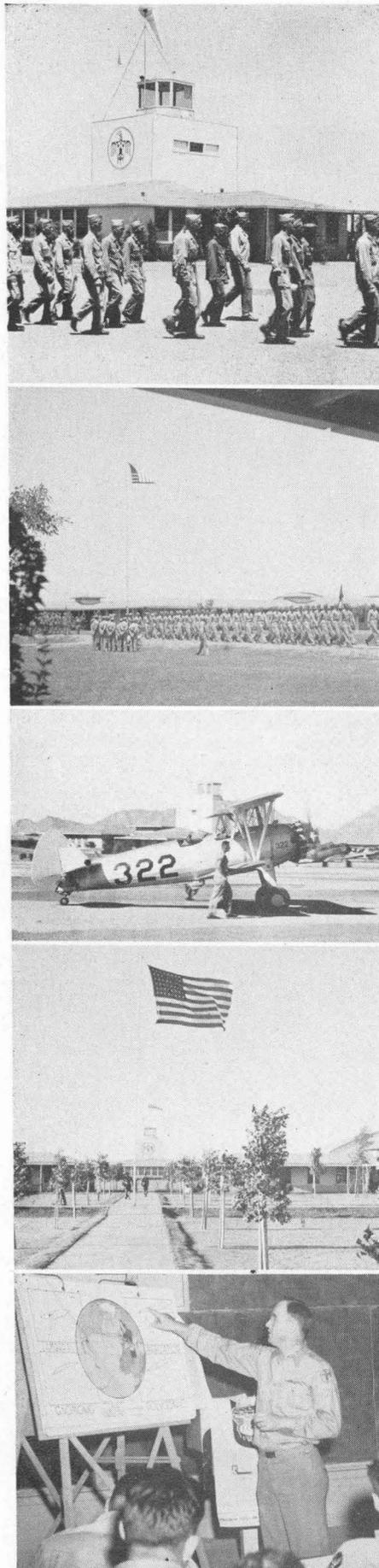
Beginning with a staff of 29 flight instructors in 1942 the roster now includes the names of over 100. Old-timers who have been at the field since its earliest days include John Swope, field manager; Lindsay Wheeler, chief of ground school; Newell Oliver, head of guards; Fred Kuhl, paymaster; Ernie Pelton, chief pilot; Archie Christensen, Wally Pankratz, Paul Rayburn, John Bowers, flight instructors; "Gumpy" Donaldson, guard; and James Mitchell, steward's department.

Thunderbird II is not alone in celebrating its birthday this month. When maintenance and overhaul of aircraft became a problem that was slowing down the training program, Southwest took on the job. Thus, our Overhaul Depot began.

Under the auspices of the Air Service Command, well over 1,000 engines and 400 aircraft have been overhauled during the past two years. This service has done much to lessen the time planes are grounded awaiting servicing from one of the over-burdened Army Sub-Depots.

When a ship comes in to be overhauled—approximately every 1500 flying hours—it is completely torn down and rebuilt. It's no secret that the finished plane is as good—if not better—than when first built in its factory.

From an organization employing 65 persons at the outset, the depot has grown until now 315 names appear on its payroll. Thirteen names that have appeared consistently since July, 1942, are Carl Bailey, Bernice Brown, Ethel M. Clark, Ella J. Johnson, Eva C. Largent, Charles A. Locker, Malcolm Moss, Paul R. Stoll, Theodore Watters, Ada M. Martin, John H. Gregory, Harry Barnes and Bernie Pittman.





Gossip and Hearsay

Among Thunderbird Field instructors who keep in top flying form by participating in cross-country flights are **Phil Carpenter** and **George Young**, who tied for first place recently when they estimated the average time it would take for all planes to make the round trip between Phoenix and Nogales. The total time guessed by the pair, incidentally, was within three-fourths of a minute of the actual time logged.

Fellow O'haul employees gave a party recently for **Johnny Williams**, assistant superintendent of aircraft, to wish him well in his new job—with the U. S. Army! . . . **Frank Lawler**, Falcon Link department, is headed in the same direction.

Speaking of the Army, **Sgt. Ted Hall**, ex-T'Bird mechanic, recently stopped by on his way to Laredo, Texas, where he is a gunnery instructor . . . **Kenneth Varney**, ex-same place, visited the field while on leave from combat duty in the Navy.

If you want to hear an interesting story, get **Kelley H. Rogers**, Falcon flight instructor, to tell you about the times he flew the payroll into Old Mexico for Panuco Oil Company . . . Speaking of versatile people, **Hank Potter** can speak French and Spanish in addition to English. . . . And **Eleanor Libby**, T'Bird flight dispatcher, once modeled for a fashionable New York City dress shop.

Wedding bells rang recently for **Mary Jewell**, O'haul fabric department, and the soldier son of **Joe Ledgerwood**, stock chasing. They were married while he was on furlough. . . . Flight Instructor **Vinton Jones**, T'Bird, is the proud father of an eight pound boy—**Ronald Vinton**.

When it comes to sail boating, there are a couple of boys on the Cargo Line who know all the angles: **Rudy Couk** and **Hank Potter**. The way we heard it, the main angle is knowing how to swim! . . . **Edina Riddle**, T-2 flight dispatcher, keeps trim by bowling. Her average is 125.

According to **Warren Halter**, T'Bird instructor, watering the lawn is a hazardous job. He's back on the job now,

having suffered a broken toe. . . . Everybody had a good time at the annual swimming party given by **Herbert Pratt**, Falcon Link instructor, including **Art King** who mistook the shallow end of the pool for the deep water and dived in with a big splash.

Field Manager **Benny Moeur's** secretary, **Maxine Meeker**, would like to know who the culprit was who crept into her office the other day while she was gone to lunch and stapled together all the pages of the Saturday Evening Post she was reading. . . . **Glenn Smith** and **Donald Harter**, softball enthusiasts, would like everyone to know there's a mechanics' team at Falcon, too.

Believe it or not, **Ralph Cahill**, Thunderbird accountant, was one of Southwest's first night switch board operators. **Ralph** came to Arizona for his health and, except for a short stay on the Cargo Division, has been at Thunderbird ever since. . . . In case your solo student forgets to pick you up, it's a long walk in from the stage house. Just ask **George Maloney**, T-2 flight commander.

The day after Cargo Pilots **Jack Gladney** and **Roy Rasmussen's** pictures appeared in the "Los Angeles Times," **Roy** received his first fan mail. . . . When **Murrel Penuel**, T'Bird preflight foreman, got married recently, his crew took him to the canteen, ate what they wanted, and handed him their checks.

When it comes to weight lifting, **James Vick**, T-2 flight instructor has 'em all beat. In 1939 he won first place in amateur weight lifting in the Los Angeles Athletic Club meet. And, what's more, outlifted a Jap by ten pounds to do it. . . . Seen on the Falcon flight line recently: **Ward Miller** and **Dink Robart** demonstrating the newest non-regulation flight instructors' uniforms—baseball shorts!

Vacations we know about: T'Bird—**Benny Moeur**, **Ralph Jordan**, **Ed Genereux**, **Adrian Ware**; T-2—**Ernie Pelton**, **Georgia Annon**, **Robert Behling**, **Philip Lewis**, **Annie Amson**, **Alfred Ignacio**, **Idah Howard**, **Virginia Palin**, **Red John-**

son; Falcon—**Margaret Duke**, **Lyona Pember**, **Majorie Stapley**.

Excitement ran high at T-2 the day Field Manager **John Swope** offered \$150 in War Bonds for the safe return of his dog. **Mike**, being a smart canine, showed up a day later to claim the award for himself. . . . According to **Bob Fry**, T'Bird, one **Bob Hayes**, ex-Sky Harbor, now is stationed at Ft. Joseph T. Robinson, Little Rock.

Anonymously contributed: "When things go along the same, day after day, how can you tell whether you are 'in the groove' or 'in a rut'?" . . . Wedding bells rang recently for two Southwest flight instructors—**James Grooms**, Falcon, and **Glenn Reinbolt**, T'Bird. **Reinbolt's** best man was fellow instructor **Less Grimm**. **Arnold Bullock**, college professor of music now a mechanic at Falcon, played the organ at Grooms' wedding.

Della Cox Gremling, ex-O'haul engine inspector, recently graduated from Avenger Field, Sweetwater, Tex., and is now a full-fledged Wasp. . . . **Iola Binkley**, T-2 maintenance department, has a special reason for being proud of her overseas Corporal husband. **Hollis**, ex-T-2 mechanic, has just been awarded a mechanic technician's badge for outstanding achievement.

T'Bird flight instructor **Tiny Douthett** recently read in the newspaper that one of his ex-students, **Lowell Watts**, Class 42-D, was a German prisoner of war. In his last letter to **Douthett**, **Watts** said, "I've been over here since October (somewhere in England) and just finished my 22nd mission. Naturally, I am hoping we get over the next three OK."

Accounting department personnel in Overhaul are all smiles. The reason: their office has been redecorated. Pale blue walls now cut down the glare and lend a delightfully cool atmosphere to the room . . . **Stan Cox**, Falcon flight instructor who recently took up residence at Good Samaritan Hospital following an airplane accident, is getting along nicely. "Come up and see me sometime," **Stan** says.

CONTEST WON BY CHINESE

Chinese Cadet Wang Sheh Mei, known to his Thunderbird brothers as Sidney Wang, Class 44-J, recently was accorded the distinction of being the best flying cadet in his class.

His instructor was Henry Noll.

The contest, which originated with Class 44-I (winning student, Thomas Lee Carroll; instructor, Harold Hancock), will be held for all future classes—a contest not only for cadets but for instructors as well, in which students are to be graded on their performance of a selected group of maneuvers in the primary curriculum.

Each flight commander will select the best student in his flight, the squadron commander will ride the four students put up by his flight commanders and choose the best, and the four cadets surviving this process of elimination will be ridden by two civilian and two Army supervisors who will make the final choice.

In a letter of commendation to Cadet Wang, Army Director of Training at Thunderbird, Capt. Julian Adams, said: “. . . do not forget your debt of gratitude to your instructor, Henry C. Noll, and your flight commander, Charles Moores, for regardless of a man's aptitude he will become no better pilot during this short course than his instructor makes him.”

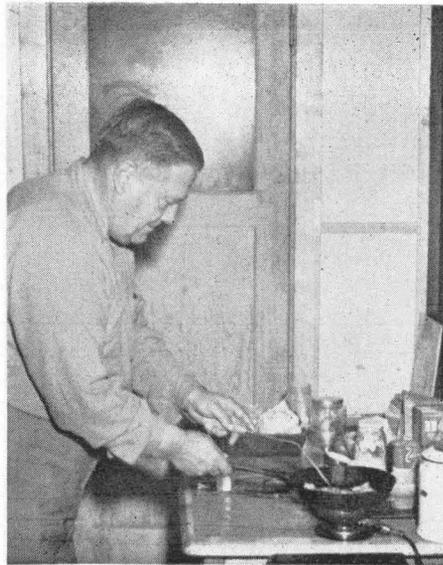
Cadet Wang was born in Stockton, Calif., where he spent the first four years of his life—until his father received his doctor's degree from Stanford University and they returned to China.

Delay Hearing

The Civil Aeronautics Board has found it necessary to institute a further delay in the start of formal hearings on application for feeder airline routes on the Pacific Coast, it is learned from officials handling that phase of Southwest's post-war planning.

New date for hearings on the company's bid for routes in Oregon, Washington and California is October 16. Previously, they had been scheduled to get underway on August 1, then had been delayed until September 15. It is believed no further postponements will be necessary.

A 24-foot parachute contains 105 yards of silk; a 28-foot chute contains 130 yards of silk.



MORNING PREFLIGHT mechanics and other Cargo Line employees are indebted to Personnel manager Jim Yerkes for those piping hot cups of coffee and tasty snacks he so generously prepares.

Job Completed

Southwest Airways' Cargo Division, only feeder airline operation of its type in the West, made its final flight on July 15.

On that date, Southwest turned over its cargo assignment to the Air Transport Command, as did all other domestic airlines performing similar functions for the armed forces. The availability for the first time of sufficient military personnel and equipment made it possible for ATC to take over.

In the past 20 months the Cargo Line has flown more than a million miles over numerous West Coast routes and carried more than two million pounds of the Army's highest priority freight and mail without serious damage to aircraft, injury to personnel or loss of a single ounce of freight.

Writes Story

The August issue of AIRCRAFT AGE carries a story written by Ted Hanna, assistant director of training at Falcon.

The article tells how the RAF and AAF cadets are trained under the British syllabus. Emphasis is placed on the fact that although the British system calls for only primary and advanced phases, the same number of air hours of training are given cadets training under the regular AAF program which calls for primary, basic and advanced training.

LAWYER IS INSTRUCTOR

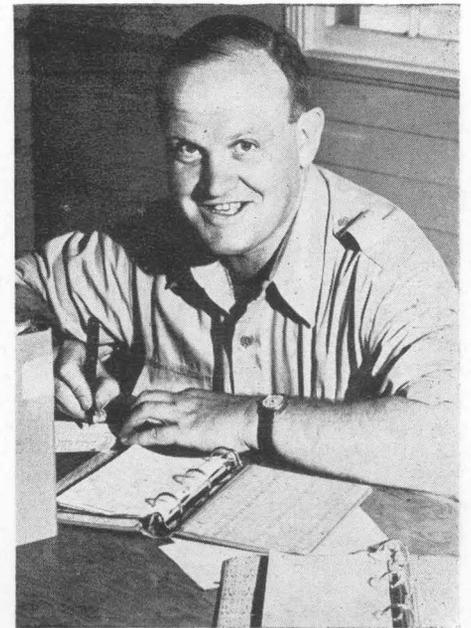
When it comes to a friendly argument, few fellow fliers have outsmarted James Fennemore, Thunderbird flight instructor. On the other hand, few of them keep in practice the way Fennemore does. In his off-flying time, he maintains a law office in downtown Phoenix.

A graduate of Tulane University, with post-graduate work at the University of Edinburgh, Scotland, Fennemore has been practicing law since 1937. He learned to fly shortly after his first airplane ride—a quick trip between London and Paris—and now has some 2,100 logged air hours to his credit.

Like many another Southwest employee, Fennemore volunteered his services when the Army Air Forces called for help in the expansion of its training facilities.

Fennemore is not a native of Arizona (he was born in Salt Lake City, Utah), but he can tell you all you want to know about the state—especially the Grand Canyon. His great grandfather, who was 93 when he died, was the last survivor of the Powell expedition, that hardy band of pioneers who explored the Canyon for the first time in 1872.

When it comes to replying to personal questions, however, Fennemore is more reticent. It seems that lawyers prefer to ask the questions, not answer them. It took several minutes of verbal sparring to learn that Fennemore's hobby is horses and that he often has ridden in horse shows.



JAMES FENNEMORE

DISPATCHERS LEAD INTERESTING LIVES



MARJORIE TAYLOR

Housewives, beauty operators, high school girls, teachers, clerks, stenographers—women of all ages have come to Southwest Airways during the past two years to lend their weight to the war effort.

One particular job in which their cheerfulness and patience has been a godsend to harrassed training directors is that of flight dispatcher.

Housed in one end of the big hangars, behind a broad bay of windows from which they have an expansive view of the field, they carry on their exacting and painstaking work.

Dispatchers must know at all times the number of airplanes on the line, how many are in the air, who is flying them, what time they went out and when they will return.

First duty on the job, daily, is to assign ships to instructors. These off the ground, they send out, one by one, those cadets who are flying solo. As each pilot returns, he reports his own number and that of his ship, to his dispatcher, who reassigns the plane.

After each two flights a plane must be refueled.

Dispatchers keep log books of the daily flight record of each cadet, and at the end of their day, add and average all their flying hours.

There is no "typical" Southwest dis-

patcher. The girls are as individual as their names.

Take Wanda Gertje, of Falcon, for instance. Wanda was born in Minnesota but spent most of her life in Washington. She landed her first job as a machine presser in a dry cleaning shop. When she left the Seattle establishment, she was manager of the store. Before coming to Falcon, Wanda had another wartime job. She worked in a filling station, where she learned to change tires and lubricate cars.

At Thunderbird II there is a violinist and actress, among others.

Marjorie Taylor studied violin at Mills College under the greatest woman violinist of her time—Kathleen Parlon. In addition, she has a B. S. degree in Commerce from the University of California. She is a qualified secretary and has had two years' experience in the teaching of commercial subjects.

Missouri born Edina Riddle made her stage debut at the Little Theatre in Kansas City. She has played Ophelia in "Hamlet", Gracia in "Death Takes a Holiday" and Stella in "Another Language", to mention a few of her roles. Before joining Thunderbird II's staff, Edina was assistant manager of the Pasadena Playhouse.

These are only a sample of South-



EDINA RIDDLE

west's war conscious employees who have come to do their bit toward the winning of the war.



FALCON FLIGHT DISPATCHER, Wanda Gertje consults with advanced flight instructors Satchell and Morriss before filing their cross-country flight plans with the C. A. A.

CADET GRADS SEE ACTION



FALCON COMMANDING officer poses in western costume before returning to Britain. "So I'll remember to come back after the war," the Wing Commander said.

Officer Leaves

Wing Commander J. F. McKenna, Falcon Commanding Officer, is returning to Britain. After two years at South-west's Royal Air Force field, he is going home—but not without fond memories of his stay in the States and a hearty desire to return.

"It is with regret that I leave Falcon Field and all the friends and happy times which have been mine here," the Wing Commander said. "Before I go, I wish to express my appreciation and thanks to the personnel of all departments for their help and loyalty, and for the chance of having worked with such grand people. I feel I am leaving many friends behind me, but I trust the time soon will come when I can return."

Wing Commander McKenna, who joined the Royal Australian Air Force as a cadet in 1927, long has been an Air Force officer, with service in both the Royal Air Force and Royal Australian Air Force to his credit. He is a capable flier and holds the Air Force Cross.

CLUTTER CORNER

Talk about a woman's purse being a clutter-corner—you should see the knee-pocket contents of Cargo Pilot Larry Anderson's flying suit.

A cautious probe the other day found the pocket crammed with:

Sun glasses, two candy bars, a pencil, 13 cents in cash, one lucky-penny, a map, a short length of string, several odd bits of paper with self-memos smudged into oblivion, a knife—for protection in case forced down in wilderness, and a pair of dice—for protection in case forced down at strange airport.

Every day in every theater of war Thunderbird graduates are having hair-breath escapes from death.

Take Lt. Richard F. Hazelton, Thunderbird, Class 42-J, who recently distinguished himself by being the first pilot known to have landed a Marauder medium bomber plane with both engines out.

According to press releases, Lt. Hazelton accomplished "an almost impossible flying task" in what started out to be a routine raid on an Italian airdrome.

Over the target, Lt. Hazelton's formation was caught in a deadly concentration of ground fire, and the right engine, wing and fuselage were severely damaged. He tried to hold his position in formation, but his right main gasoline tank was draining and his bomber fell behind. Just as the Italian seacoast was sighted, the right engine coughed and died. Hazelton, "acting with the coolness and speed of a veteran," feathered the bad engine and headed for the nearest emergency landing field on Corsica.

Circling for a landing, he found that the hydraulic system had been damaged and only one wheel would descend. As the crew waited tensely for the crash

landing, the left engine emitted a sorrowful sob and died.

Hazelton dived his plane earthward at more than 180 miles an hour from an elevation of only 1,500 feet. By doing this, he smoothed out the powerless plane to perform a belly landing with such finesse that none of the crew was injured, although the plane was a mass of wreckage.

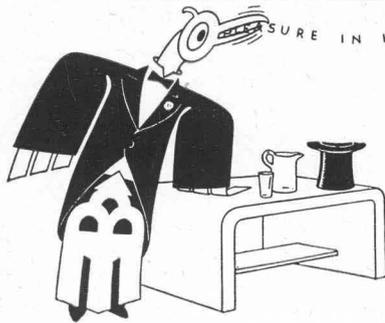
Another Thunderbird graduate, Lt. Charles Gumm, Class 42-I, leading aces at his station and the first Mustang pilot to shoot down an enemy plane over Europe, died a hero's death a short time ago to save civilians in an English town from his falling plane.

Townsppeople who witnessed the crash said that he easily could have parachuted to safety but the plane would have crashed into the houses.

With seven and a half planes to his credit, Gumm was the leading ace at his fighter station. In December he scored the first Mustang victory over a German plane in the European theater. Over Frankfurt, on January 19, he took on eight German fighters, shooting down two, probably destroying another and damaging a fourth.



CAPTAINS JACK GLADNEY (left) and Roy Rasmussen, Cargo Division pilots, pencil notes on a copy of "The Times" which they dropped to Forest Rangers Mike and Grace Keller atop Caliente Mountain. Completely isolated from civilization, the rangers nevertheless got the latest papers and magazines from Southwest pilots who made "on the fly" twice-a-day deliveries on the lookout doorstep.



SURE IN INTRODUCING ONE WHO NEEDS NO INTRODUCTION

Biographically Speaking



ART BRITTAIN

Ever notice the soft voice of easy-going, unpretentious Art Brittain, Thunderbird II's general office manager? Well, maybe we know the reason.

Shortly after Art came to Arizona he took a job as corresponding secretary for a labor union in Phoenix. He took note of the meetings, then was faced with the sometimes very difficult job of reading them back to members. The hall was large and people in the back rows often had difficulty hearing, thus more often than not, Art read the minutes amid cries of "louder, louder!" Three months left him not only hoarse but with a definite dislike for anything in the public speaking line.

Born in Loveland, Okla., in 1911, Art attended the public schools in Apache, and the Commercial College at Anadarko, Okla.

He came to Arizona shortly thereafter and held several jobs before he went to work as bookkeeper for a wholesale oil company in Phoenix.

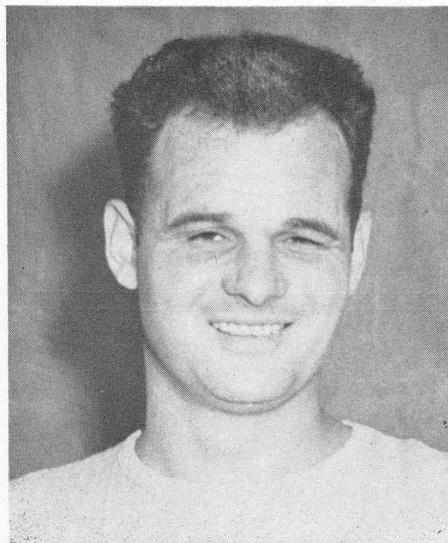
The day after Pearl Harbor, Art joined the Southwest family as voucher clerk at Thunderbird field. In August, 1942, he came to Thunderbird II as office manager.

Malcolm Moss, head of the instrument shop in the Overhaul Division, is among those directly responsible for the safe, efficient performance of instruments on Southwest's fleet of planes.

A native of Wichita, Kansas, Malcolm attended the public schools there. In 1935 he enlisted in the Marine Corps. He served until 22 days before Pearl Harbor, when he was given a medical discharge.

As a Leatherneck sergeant, Moss spent 26 months aboard the USS Arizona. He was a gun captain of a crew working a five inch gun. Moss traveled up and down the West Coast as far north as Puget Sound, to Panama, Honolulu, to name a few places . . . and recalls vividly the hazing he received the first time he crossed the Equator.

Following the termination of his Marine career, Malcolm attended the Spartan School of Aeronautics in Tulsa, Oklahoma, where he learned the maintenance of intricate instruments. After completing the course in the summer of 1942, Moss came to Southwest. He set up the instrument shop when the Overhaul Depot was originated, and has supervised its operations since activation.



MALCOLM MOSS



CHARLIE CULVER

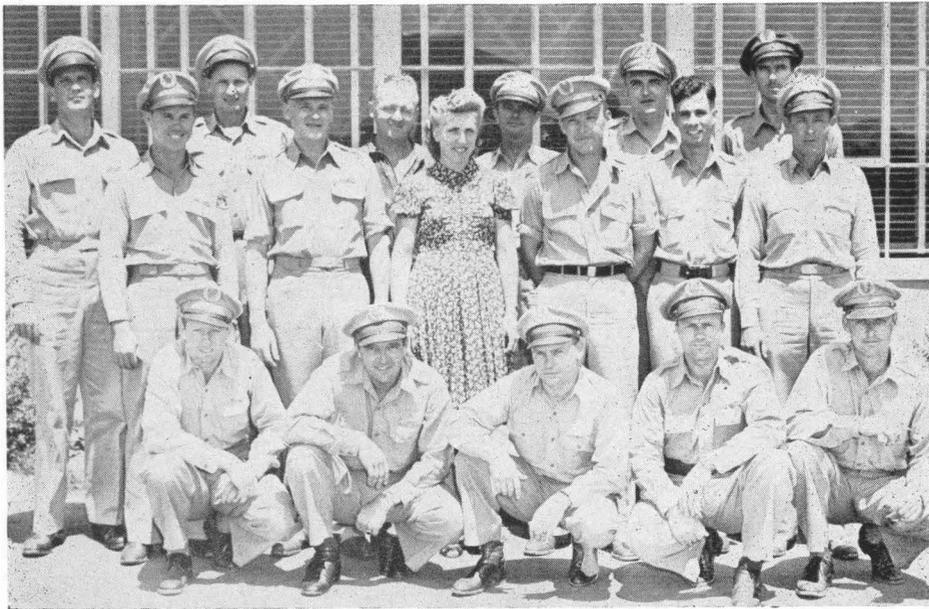
Like many another Southwest flight instructor, Group Commander Charles V. Culver came to Thunderbird Field because he wanted to contribute his share to the war effort. That he was sincere can be determined from the progress he has made in the past three years.

Up the ladder he has come—from flight instructor to assistant flight commander, to flight commander in charge of refresher courses, to squadron commander in charge of refresher, to group commander.

An old hand at the teaching game now, Charlie has given British and Chinese, as well as American cadets, their first plane rides.

Charlie was born in San Antonio, Texas (Nov. 23, 1914), but spent most of his life on the West Coast. Prior to coming to Thunderbird, he was a salesman for an auto parts company in San Diego. He's been flying since 1936, and has logged some 2,000 air hours.

Culver has one brother in the Navy and one in the Army. His Army brother, who incidentally, taught him to fly, has just returned to the States from a year and a half in Africa, where he flew B-17s and 25s for the ATC.



SAFETY WINNER at Thunderbird last month was Squadron 4. Members left to right are, back row, William Tiunon, Holmer Faulkner, Henry Noll, Elvin Johnson, Robert Page, Rispatcher Signe Auhll, Neal Taylor, John Auhll, Norman Wagner, William Hammett, Larry Pringle and Jack Harkey. Kneeling are Ormal seaman, Milton Moeller, Squadron Leader Charles Culver, Lester Bannock and Charles Moores.

Tenure Of Service Pin List

Two-year employees follow:

THUNDERBIRD

Administration—Lance Lacey.

Airplane Maintenance—Grady Lee Choate.

Guards—Richard Monihan, Frank M. Stivers.

Flight Miscellaneous — Warren J. Smith.

6Flight Insrtructors—Catorce A. Hight, James S. Lauderdale, Henry C. Noll, Ormal K. Seaman, James G. Shackelford.

THUNDERBIRD II

Administration—Jean Davis.

Flight Instructors—P. M. Andrews, C. O. Birney, C. N. Eggert, D. E. Roth.

Airplane Maintenance—L. D. Felten, A. C. Fernandez, T. E. Horton, Wade Ketchum.

Steward's Department — James Graves.

Guards—E. F. Dillon.

FALCON

Administration—Newell Palmer.

Flight Instructors—A. R. Schmidt, W. L. Strobel.

Ground School—Lyona Pember.

Airplane Maintenance—Harold Gifford, Johnie L. Price, Walter Vaden.

OVERHAUL

Administration—Chester A. Locker, Ada May Martin, Malcolm S. Moss, T. C. Watters, John A. Gregory.

Aircraft Division — Bernice Brown, Cleveland H. Gregg, Ella J. Johnson, Iva C. Largent, John B. Pitman, Sara L. Teel.

Recipients of the one-year pins were:

THUNDERBIRD

Administration—Ella McArthy, Maxine Meeker, K. M. Page.

Airplane Maintenance—Guy H. Barnett, Jr., Maudie P. Long, Vance D. Simpson.

Gasoline Department—Steve T. Lisick.

Ground Maintenance—Cecil B. Watkins, Edward S. Osenbaugh.

Flight Miscellaneous—Cosette Flynn
Flight Instructors—Conrad J. Klieman, Harry A. Newell.

Ground School—Truman T. Stevens.

THUNDERBIRD II

Flight Operations—Dorothy Sanders.
Flight Instructors—D. L. Taylor, M. C. Snyder.

Ground School—J. W. Martin, R. N. Raine, B. B. Wilder, Jr.

Airplane Maintenance—Grace Barberet, D. L. Glimpse, Alfonso Leonard, Virginia Palin, H. L. Walker, Ella Williams.

Steward's Department—Willie Cox, Bettie Hammond, J. H. Wilson.

Ground Maintenance—W. A. Muffley.

FALCON

Administration—Billie C. Bacon.
Flight Instructors — Donald Bell, Ralph Spohnhauer.

Link Department—Mel J. Hickman, Arthur M. King.

Airplane Maintenance—W. R. Brantley.

Janitors—Mary Davies, Librada Velasquez.

Guards—Isaac Rogers.

OVERHAUL

Engine Division—Ocie May Rodgers.
Aircraft Division—Pearl Atkinson, Rossie Fugate, Anna L. Goble, Campbell B. Montgomery, Irvin Rodgers, Paul R. Stoll, Nellie D. Montgomery.

EX-SERVICEMEN

(Continued)

one of the paratroopers drifted down almost on top of me, and got all tangled in those cactus trees. I could hear him muttering what I suppose were German curses as he fought to get free. He was a pretty busy boy there for a few minutes—and so was I. For I had decided that as long as the enemy was this close, perhaps I could make a pass at him. So while he fought the cactus, I crawled on my belly to within a few feet of him, slashed with my knife and—well, you're in the army for one purpose—to nullify the enemy. That German never knew what happened."

For Ellis King, now working in the propellor room of Overhaul, army life was wonderful, and he often wishes he were back in GI garb.

King enlisted in the army in 1940 and saw most of his service with the 82d field artillery at Fort Bliss, El Paso, Texas. A rancher all his life and accustomed to working with animals, King was made a teamster—one of those rugged souls who "keep the cassions rolling along."

"You're an odd-jobs-Joe in the field artillery", King declared. "My specialty was driving. But in addition to that I shoed horses and worked a machine-gun, too."

His service was all within the United States and a series of one maneuvers problem after another. It was while on maneuvers in Louisiana that King received what he claims "the scare of my life".

That was the morning he woke from a sound sleep and found himself eye-to-eye with a water-moccasin. "We just lay still and stared each other down," King recalled. "He finally slithered off in one direction and I made tracks in the other".

John Garland, maintenance man in Overhaul, was one of those M.P.'s who "walk softly and carry a big stick".

In the army for a year and ten months, Garland spent eight months in the infantry and then was transferred to the military police. He served in Louisiana and Texas before receiving his medical discharge.

THE THUNDERBIRD STAFF

Editor . . . Bernadine Wurzbacher

Associate Editor . . . Faye Kirkpatrick

Photographer . . . Frank Gianelli

STAFF ASSOCIATES

Genevieve Buckles

Jim Yerkes

Elizabeth Olson

★★ VISITORS OF THE MONTH ★★



GRADUATION CEREMONIES were colorful at Falcon as the smartly drilled British cadets paraded in review. The panoramic picture above was taken from Falcon's control tower and shows the entire company being reviewed by Air Commodore H. T. Lydford.



OUT OF THE SKY for a visit at Thunderbird II dropped Captain W. C. Hazell (left) and Major O. D. Crowell, director of aircraft maintenance at Tonapah Army Air Base. Hazell, former Thunderbird cadet, is now a test pilot at Tonapah.

THEY ALSO STOPPED BY

FALCON—Wing Commander Ford, Squadron Leaders Colville, Davis and Lonervan, all of the Royal Australian Air Force; Wing Commander Prickett and Flight Lieutenant Whittaker of the RAF delegation, Washington, D. C.

THUNDERBIRD AND THUNDERBIRD II—Maj.-Gen. Ralph P. Cousins, commanding general, accompanied by Lt. Col. A. J. Mickle and Major J. A. Guglielmetti, AAF Western Flying Training Command, Santa Ana; Major Hugh F. Knoell, also from AAFWFTC.

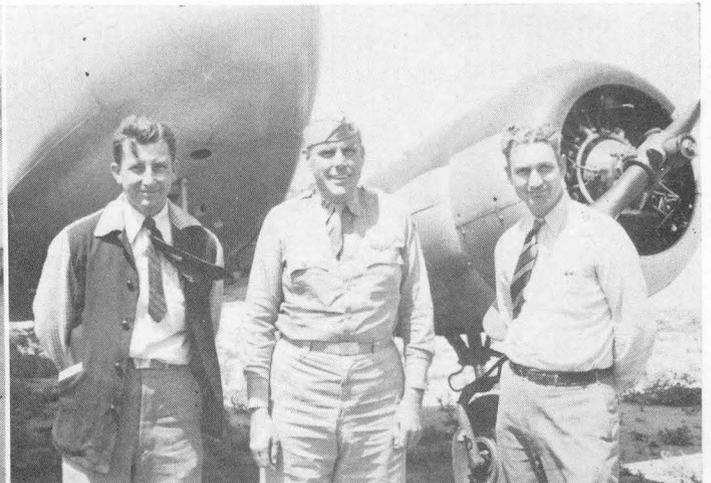
OVERHAUL—Col. Elmer P. Rose, deputy commander, San Bernardino Air Service Command, accompanied by Lt. Col. R. V. Dunn and Majors Gerald N. Spurlock and J. E. Boast.



FALCON VISITOR was A. C. Burns (right), Civil Air Inspector (operations) of the CAA, shown at lunch with Field Manager Bill Sims.



CARGO WAS HOST to West Coast Aviation writers who inspected Southwest and Army bases at San Bernardino. Left to right, are Larry Black, Scholar Bangs, Peggy Guetter, Reg Burrows, James Watts, Wilbur Ward and Jim Galloway.



MAINTENANCE MEN held a consultation at Cargo when Philip F. Schumacher (left) service engineer for Wright Aero Ltd. and Captain George F. Hammond of Long Beach, Calif., visited L. C. Ponte (right), Cargo Division maintenance superintendent.

"D-Day" Dividend!

This is a GI's idea of D-Day payoff—and the sooner we can make it come true the better. All the medals and ribbons we can muster don't mean as much to the men overseas as a pair of small arms around their necks and a soft moist kiss from two very special lips. And the truth is we want our men home as badly as they want to be home! This—even if we had no other reason to end

the war quickly—should be sufficient incentive to work harder, combat absenteeism, observe rationing, buy bonds and find time for local war activities. Let's re-resolve today to pitch in and by doing more, fight harder. Don't forget this: if we shorten the war a single day it will save the lives of hundreds of our men. Your brother, father, son, husband or sweetheart *could* be one of them!

The men and women of Weatherhead sponsored this message. Most of us have near relatives in uniform . . . sons, husbands, brothers . . . sisters and daughters, too. Our task is not dramatic . . . but it is vital to every single big weapon. For years we have been making for peacetime purposes the same fittings and devices we are making today. However, responding to the urgent war needs of the nation, we have found ways of producing them in greater quantity than ever before—more than a million every twenty-four hours! So, you see, our skill is also one of the great weapons for winning the war and for building the kind of world we're all fighting for.

Albert J. Weatherhead, Jr. PRESIDENT

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