

# Your Cadet...



**SOUTHWEST AIRWAYS**





... at Thunderbird

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Dear Friend:

We share your pride in a cadet who patriotically has chosen to defend his homeland as a member of the ARMY AIR FORCES.

Today, at Thunderbird, he begins a pilot training program that will make of him one of the finest fliers in the world. His training here is the foundation for that final ability, therefore we know you are deeply interested in his life at our primary school.

The following pages tell many details about his training. First, however, let us explain briefly why your cadet, in the armed forces, is receiving his training from a civilian organization.

In July, 1939, such visionary ARMY AIR FORCES officers as Generals H. H. Arnold and B. K. Yount foresaw the need for building quickly an American aerial striking force second to none. The program, later expanded many, many times, required training as many new pilots that first year as then were in the entire Air Forces—obviously, an impossible task for the Army to accomplish single-handed. Truly, an emergency existed.

In this emergency, faith in the American way of success through teamwork was signified. Southwest Airways and other carefully-selected civilian schools, were called upon to assist.

Combining our experience with that of the ARMY AIR FORCES, here at Thunderbird Field, we two—soldier and civilian—have succeeded in training unprecedented numbers of fliers, and in training them quickly, efficiently, safely, and economically.

The past two years have seen tens of thousands of cadets earn their wings; only 4,600 were trained in the twenty years preceding. In World War I, there was a training fatality for every 1,146 hours flown; today, it is less than one per 176,000



hours, and in the last four years alone there has been a ten-fold improvement. In addition, civilian schools have been instrumental in reducing by almost 80 per cent, the former expenditure of federal funds for training Army pilots.

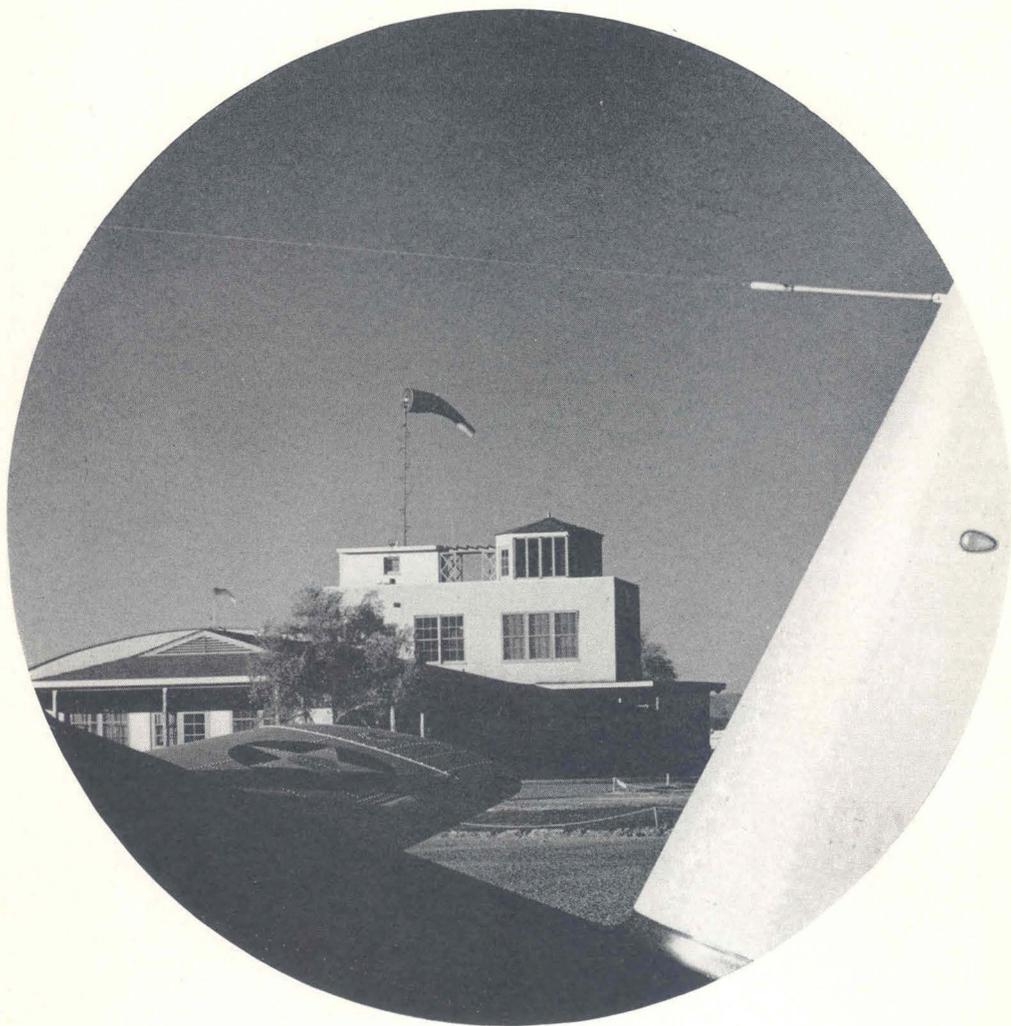
That we have trained well, we two, already has been written by American fliers in combat skies over the world. In the tomorrows that must come before final Victory is achieved, your cadet—and all those who fight for our nation's freedom and for its way of life—will continue to benefit from this voluntary teamwork which has no counterpart in any other country today.

To an Army-perfected technique of training your son into a skilled, confident, experienced pilot, Southwest Airways has contributed experience—the experience of successfully operating six war-time aviation activities, including schools which have trained pilots from 29 countries, a military air line, and an Overhaul Depot for trainer airplanes and engines... of giving basic and advanced flight training, as well as primary... of daily maintaining and servicing nearly 500 airplanes... of supervising 400 veteran flight instructors, and 1600 mechanics, radio operators, flight dispatchers... of having flown more than 80,000,000 training miles in the past three years alone!

We feel your son is in capable hands. Upon reading this booklet, we think you will agree.

LELAND HAYWARD,  
*Chairman of the Board*

JOHN H. CONNELLY,  
*President & General Manager*



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## ... his Training

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Your cadet is at primary school to learn the fundamentals of training, the "alphabet" of military aviation. He will be required to assimilate these basic principles in a nine weeks' period, and the odds are it is almost certain that he will do it with ease.

When he leaves Thunderbird some two months hence, he will have a thorough knowledge of handling an airplane safely, intelligently and competently. That is our job, to develop an experienced, capable flier. Later, basic, advanced and combat technique will be taught him by the ARMY AIR FORCES.

Training at Thunderbird is divided into three phases: flight instruction, ground school instruction and military instruction.

In his flight work, your cadet spends 65 hours aloft, 32 of them with his civilian instructor. Every day, five days a week, 4 hours and 45 minutes are spent on the flight line, although he flies an average of only 1½ hours each day. Throughout this training, his flying is closely supervised to make certain he is gaining confidence in his airplane, and also that he is learning to respect it—to know what it will, and will not, do safely.

At the conclusion of his flight training, your cadet will have mastered the fundamentals and also certain basic aerobatic maneuvers. He will have made 275 separate take-offs and landings. He then is ready to be groomed for war—ready for the intensive ARMY AIR FORCES advanced training that eventually makes of him one of the world's finest military pilots.

Each day, meanwhile, he also will have spent three hours in ground school, gaining technical knowledge which facilitates his flight work. For 40 hours he will have studied the working



principles of engines and propellers; for 20 hours, the theory of flight, and the construction and care of aircraft; for 20 hours, the fundamentals of navigation and cross-country flying; for 12 hours, weather maps and sequence reports; and for 6 hours, aircraft identification. How thorough is this training? As an example, he can identify many aircraft in 1/50 of a second!

Finally, he will have continued the military training begun at his pre-flight school. From the beginning of his 16-hour day at 5:10 each morning, his activities are carried out under strict military discipline. A short period of drilling is a daily routine.

Yes, your cadet is busy from dawn to dusk at Thunderbird. Aside from his meal periods, he has only one three-hour break from training each day in which he can do as he pleases—and most cadets devote that to study. Yet your cadet thrives in this rigorous role—enjoys it—for he knows that day-long concentration on flying alone means: to quickly become a capable military pilot.



## ... His Safety

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At Thunderbird, safety begins on the ground—in instructors' messages, in prominently-displayed "reminder signs," and in a policy of taking airplanes off the flight line instantly some part is not functioning perfectly. A staff of expert technicians, maintained at all times right at the field, is an added precaution in the preservation of priceless lives of cadets.

It is continued in the air—by teaching your cadet to keep a constant watch for other aircraft—by rigid control of traffic. Every plane makes identical maneuvers when approaching or leaving the field, and recovery from flying positions in which inexperienced fliers make fatal errors is constantly practiced.

During his training at Thunderbird never once is your cadet permitted to forget for a single moment that the air must be safe—both for himself and for his fellow fliers. Effective? Thunderbird recently completed 13½ million consecutive training miles flown—more than five hundred times around the world—without a single fatality!

Nor is your cadet dependent upon his flight instructor alone to teach him aerial safety. His flying is supervised daily by four others—the civilian flight commander, squadron commander, a group commander and the chief pilot—and all under the direction of a staff of regular ARMY AIR FORCES pilots.

That the air not only can be but *is* safe at Thunderbird, is proved by statistics which show that your cadet is far less apt to suffer injury while flying, than if he were driving an automobile the same amount of time in most American cities!



## ... his Instructor

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It is natural that you should be especially interested in knowing much about your cadet's instructor—the one who carries most of the responsibility for making him into a capable flier.

First, rest assured that he is highly experienced. This is a basic requisite, for his skill and knowledge must inspire the ultimate in confidence, and command your cadet's respect.

Maybe your cadet's instructor is Jerry Bacon, 49, who has flown 5,600 hours in the 27 years since he was a R.F.C. combat pilot in World War I. Or, he may be the average (a survey of 356 Southwest instructors), who has been flying for 6¼ years, and whose total of 1,356 logged air hours is nearly 6 times that required of your cadet to complete his *entire* training.

Yet experience alone is not enough. An instructor must have the ability to instill his personal "know-how" in his students. He must be the psychologist who knows when to drive and when to share the lead. He must be able to change his methods of teaching to achieve success with varying student personalities.

We require, at the outset, that instructor applicants be able to pass the Army's flight physical examination and have their commercial pilot's licenses. These same requirements are necessary to become a pilot on any of our domestic civil air lines!

Next step for applicants is a period of from four to six weeks in our "refresher" school, where they receive from 35 to 50 hours of additional flight instruction. Average yield from this "filtering" process is 50 per cent. Those left then are accepted as regular instructors—but only on condition that they also can pass a check flight given by ARMY AIR FORCES pilots!



## ... his Food

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We hope that you won't be disappointed if, in his letters home from Thunderbird, your cadet doesn't mention that he's missing your cooking. For we're feeding him well—just how well, facts like these may reveal:

Each month, we purchase for your cadet and his flying mates, 22,500 quarts of Pasteurized Grade A milk for drinking, plus 12,000 quarts for cooking; 6,000 quarts of cream; 3,000 pounds of butter and 60,000 eggs; 65,000 pounds of meat and fowl, and 25 truck loads of fresh fruit and vegetables.

How much of that does your cadet get? All that he can eat!

It's a self-service cafeteria, where such delicacies as strawberry shortcake, macaroni and cheese with ham, swiss steak and roasts are no novelty; where there's ham or bacon and eggs at least five times a week; fresh fruit and vegetables usually twice a day, and home-made pies, cakes and cobblers at least once daily.

Each meal is scientifically prepared by a catering organization of 95 people, who make certain that your cadet gets plenty of the particular vitamins which fliers need most; yet this is done within the strict bounds of the food rationing program of the ARMY AIR FORCES. We know that it is prepared under the most sanitary conditions possible. Twice each day, both kitchens and food are inspected by ARMY AIR FORCES flight surgeons. The most modern mechanical devices—dishwashing machines, automatic rinsers in which the water temperature is 210 degrees for thorough sterilization—are used throughout our kitchen.



## ... his Quarters

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Your cadet's living quarters at Thunderbird is a large room, furnished comfortably yet simply, shared with 2 or 7 classmates depending upon its size. It is one unit in a long, low, ranch-style building, bordered its full length by a continuous patio.

Both inside and out, every effort has been made to insure comfort. On Arizona's hot summer days, an evaporative cooling unit reduces temperature to 85 degrees in his room; in winter, thermostatically-controlled gas heat maintains it at 72 degrees.

Concrete floors and plastered, painted walls facilitate cleanliness; a heavily insulated roof and screened windows with venetian-type blinds aid in retaining heat or coolness; two to three windows in three-men rooms and 12 to 14 in eight-man units insure good circulation and plenty of natural light.

His personal furnishings consist of a bed (usually all wood and with inner-spring mattress), a study table and lamp, and clothes locker. He and his roommates keep these quarters spic and span twenty-four hours a day under the closest supervision.

Quarters are pleasing to your cadet's eye on the outside, too. Soft pastel shades blend the buildings into the extensive landscaping and wide green lawn (Millard Sheets, top-ranking architect, designed every foot of Thunderbird's 640 acres).

Your cadet's primary flight training school frequently has been described as "an oasis in the Arizona desert." It is. There are 440 shade trees, 1,050 perennial flowering plants, climbing vines and shrubs, and 5,800 feet of evergreen hedges. Far-sighted planning of your cadet's personal needs has produced an environment conducive to the best in pilot training.



## ... his Recreation

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Your cadet is at Thunderbird to learn to fly, yet the ARMY AIR FORCES make sure he does not "grow stale" from lack of play.

For one hour each day, six days a week, he participates in group and individual athletics. In other periods daily when he is free from training, there are a variety of recreational facilities from which to choose. And, each weekend he is permitted to leave the field from noonday on Saturday until Sunday evening.

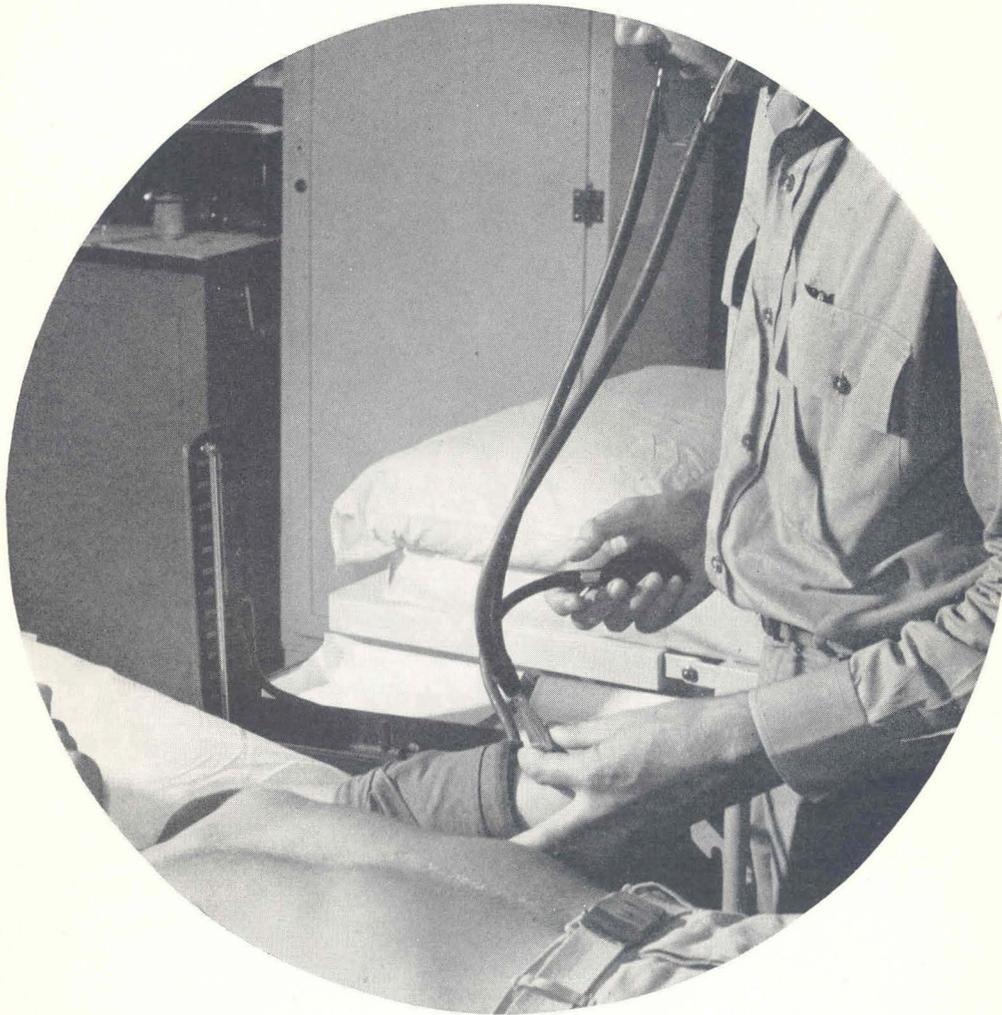
His daily hour of athletics is said by ARMY AIR FORCES physical instructors to maintain his general condition at a point comparable to that of a college football player in mid-season.

It begins with 15 to 20 minutes of calisthenics for the entire class, body-building exercises which every military combatant welcomes. This is followed by individual and group sports—swimming, tumbling, boxing, softball, archery or volleyball.

Other week-day recreation, generally confined to the three-hour period—dinner to "lights out"—also offers many choices.

Your cadet may, and probably will, spend part of his time in one of the swimming pools. He can visit the field canteen, where there are billiard and ping-pong tables, "juke boxes," pianos and other musical instruments, as well as soft drinks, sandwiches and milkshakes. Or, he can turn to a large, quiet, comfortably-furnished reading room, in which there are daily newspapers, magazines, and a special "war room" which closely follows progress of the war through maps and communiques.

On "open post" weekends, an hourly bus service quickly takes him to nearby Phoenix, a metropolitan city of more than 100,000 people, which is also capital of the State of Arizona.



## ... his Health

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Never fear that the ARMY AIR FORCES, even while under the stress of war, is at any time neglectful of your cadet's health. In fact, it is doubtful if ever a parent guarded it quite so jealously. The proof?

During the past six months, only 1.2 per cent of the hundreds of cadets in training at Thunderbird was reported ill or injured from any cause whatever—a compilation which included those suffering from simple colds or other minor respiratory ailments. Compare this to the 16.9 per cent reported for the United States as a whole by the federal department of health!

At the small yet complete hospital unit located on the field, a 24-hour medical service is maintained, seven days a week. In charge of this detachment is an ARMY AIR FORCES flight surgeon, a flier's doctor, who is especially trained to attend fliers.

The exhaustive medical examination given your cadet at his pre-flight center serves only as the beginning, for he is re-examined for communicable diseases once every month. Behind the scenes, too, there are constant additional checks.

Regular inspections of your cadet's barracks and the other buildings which he utilizes, are carried on by the medical staff. His drinking water, milk, meat and other foods are given laboratory tests twice weekly. Water in the swimming pools is tested daily. And of course basic ARMY AIR FORCES health standards are strictly adhered to—all doors and windows are screened, so many square feet of barracks space per man, etc.

Little wonder that ARMY AIR FORCES fliers are the very finest, healthiest, happiest—the most competent in the world.



# Threshold

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Today, your cadet is preparing himself for a new way of life—America's post-war era of flight. For the training he is receiving as a member of the ARMY AIR FORCES will enable him to become one of the leaders in the aviation industry of tomorrow.

This new life in which travel to distant continents will be measured in hours, in which ordinary folks will own a family airplane, and fleets of giant freighters will shuttle back and forth between our cities, is no dream. Its birth is scheduled for the day after Victory. And it is the men who are flying and building and planning the planes of Victory, who will soon be flying and building and planning the planes of post-war Peace.

Your cadet today is receiving an education in aviation from the ARMY AIR FORCES which he never would have been able to buy. It is an education based upon the practical experience of thousands of men and millions of hours flown. In the short space of one year, he is learning more than most pre-war fliers gained through actual experience in five times that long!

What would be more natural than that the men who pilot big bombers today will be at the controls of super-luxury airliners or flying freighters tomorrow? Or that the men who fight for Victory in Uncle Sam's fighters and trainers will take over tomorrow's lighter planes . . . bringing direct air service to every city in the nation . . . teaching every man's family to fly?

As sure as Victory will be ours, tomorrow's America will be a land that brings the horizon to your back door. Today, Thunderbird is preparing the men. Tomorrow, it will share with your cadet and all the others, the wondrous ways of this new world!



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