

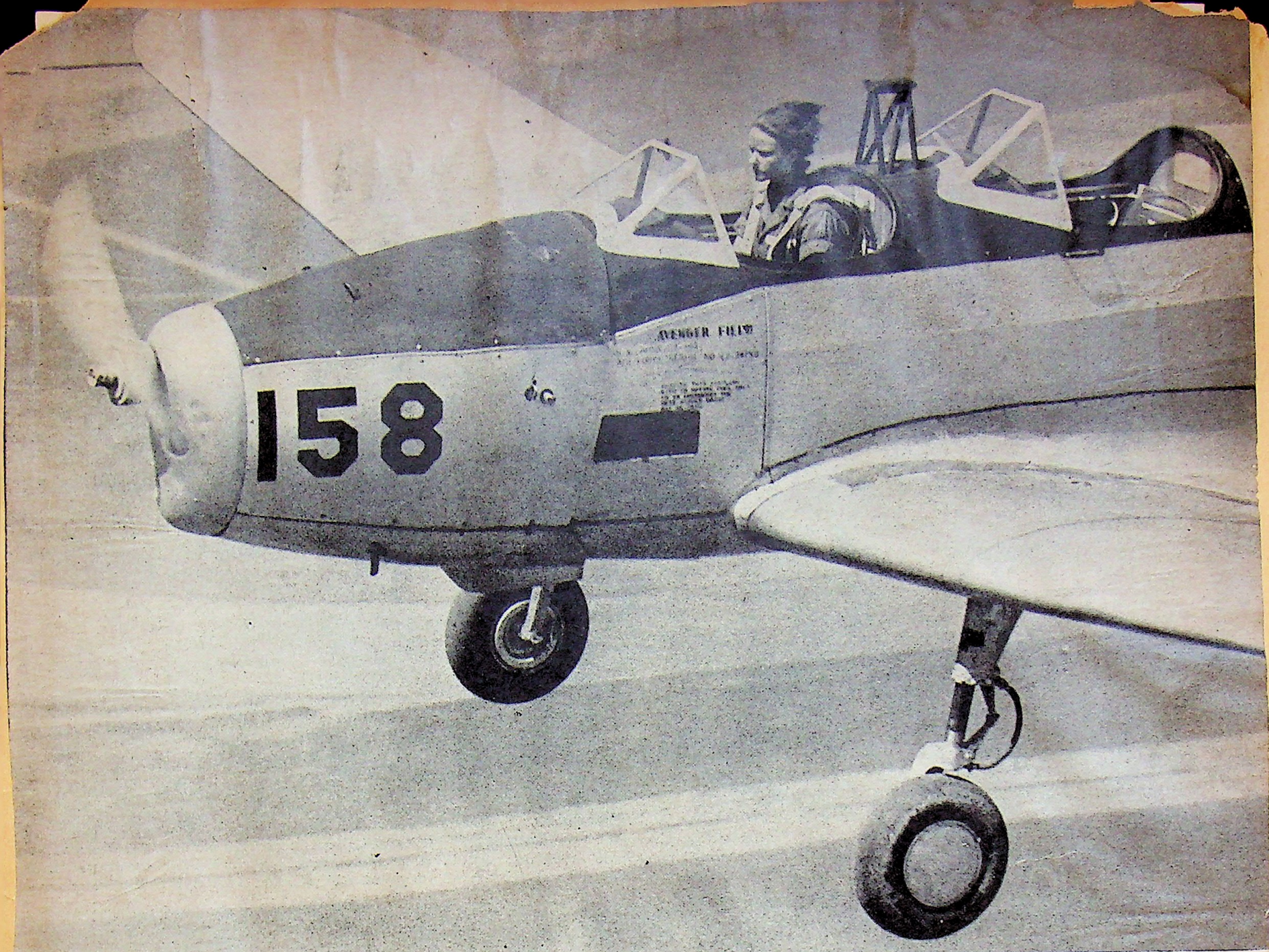
LIFE

*Miss
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+ Thous
all lost
what
I did*

AIR FORCE
PILOT



Life Magazine



HAIR STREAMS IN BREEZE AS FLEDGLING GIRL PILOT SOLOS HER TRAINER IN A PRIMARY PRACTICE FLIGHT

GIRL PILOTS

AR FORCE TRAINS THEM AT AVENGER FIELD, TEXAS

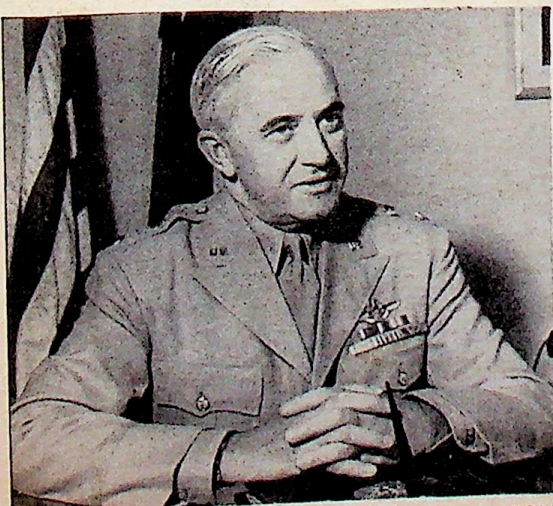
he time-honored belief that Army flying is for men only has gone into the ash can. At Avenger Field, near Sweetwater, Texas, girls are flying military planes in a way that Army officers a year or so ago would never have thought possible.

These girls, who so joyously scramble into the silver airplanes of the Women's Flying Training Detachment each day, fly with skill, precision and zest, their hearts set on piloting with an unfeminine purpose that might well be a threat to Hitler. Each month scores of them complete their training in Texas and go to the Ferry Command to relieve fighting men for combat duty.

Behind the Army decision to train girl pilots was the personality of a smart and pretty woman, Miss Jacqueline Cochran, a famous pilot herself. Miss Cochran's proof of practicability of using America's 3,000 licensed women pilots came after her ferry flight to England in 1941 and close study of what women fliers were doing there. Shortly after, she demonstrated ability of U. S. girl pilots by taking 25 with ample flying experience to England for the R. A. F. Ferry setup. About the time that Nancy Love and a score of others with lots of flight hours formed the Women's Auxiliary Ferrying Squadron, Miss Cochran offered the Army Air Force a training plan for developing

U. S. girl pilots with limited flying time to meet Army needs. That the plan is working is attested by the W. F. T. D. program now flourishing under Major General Barton K. Yount, commanding general of the Flying Training Command, and by the new job General "Hap" Arnold gave Miss Cochran last week—director of all women in the Army Air Forces and special assistant to Major General Barney Giles of the air staff in Washington.

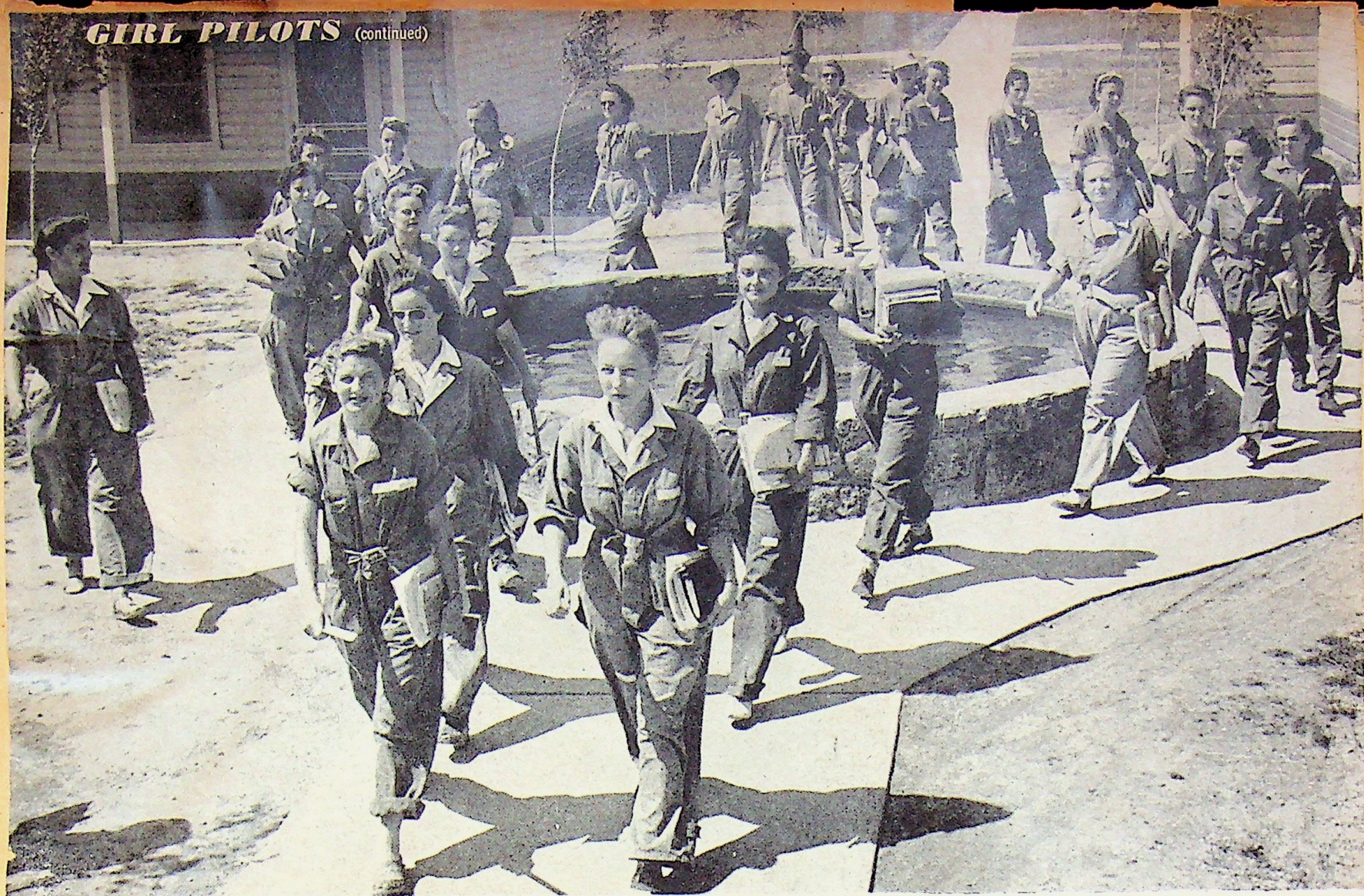
Under present requirements, any girl pilot with 35 hours flying time in light planes, who is between ages of 21 and 34 and has a high-school education, is eligible for the Women's Flying Training Detachment after passing the regular Army Air Force physical examination and a personal interview test. After assignment to Avenger Field, new trainee is under Army supervision but remains a civilian. Upon graduation she is competent to fly any size Army trainer and has the groundwork for flying fast combat planes. One curious fact has come out of mass training of girl pilots: the instructors say that girls are faster on instruments than boys, more smooth and gentle in flying characteristics. But on the male side of the ledger goes credit for less mechanical flying and better memory for details. To see how girl pilots live and fly at Avenger Field, and who some of them are, turn the page.



MAJOR GENERAL BARTON YOUNT says, "Girl trainees are qualified to replace all Army Air Force pilots in the noncombatant duties to which they will be assigned."

My hope
Coldwater
was never
Satan
doghouse
my
Kore
T.H.

GIRL PILOTS (continued)



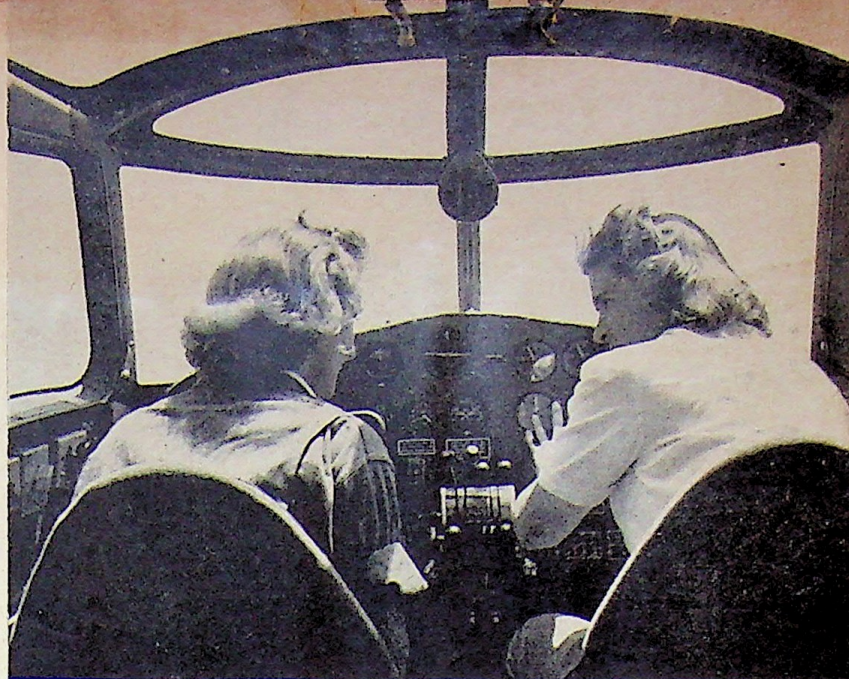
MARCHING AROUND WISHING WELL at Avenger Field, girls toss in coins for luck if they're due for a flight check with an Army pilot. Always the trainees march in formation to the "Hup, two, three, four!" of their section leader, going to mess, ground school, or flight line.

JACQUELINE COCHRAN, glamorous speed flier who developed Women's Flying Training Detachment, is center of this group of protégées in a flight-line ready room. While girls wait their turn to fly, they question Miss Cochran on her trip to England and other experiences.





SHORT-LEGGED GIRLS stow extra cushions in basic trainer before starting instrument flight, called a "buddy ride" because it's always flown in pairs, with one girl checking the other.



COCKPIT PROCEDURE in twin-engine trainer is the first lesson Instructor Helen Duffy (right) gives her advanced students. When flying this plane, girls are near end of training.

DAYS GO FAST WITH FLYING AND CLASSES

Girls are very serious about their chance to fly for the Army at Avenger Field, even when it means giving up nail polish, beauty parlors and dates for a regimented 22½ weeks. On the go from 6:15 in the morning till 10 at night, they follow a stepped-up version of the nine-month course developed for male aviation cadets, learning everything that regular Army pilots master except gunnery and formation flying. Every morning after straightening barracks and marching to

breakfast, half of them have calisthenics or drill and attend three classes of ground school, while the other half report to the flight line to take off in primary Fairchilds, basic Vultees or advanced planes of single and twin-engine types. Every afternoon the schedule is reversed. Every evening girls study in their barracks or are on night-flying assignment. For the whole course under Army command the trainee's life revolves around living and talking one thing—flying.



IN GROUND SCHOOL SUBJECTS the girls study more diligently than the male aviation cadets who preceded them at Avenger Field, according to the instructors. If marks are low

students have extra study halls in the evening to catch up. Trainees above are in meteorology class, learning to read symbols and weather maps of the sort that they will use as ferry pilots.

GIRL PILOTS (continued)



"ARMS TO THE SIDE—RAISE!" snaps brisk command of an Army officer as a section of girl pilots begin their

daily calisthenics drill, while overhead a primary trainer circles for altitude. This drill is tough sledding during the first

week or two when the girls arrive soft from civilian life. Then the kinks iron out of their muscles and the exercises are fun.



"READY-ROOM LIEUTENANTS," Mary Thielges of Dansville, N. Y. and Virginia Mullins of Nashville, Tenn.,

find part of policing job is to clear flight line of cigaret butts. Girls take turns at being officer-of-the-day and other duties.



CROSS-COUNTRY FLIGHT is plotted by Janet Zuchowski of Newburg, N. Y. and Alice Jean May of Engle-



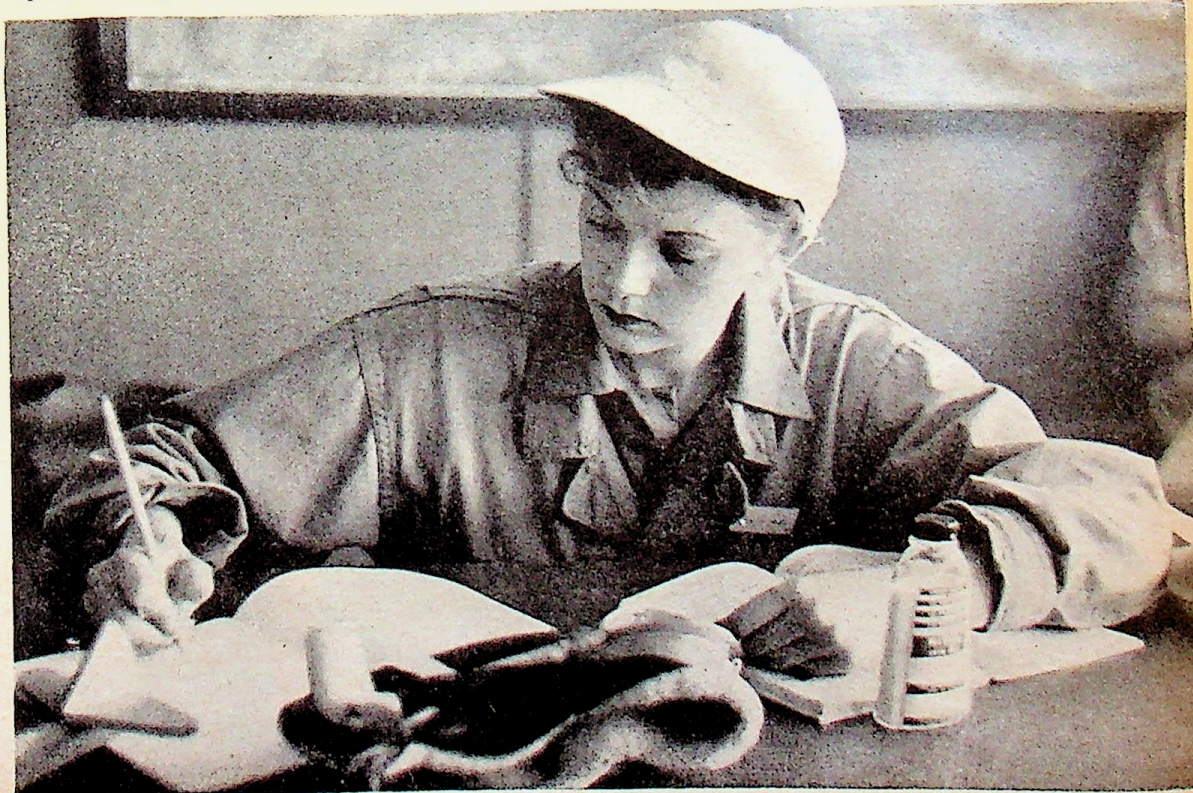
"STRATOSPHERE TWIST" is the nickname girls at Avenger Field have given to this calisthenics maneuver. In

order to slow-roll Army trainers and do other aerobatics, it is important that girls build up strong leg and arm muscles.

Exercises they do in mass drill have been developed by Air Forces particularly to strengthen strategic muscles in fliers.



wood, N. J. Norman Schaeffer, who aids them, is one of civilian flight instructors that train girls under Army supervision.



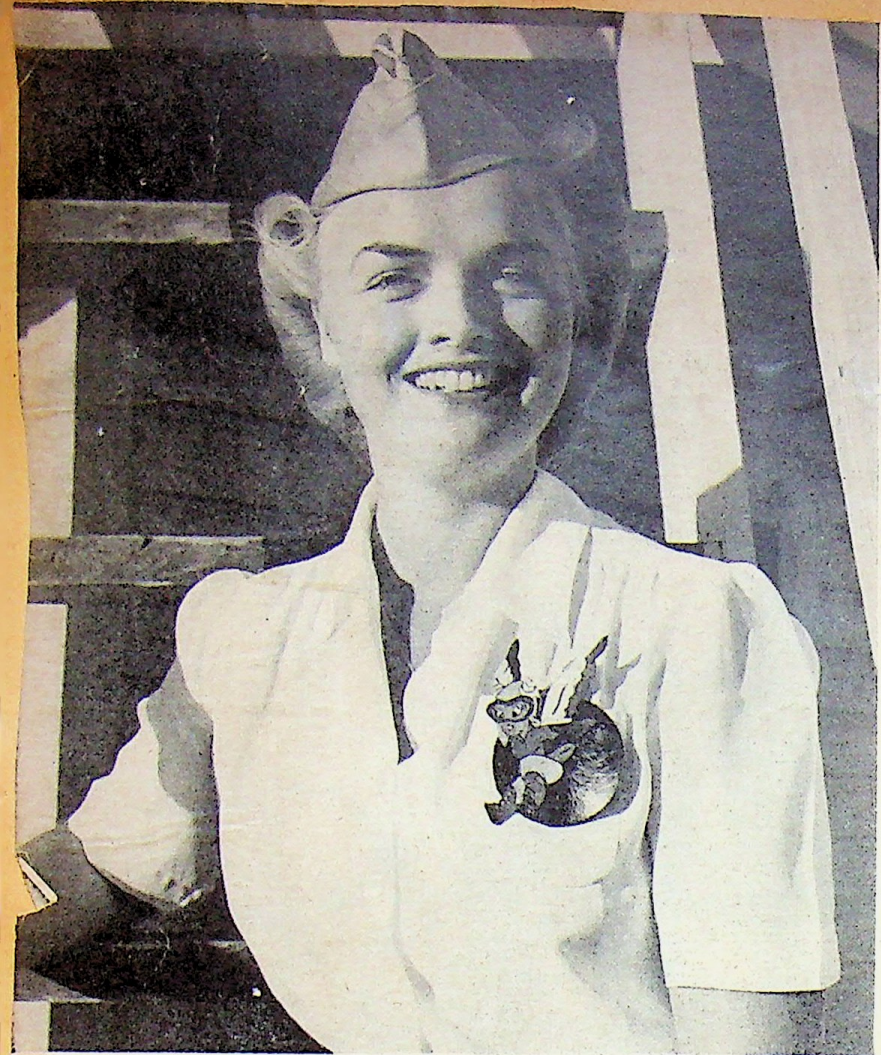
WEARING FAVORITE WHITE BASEBALL CAP, Phyllis Jarman of Ypsilanti, Mich. writes up a report in her

workbook. Like many Avenger Field pilots, Phyllis started flying in a program of the Civil Aeronautics Administration.

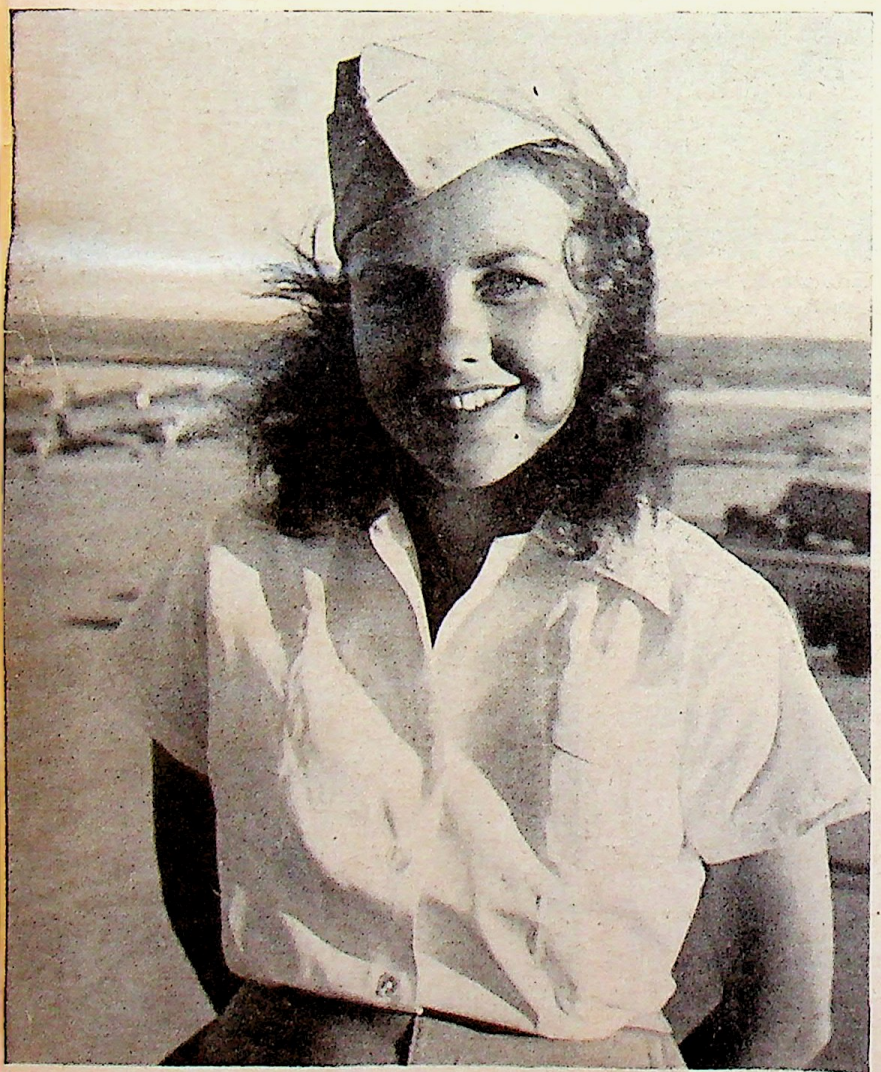


SUNBURNED NOSE AND FOREHEAD are daubed with protective cream by Rebecca Edwards of Yazoo City, Miss., 22-year-old widow whose husband was killed during duty with the Army Air Forces. Standing next to Rebecca and leaning against the corner of the primary

hangar from which both of the girls fly is Lorena Daly of Bakersfield, Calif. They each have on the G. I. coveralls, called "zoot suits" in Avenger Field lingo, that are regulation uniform for all working hours. Though suits are not very glamorous, the girls like their comfort and freedom.



FIFINELLA MASCOT, designed by Walt Disney for the girl pilots, trims blouse of Anne Armstrong McClellan, 21-year-old from Sonoma, Calif. Anne, whose young pilot-husband has been missing since Bataan, majored in aeronautics at college and wants to fly after the war.



IN OFFICIAL DRESS UNIFORM of white blouse, tan slacks and overseas cap, Shirley Slade smiles as her hair ruffles in Texas wind, free from the pigtail anchoring it has in LIFE's cover picture. The girls wear dress slacks for drill demonstrations and at graduation ceremony.



FEMININE LOCKS constantly creep into girl fliers' eyes at Avenger Field unless some sort of headgear is worn. Florence Knight of Valhalla, N. Y. (*above*), uses a hairnet.

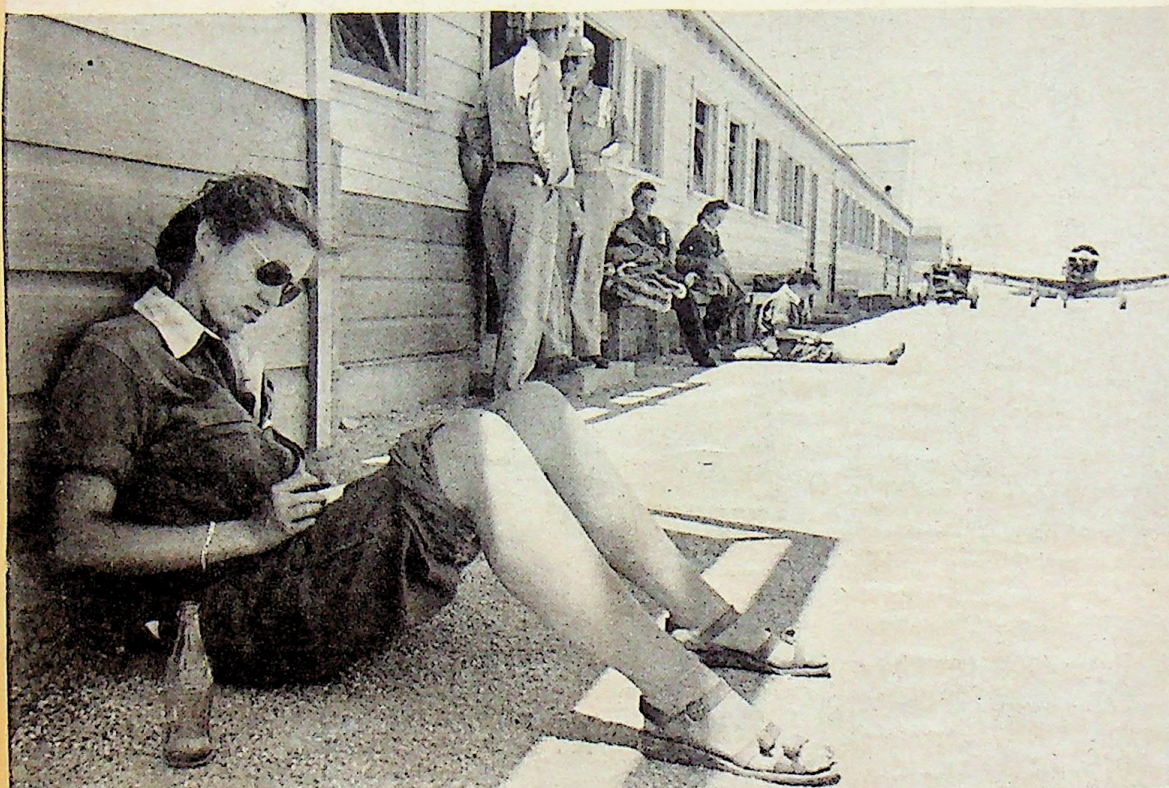


EARPHONES pin back hair of Nancy Nesbit of Pomona, Calif. (*above*) while Jean Pearson of Detroit, Mich. favors a combination beret and ribbon-tied hair knot (*below*).





HARD BENCH IS A FEATHER BED TO ELAINE JONES, HOUSTON, TEXAS, WHO WAS FLYING UNTIL 3 A.M. PREVIOUS NIGHT



LETTER HOME is written by Madge Rutherford to folks in Indianapolis as she awaits her flight period on the basic line.

Ordinarily a girl will fly two one-hour periods in an afternoon on the line. With "buddy rides" in basic, the time is doubled.

OFF DUTY, GIRLS RELAX

Though the program is physically strenuous, Avenger Field girls thrive on it, eating more heartily than ever before and sleeping like babes, even in short snatches between flights (*above*). On rainy days when they can't fly, they are skittish with excess energy that is turned to editing a newspaper called *The Avenger*, organizing plays or concerts, and writing gay parodies on modern songs. After dinner each evening trainees linger in the recreation hall, playing ping-pong, singing or dancing. On weekends, they sunbathe (*opposite*) or swim and see movies in Sweetwater—that is, if flight schedules are up to date. If not, they stay home and fly. Fly first, then relax is the unwritten law for trainees, most of whom have immediate relatives on active duty with the Army and Navy. That flying agrees with them anyone can see as Uncle Sam's suntanned girl pilots march along at Avenger Field, lustily singing the Air Corps'

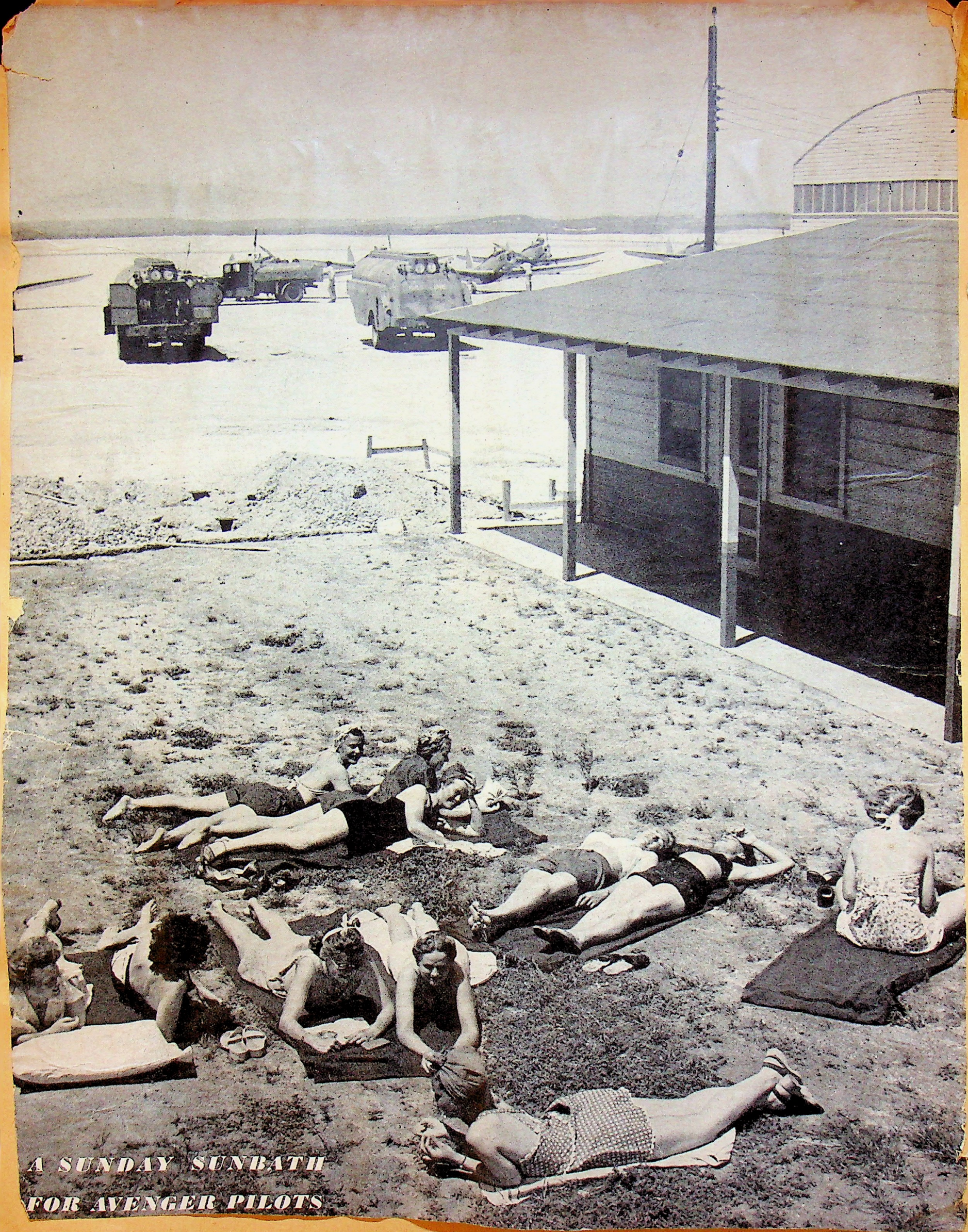
*Off we go into the wild blue yonder,
Climbing high into the sun!*



IN PRIMARY READY ROOM, studious girls memorize the Morse code until the whir of a returning PT flight is heard. Then they get parachutes, and take over pilots' seats themselves.



PARACHUTE PILLOW suits Jean Landis of El Cajon, Calif., between instrument flights. Note the white adhesive above her right knee, on which Jean scribbles take-off and landing time.



A SUNDAY SUNBATH
FOR AVENGER PILOTS

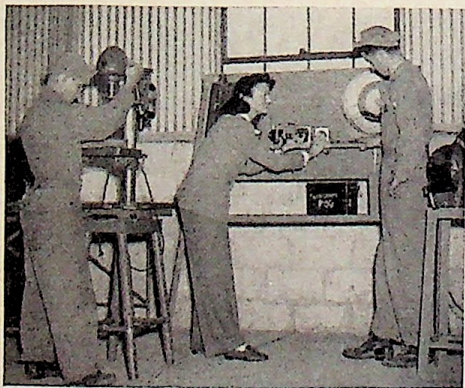
**YOU CAN LEARN TO FLY OR TEACH
AT EMBRY-RIDDLE—BUT YOU MUST
TEACH OR FLY THEREAFTER.**



LEARNING TO FLY is beautiful Babs Beckwith, former Powers model, shown here with instructor. The Embry-Riddle School in Florida is one of the few places where women can still obtain initial flying instruction if they pay for it, but must make use of their training afterward. Other requirements: high-school education, health certificate, age 18-40.



LEARNING TO TEACH are Mrs. Nancy Graham, now an Embry-Riddle instructor, and Miss Nancy Batson (right) now with WAFS. Students may get jobs in Miami while they learn, or may use Student Loan Plan for tuition fees, board and keep. Most live in delightful, low-rental boardinghouse rooms or apartments, many in recently completed dormitory for girls.



INSTRUCTING THE ARMY is pretty Mrs. Jean Cridelbaugh—and the boys don't mind it a bit! Girls training for instructor jobs are paid \$75 for first month of basic training; thereafter, if qualified, \$100; later, \$150 and up. But they must have preliminary flying experience. For further information, write to CHARM.

WOMEN

**EMILY CHAPIN, ONE OF FIRST FERRY
COMMAND PILOTS, WRITES TO YOU . . .**

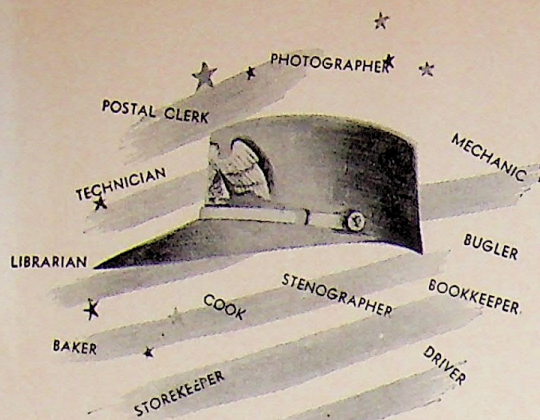
OVER two years ago, Emily Chapin, while employed as a clerk at the Standard Oil Co., began her flying career as a member of the Women Flyers of America. This organization, with branches in almost all of America's large cities, arranges for young women interested in learning to fly to take instruction at reduced rates, at government-improved fields. Ground schools, offering instruction in navigation, meteorology, civil air regulations, and general servicing of aircraft, are also conducted by the WFA. Emily is but one of its members now flying for victory. We share her letters with you.

Liverpool, Aug. 28, 1942—An uneventful trip over—all safe, sound and settled in this very swanky hotel just for overnight. Leave this afternoon for London. Golly, this is really fun. Am having quite a time with the money—hold out my hand, let whoever I want to pay take his amount. *Maidenhead, Sept. 2*—After a fine time in London over the week end (busy as bees getting official and whatnot) we came up here, and I'm most comfortably settled with a charming English family. It's really wonderful. My room overlooks a beautiful garden, so I'm very happy. My hours for the present are 9 to 5:30, with time out at 10:45 and 3:45 for tea—a marvelous custom! *Maidenhead, Oct. 14*—This has been a big week for me. On Sunday I "passed out" of one course and earned the right to wear my uniform. I'm very proud because I have USA on both shoulders, so now everyone can know who I am—another few weeks and I'll have earned my wings. Can hardly believe that I'm actually being paid to fly! We're (Continued on page 37)

Larry Gordon



Emily Chapin, ex-Standard Oil clerk, and one-time member of CHARM's New York City C. A. C., won her wings in small Cub machine (above) with Women Flyers of America. After further intensive training, she's now a ferry pilot in English ATA.



GIRL BEHIND THE GUY

DEAR SALLY:

This has been quite a week. Remember that new company I told you was coming on Monday? Well, it came—with no slips showing—a company of the WAAC. When Sergeant Smith said they had orders to “prepare to occupy,” we laughed—but not for long.

For example, have you ever thought about those four letters you write me every week? Suppose every one of the 20,000 soldiers here gets four letters a week. That’s 80,000 a week, 320,000 a month, 3,840,000 a year, and it’s a lot of mail to sort. Now that the WAAC is taking over the job, think of all the mailmen who will be released for combat duty!

Then there’s mess. It takes a lot of soup to feed 20,000 soldiers, but the WAAC measured it correctly to the last cupful. They’re all graduates of the WAAC “cooks and bakers” school. No more K. P. for me. Yippee!

Seriously, though, Sally, the WAAC is doing a fine job. When I first called the post and heard a feminine voice say “Army,” I snickered; but when I found how many men telephone operators could now take combat jobs, I was pretty proud.

Being a good secretary yourself, you’ll be interested to know that WAAC Captain Louise Anderson, the only woman to sit in on the Casablanca conference, was chosen by General Eisenhower because she had been a secretary for seven years and could take 150 words of dictation a minute. Now how’d you like to be secretary to a general?

That’s all tonight, Sally, except this: We guys here at camp, and in England, and Australia, and Africa, are pretty proud of the Women’s Army Auxiliary Corps, of any girl who will give up her civilian fun and ease for a while, and just be the “gal behind the guy that shoots the gun.”

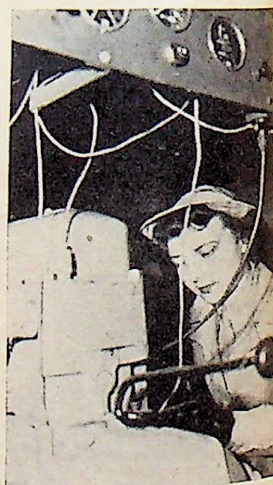
Love,
JOE, Pvt., U. S. A.



WAAC technician, working with
prepares hypodermic needles



WAAC officer and
civilian expert demon-



WAAC auxiliary makes ad-
justments on training engine in motor
section of the WAAC, Fort De-



May, 1943

WOMEN TAKE WINGS

Continued from page 56

in the interesting part of our training now: we make at least two cross-country trips a day, stop at several airdromes on each trip in order to become familiar with the country, and the “ropes” and procedure at the different places where we’ll have to deliver when we get to that stage. I had lunch today at an RAF mess—I was the only gal in the room with about 200 officers! This is the life! We’re still traveling about in small open single-wing planes (darn cold), although we’ve all sorts of flying equipment. I say this is a small ship—it cruises about 110 miles an hour as compared with my 60 Cub—still, one day in the not-too-far-distant future I expect to be cruising along up there at about 230 per, when and if I can get to the Spitfire stage. This job is really a tiring one, so my night life is practically nil. Contrary to all rumors, the food is good and in sufficient quantity. In fact, we’re very well off over here. Papers are inclined to exaggerate things. Nov. 3—We’ve slowed down in our progress lately due to weather. We apparently didn’t hit the best season for getting started, although I did pretty well for September and October—got in about seventy hours. I never believed people before about this English weather, being naturally of an optimistic nature. I’m in what they call Ferry Flight training pool now. Have done ten of twenty-five cross-country flights, which I’ll have to finish before I get my wings. Had about seven hours in a Fairchild 24 with 175 h. p.—that’s a swell ship and they use it a lot over here as a taxi ship; that is, for picking up pilots who have delivered stuff and for returning them to their home base. We had a big day a week ago yesterday. Mrs. Roosevelt visited us and reviewed us, along with Mrs. Churchill and Mrs. Hobby. We all stood out in the pouring rain in front of the ships we had flown. I was in front of the Fairchild which was the smallest in the line. The other ships went right up through Spitfire, Hurricane, up to the bomber class of Halifax. The girls do actually fly the big stuff. I really got quite a kick when a gal no bigger than I, after a perfect landing, climbed out of a Wellington. I couldn’t believe it! Imagine the day if I ever reach that point! To get back to Eleanor, after she had reviewed the gals we gathered in the hangar and she talked a bit. I was standing on the right of the dais—right close to Mrs. Churchill—and they took movies, so you may see them and me. After that we all went into the canteen and had coffee and cakes, and I had a chat with Mrs. Hobby, who seems a peach. (Mrs. R. had to leave just as I was making my way to her.) Dec. 5—I got my wings last Saturday so I’m now a third officer and I hope I won’t be taken for a nurse any more! I had completed only fifteen of the scheduled twenty-five cross-country trips, so I hope they know what they’re doing! (Tell Mr. Holmes my navigation has improved since I went to Providence by mistake!) We’re staying in an awfully cute little inn, quite comfortable. This is an all-women pool—lots of fun and a swell gang. Must admit I got a kick out of my first job yesterday. On my first stop I picked up two gals who had both delivered Spits—and it was quite a kick when we took off from the field there to see the two deliveries sitting there as pretty as could be, and to think I am finally a part of this job. Anyhow, it’s a lot of fun mostly, really hard work a lot of the time, too. Just been handed my job for the day—so—my best to everyone.

EMILY.

TAKE **W**INGS

By Col. Herbert S. Fox, State Director of Aviation, for Tennessee

TENNESSEE'S AVIATION EXPERIMENT WITH WOMEN

IN September of last year, the Bureau of Aeronautics of the State of Tennessee began an experiment. On February 7, 1943, that experiment was concluded so successfully that there is, at this moment, a bill before the senate that may well alter the entire flying-instruction history of the country. And the people responsible? A group of girls with the grit and determination to make good pilots.

There are between two and three thousand women pilots in the country who have had anything but a square deal. Handicapped by exclusion from the Civil Aeronautics Administration's pilot-training program since 1941, they have struggled for sufficient flying time to keep their pilot's licenses—faced with many restrictions imposed on private flying by the military. Some have become instructors; a few have joined the Women's Auxiliary Flying Service of the Air Forces; others, like the girls paying for the training in the school conducted by Bettie Lund in the West, have struggled on against odds to prepare themselves; many others have tried to keep themselves in the air through the Civil Air Patrol, but in most cases they have been held largely to ground activity.

Meanwhile, the scarcity of flight and ground-school instructors has become more acute.

The State Bureau of Aeronautics of Tennessee chose ten women pilots, offered them free instructor training to dramatize the availability and capability of women in this job. With the co-operation and collaboration of the CAA, from whom they borrowed veteran pilot Mrs. Phoebe Omlie as director of the school, the Bureau drew up an intensive fifteen-week course. In addition to their flight instruction, the ten were taught meteorology, civil air regulations, aircraft structure, airplane engines and aerial navigation, plus everything about an airport necessary to their conducting classes in airport ground service work. They earned CAA ratings in these five subjects, and few women—or men—in the country are so well equipped to teach.

The girls came through with flying colors. Living together in an old farmhouse near the field, they cheerfully undertook a program of training that necessitated nine hours of study six days a week, with an hour's work on Sunday. All of them agreed in advance to instruct for at least a year in exchange for the free training they received, and all of them went to work as instructors less than



Men taught these women how to instruct. Now each graduate teaches men in the Army or Navy Program.

a week after the graduation.

And the result? Two courses were open to the Tennessee Bureau when their plan succeeded. They could continue to teach other girls in the same way, or they could recommend that a similar program be adopted throughout the country, which is what they did. Their suggestion is now before the Senate Appropriations Committee that an item of \$2,500,000 be included in the 1943 supplementary appropriations for this purpose—a sum sufficient, they estimate, to train 500 women instructors in the first six months, with another 400 following. If all goes well, such a training job would be assigned to the CAA because of its vast experience in pilot training.

Hark to Mrs. Omlie. "True," she says, "instructing is hard work, and it isn't a glamorous job, but women in America have never failed when it came to adapting themselves to meet emergencies. Women of today are no different from those of any other time. They will not fail."

HARRY ROSS, Owner and Manager

Independent 101

HARRY ROSS AERONAUTICS

MANZANAR AIRPORT • MANZANAR, CALIFORNIA
May 18, 1943

*where I
learned to fly
was Independence, Ca
one of the flying towns on
the East foot of the
Sierra Nevada
Range*

**Will you spend a penny to help start
your career in aviation?**

Mr. A. S. Ward
Sr. Aeronautical Inspector
Civil Aeronautics Administration
Beverly & Vermont
Los Angeles, California

Dear Mr. Ward:

For the consideration of \$390.00, we agree to furnish
to Janet Hargrave a maximum of fifty (50) hours flying
time which will prepare her for her private pilots
license. The maximum amount of time is six weeks.

Yours very truly,

HARRY ROSS AERONAUTICS

HR/ew

By:

Evelyn Williams
Harry C. Ross Jr.
Secretary

70
50/390
320
40

HARRY ROSS AERONAUTICS
CENTRAL AIRPORT
CENTRAL AVENUE AT ROSECRANS
LOS ANGELES, CALIF.

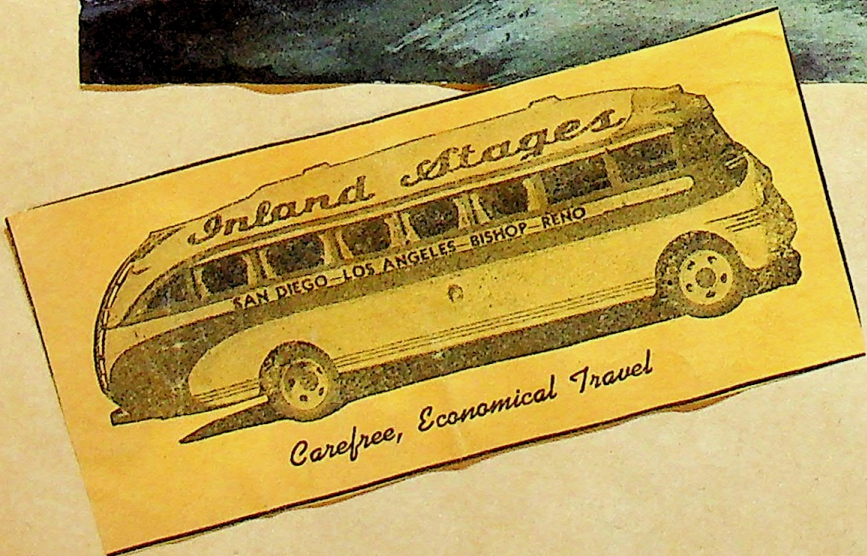
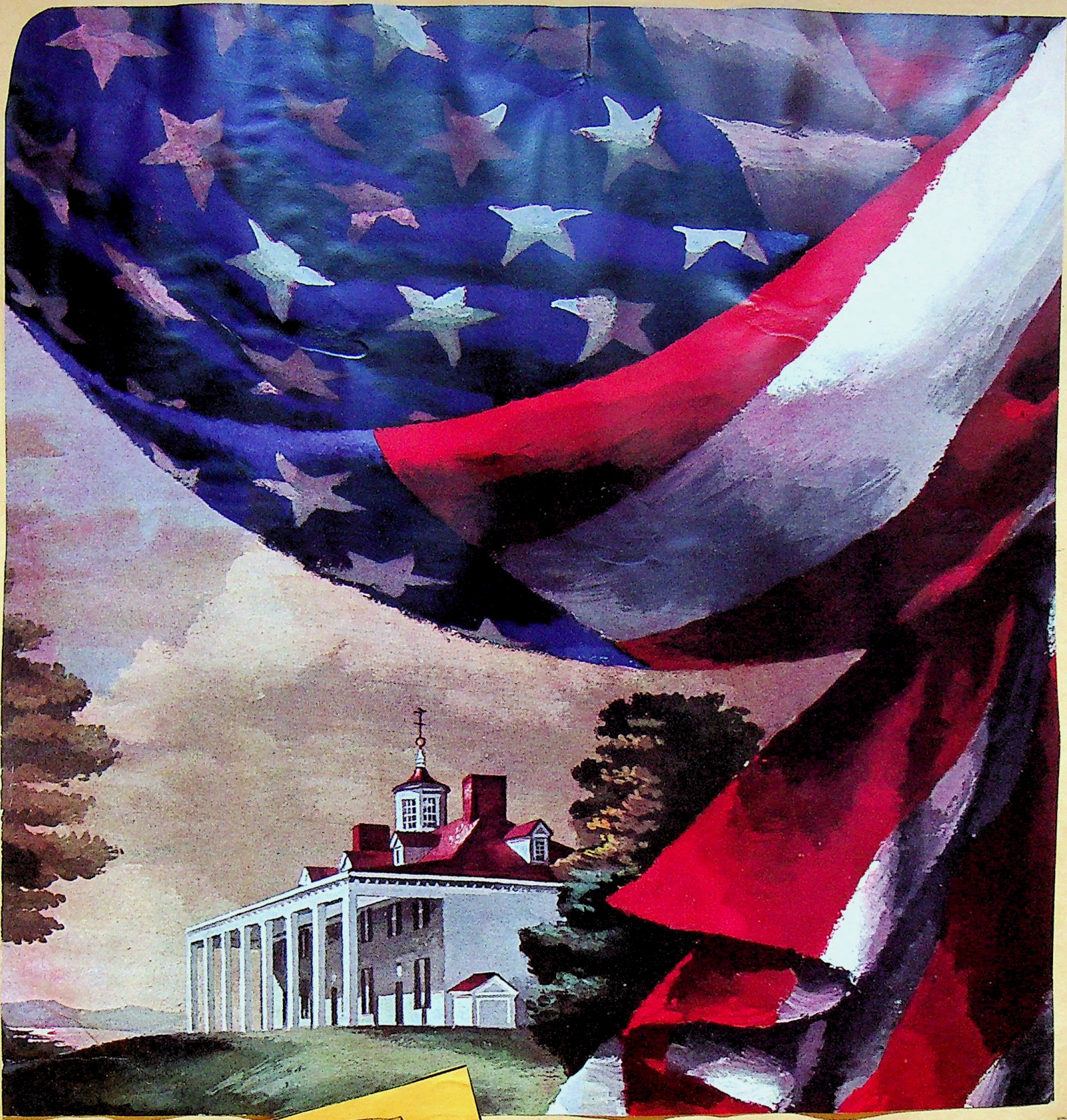
NE. 6-1349

Received of

| | |
|------|-------|
| NC | |
| HRS. | MINS. |

\$ 190.00

6/4 1943
Janet Hargrave
One hundred ninety Dollars
In full
E. W. Williams



INLAND STAGES
IDENTIFICATION CHECK
NOT GOOD FOR TRANSPORTATION
DESTINATION *Independence*

THIS CHECK should be retained by the passenger until destination is reached, subject to inspection by the Operator at any time, and is to be surrendered to the Operator when the passenger's journey is completed.

OPERATOR'S PUNCH

1 2 3 4 5

10212 B 21201

It for HALF 1/2 Punch HERE

FORM 101

*My Bus
Ticket to
Independence*

318TH ARMY AIR FORCES FLYING TRAINING DETACHMENT
ARMY AIR FORCES CONTRACT PILOT SCHOOL (WOMEN)

Sweetwater, Texas
December 6, 1943

Gateway for Destiny!

Dear *Mrs Hargrave*

We have prepared this mimeographed letter in order to save time for each incoming Trainee on her first two or three days at Avenger Field. It is our desire that you be notified at once of her safe arrival and learn her address, which will be:

44-W-5
318th A.A.F.F.T.D.
Sweetwater, Texas

We expect to do everything possible to make life pleasant for her while she is undergoing training in this program. Of necessity her hours of duty will be long and the regulations and discipline strict, but she will benefit by her hours in the air, in ground school and in physical training classes.

In case it is necessary for you to telephone her, she may be reached at Sweetwater 2037, 2038, or 2057. She may not receive calls during duty or after 10:00 PM Central War Time except on Saturday nights or except in case of critical illness or death.

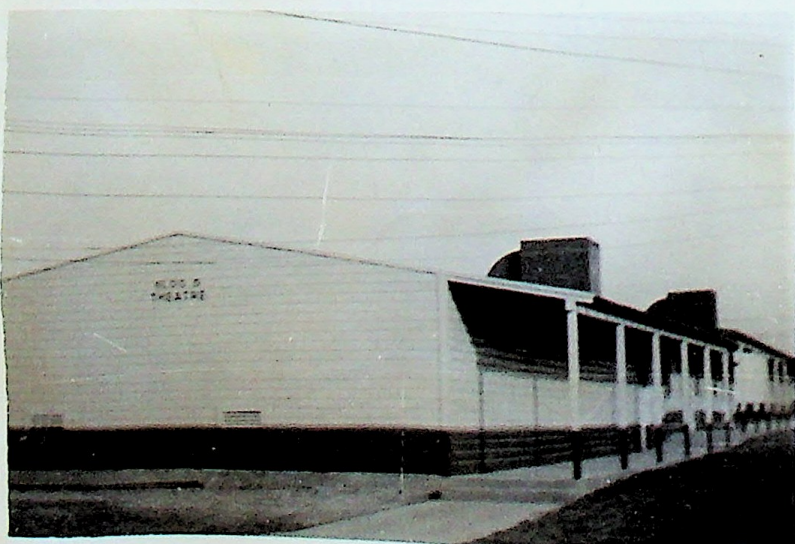
Please do not expect her to inform you of facts and figures concerning the program, inasmuch as such information is classified, and she will be under regulations forbidding her to do so.

We are distinctly proud of the record attained by classes graduated and those now in training, and we are happy to welcome the girls entering the program today as members of Class 44-W-5.

Yours sincerely,

Mrs. Cliff Beaton

Chief Establishment Officer



Barracks

27 No

To: Jacqueline Cochran
Director of Women Pilots
4D 957 Pentagon Building,
Washington, D.C.

From Janet Hargrave
736 N. Willard ave
San Gabriel, California.

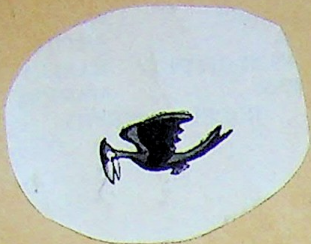
Subject: Acknowledgement of final instructions.

Dear Miss Cochran:

I received your letter of 23 November 1943, giving me final instructions.

I will report as requested, 10:00 A.M. 6 December 1943 to the Commandant, 318th AAFWD, Avenger field, Sweetwater, Texas.

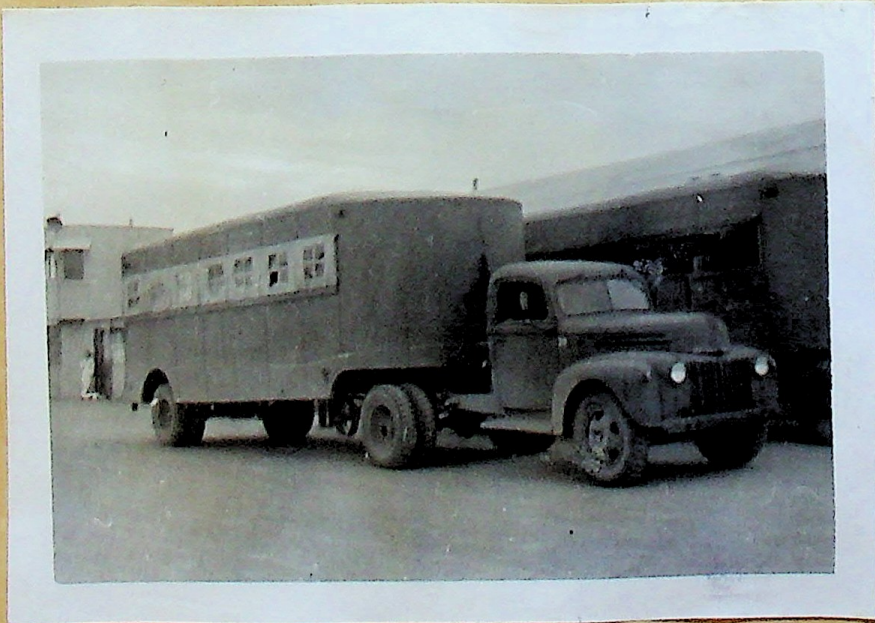
Sincerely,



aviation
enterprises
the company
is the
contract to
transport
to fly



TAKEOFF



41-R435
October 31, 1943

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FLIGHT INSTRUCTION OR TEST
APPLICATION AND AGREEMENT

TO THE ADMINISTRATOR OF CIVIL AERONAUTICS:

I hereby apply for a Certificate of Approval to take Flight Instruction or Flight Tests for

Private

(Type of Certificate or Rating)

which is necessary to my engaging in the

Ferry Pilot

War Effort as

| GENERAL STATEMENT AND QUALIFICATIONS | | |
|---|---|---|
| 1. NAME (First, middle, surname) Janet (n) Hargrave | 2. Age last Birthday 23 | 3. Birthdate 3-27-20 |
| 4. PERMANENT MAILING ADDRESS (No. Street, City, State) 736 North Williard Avenue, San Gabriel, California | | |
| 5. PRINCIPAL BUSINESS OR OCCUPATION Clerk | 6. DRAFT CLASSIFICATION Do you have a statement from your Local Draft Board indicating its willingness to allow you to devote a reasonable time for the necessary training? none | |
| 7. GENERAL EDUCATION - Years Elementary and High School 8 yrs. Elementary 4 yrs. High School | | College or University U.C.L.A. 4 yrs. |
| 8. AERONAUTICAL EDUCATION (Indicate any special courses taken and hours of flying time) none | | |
| 9. FINANCIAL STATUS (Give evidence of financial ability to complete such training) Paid for course in advance | | |

APPLICANT'S AGREEMENT AND CERTIFICATE

10. I, the undersigned, hereby agree to contract for the training necessary to qualify me for the type of certificate or ratings specified above, and further that I will engage in the employment designated, or in lieu thereof, I agree to accept, if and when offered, any one of the following positions: (1) Pilot in the Armed Forces, (2) Flight Instructor in the Army, Navy, CAA, or Airlines War Training Institute contract flying schools, (3) Pilot for scheduled air carriers, or (4) Pilot for aircraft or aircraft accessory manufacturers.

I, the undersigned, certify that the statements made by me in answer to the foregoing questions are true and correct, and I further understand that neither the Civil Aeronautics Administration nor any other unit of the Federal Government is under any obligation to make or keep, or require be made or kept available any material, facility or services, personal or otherwise, required for the starting, continuance or completion of the proposed instructions.

Dated June 1, 1943

Janet Hargrave
(Applicant's signature)

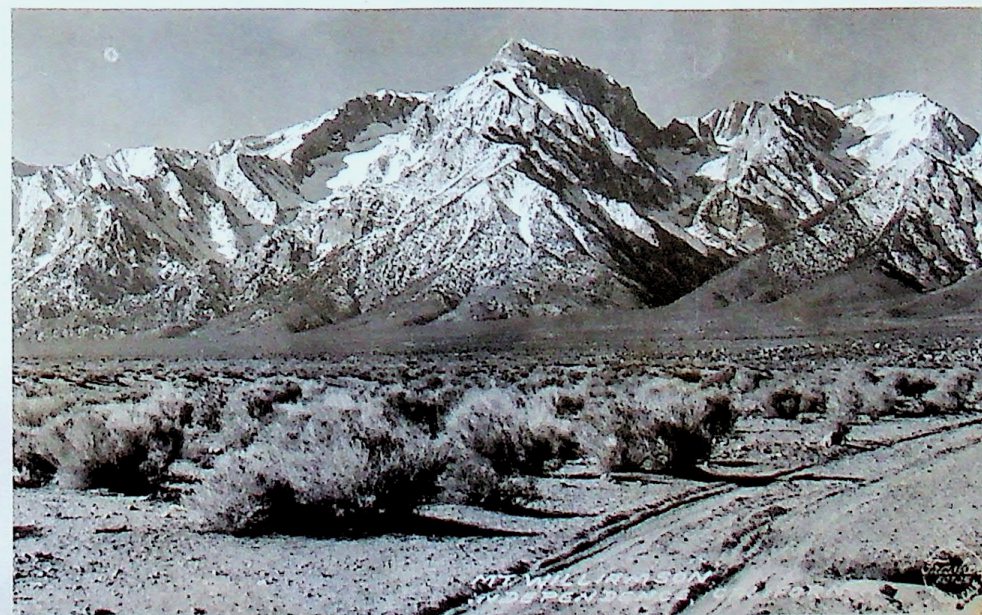
ADMINISTRATOR'S CERTIFICATE OF APPROVAL

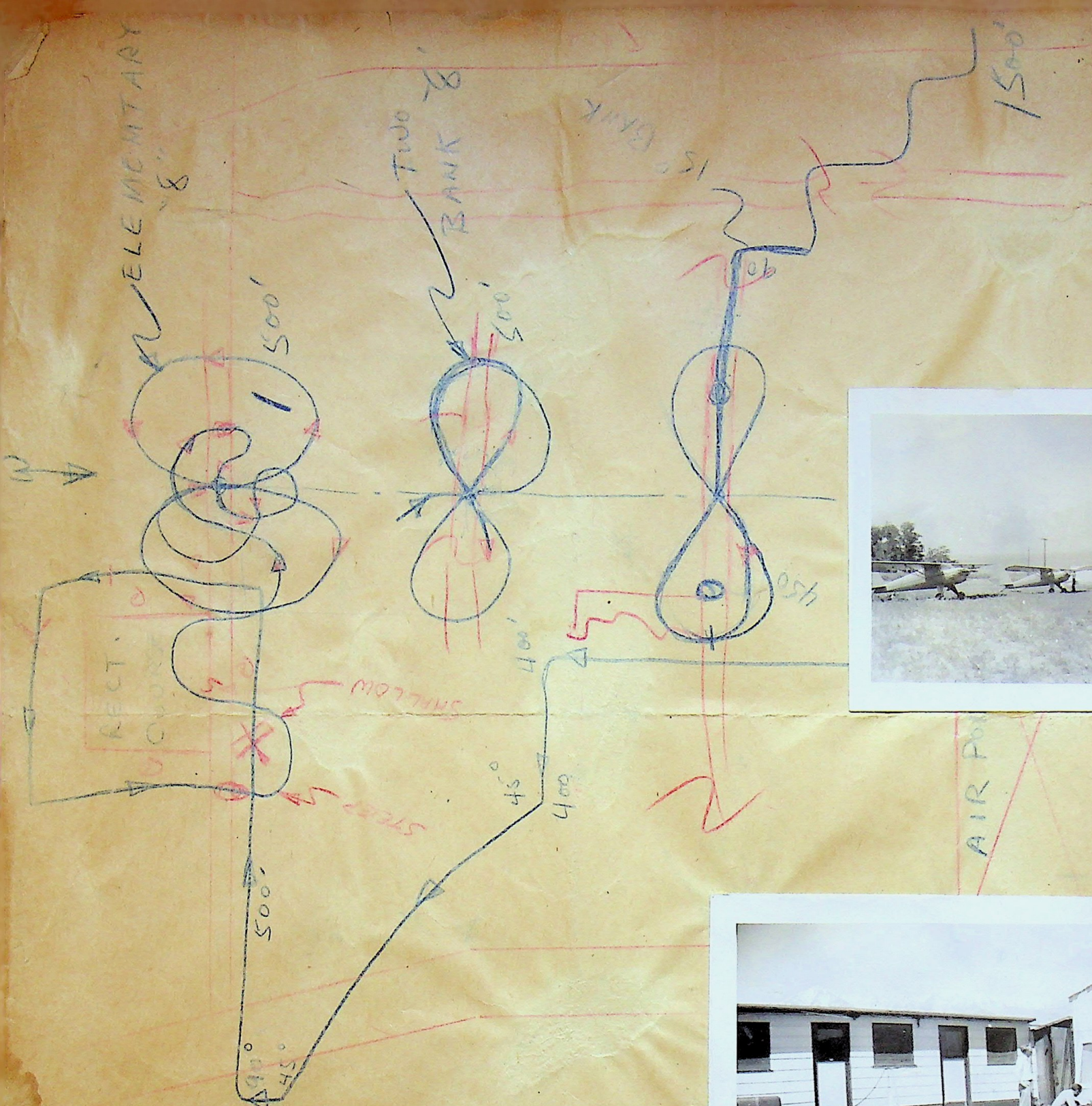
It is the determination of the Administrator of Civil Aeronautics that the Instructions or Testing of the applicant would be in the public interest and directly in furtherance of the War Effort and such Instruction or Testing is hereby approved.

Dated

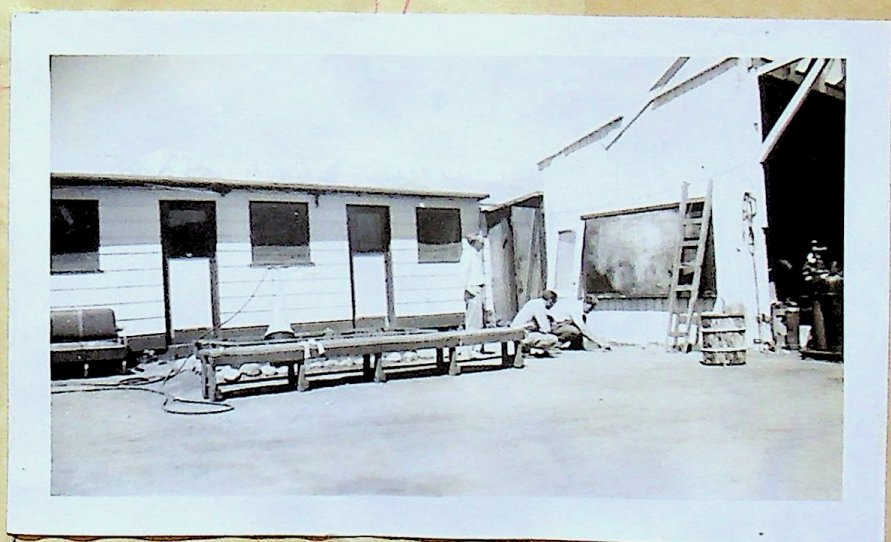
June 1, 1943

E. E. E. E. E.
(For the Administrator)
Asst. Dir.
(Title)

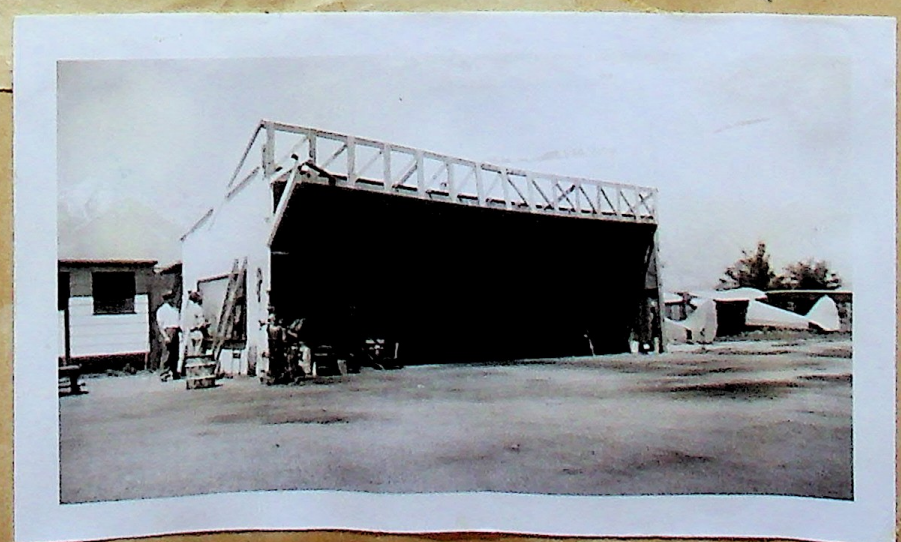




our planes



our hangar



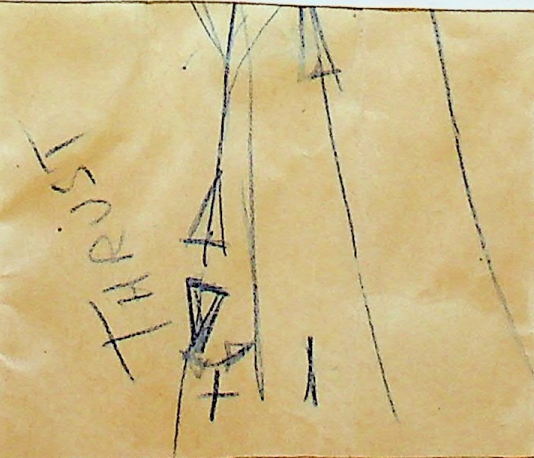
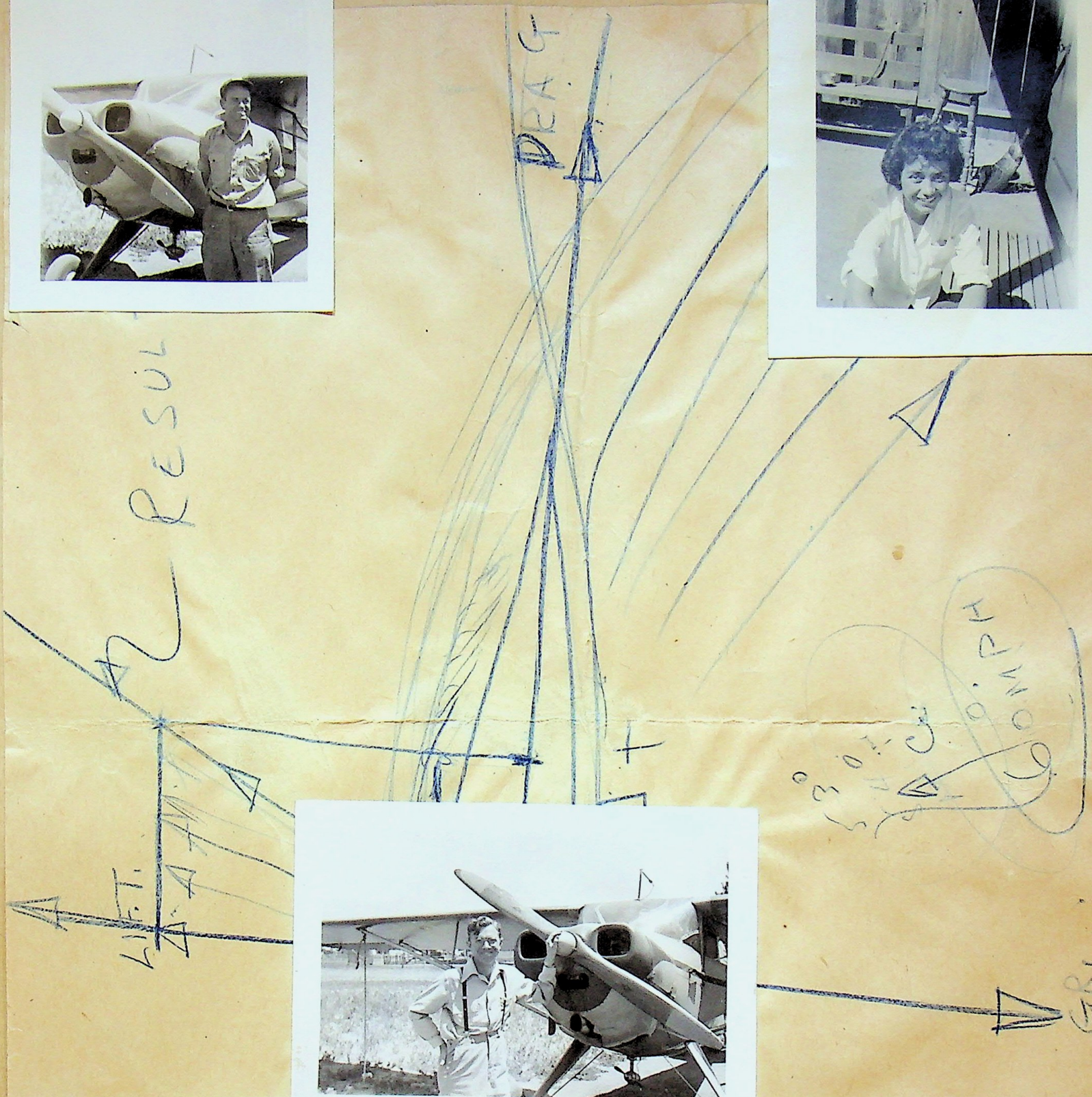
low
I



another
instructor



the
office
girl
"Chief"
as
she
was
INDIAN



- the
mechanic



my
instructor
✓



"OKAY-TAKE 'ER UP ALONE"

PILOT'S COPY

HARRY ROSS AERONAUTICS
MANZANAR AIRPORT
 MANZANAR, CALIFORNIA

Date 6/14 1942

Pilot's Name W. Ross

Address _____

N. C. 25897

MAKE _____

HOURS 10 MIN. SOLO

1 HOURS 10 MIN. DUAL

GALS. GASOLINE _____

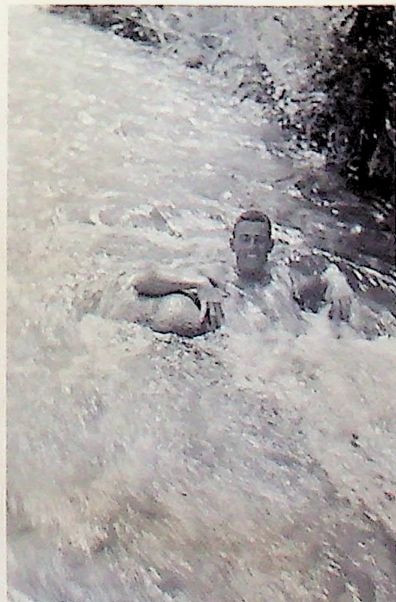
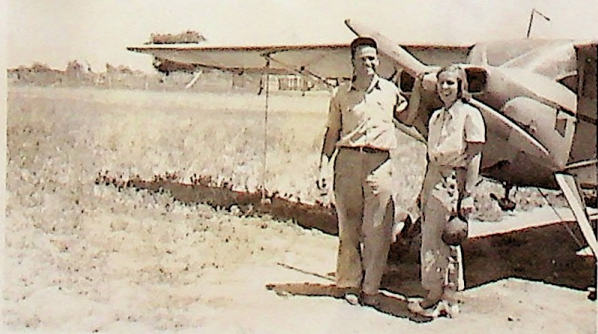
THE TIME IS NOW

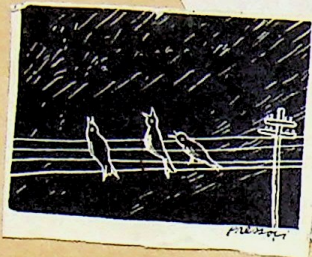
4260

Received

By JH

REDIFORM - PACIFIC MANIFOLDING BOOK CO., INC., EMERYVILLE, CALIF.





ENGINE
 Taxying
 Effect of the Controls
 Level Flight
 Normal Turns
 Normal Glides
 Climbs
 the Field



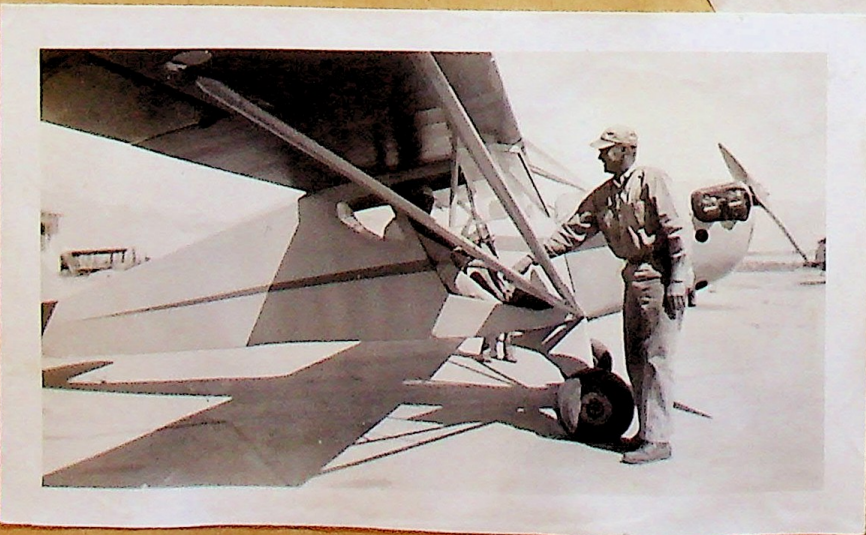
*My friend Jean
 who was also
 learning to fly*



"A good pilot is one who knows he still
 has a lot to learn about flying."

Primary
 Spins
 Forward Slips (Rt & Lt)
 Cross Wind Take-Offs
 Cross Wind Landings
 Steeply Banked Turns
 800-Foot Precision Landings
 Wingovers
 Primary Emergencies away from the Field
 Small Field Work

*guys we met
 who were in
 CPT at Mon3am
 (I think)*



HARRY ROSS AERONAUTICS
Independence, California
July 31, 1943

Miss Jacqueline Cochran
Director of Women Pilots
Headquarters, Army Air Forces
Room 4D965
Pentagon Building
Arlington, Virginia

Dear Miss Cochran:

This is to certify that Miss Janet Hargrave has completed
the thirty-five hours required to enter the Women's Flight
Training school.

Very truly yours,

HARRY ROSS AERONAUTICS

Charles Dornberger - E-6769

Charles Dornberger, Instructor



Janet Jean "owie" my sister