

# Sources Pack for American History Coursework

## Source 1: Mesa Journal-Tribune Newspaper, July 18, 1941



## BREAK GROUND FOR BIG AVIATION BASES HERE

When Mayor George N. Goodman, pictured in the Journal-Tribune photograph above, told the assembled army officers, state and local officials, contractors and spectators that "Mesa is proud to have done its part in the national defense program," he referred to the investment of approximately \$50,000 in city funds for land which is already being put to use in the big pilot training program.

Mesa bought the four sections of land two miles east of Higley,

where the Mesa military airport is under construction. There, at 9 o'clock Wednesday, a group of prominent men participated in formal ground breaking ceremonies. At 10:30 a similar program was held at the Southwest Airways Mesa field northeast of here, where the city provided 720 acres.

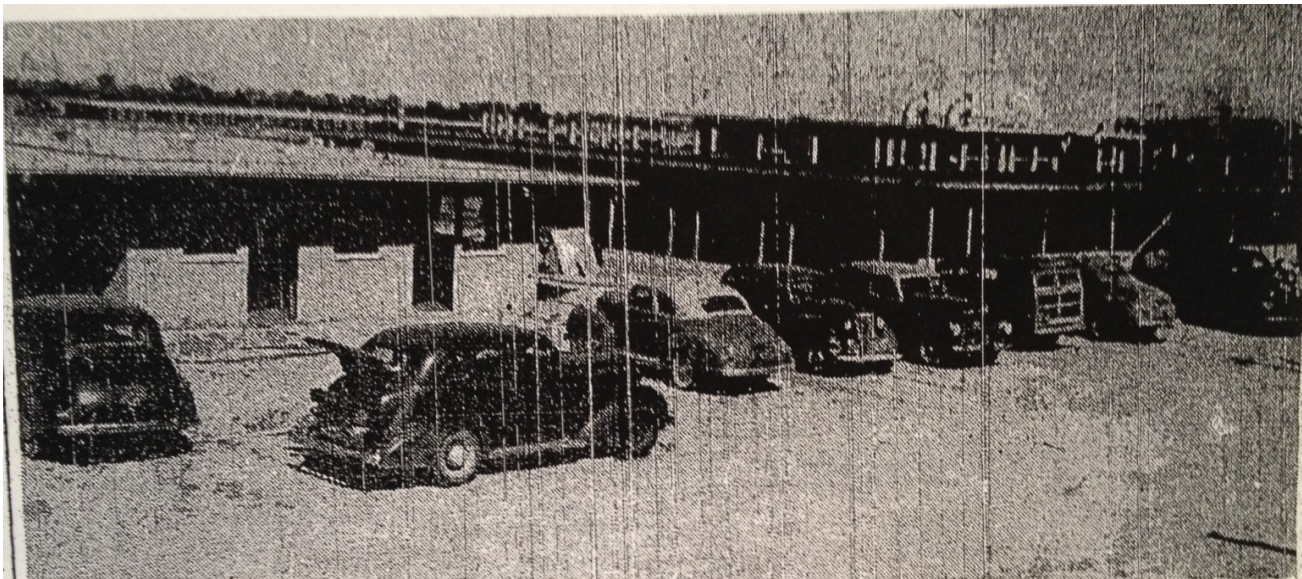
On the platform with Mayor Goodman are, left to right, Lieutenant Lawrence Smith, Major William Alberts, Lieutenant Robert F. Elliott, Major John C. Horton,

Lewin Barringer of Southwest Airways, Howard Pyle of radio station KTAR, Governor Sidney P. Osborn, George Cornforth, president of the chamber of commerce, and L. E. Pittinger.

It was a stirring moment when the buglers sounded "Colors" and the stars and stripes rose on the wide Higley field, shown at lower left, where several temporary buildings already stand and where some 170 big buildings of the air corps base will be built. And again at

the Southwest Airways field, where Britain's colors flew under the United States flag.

In the photograph at lower right, Governor Osborn and Mayor Goodman participate in the actual ground breaking, before a considerable number of spectators who went to the two fields for the ceremonies. The pictures are by Carl Saeger and Howard Johnson, of Normandie Studio.



## FALCON FIELD IS NEARLY READY

Nearing completion, these big buildings will provide facilities for some 200 fliers in training for the Royal Air Force at Falcon Field, northeast of Mesa.

The field will be in operation this

month. Fliers will probably be at the airport within the next two weeks.

The airport will be attractive with its low picturesque buildings. At right is the big building hous-

ing kitchen and mess hall; far back at right is the control tower. Equipment is being installed, and painters are following on the heels of carpenters and plasterers.

Source 3: "Officers Look for Houses As Field Nears Completion," Mesa Journal-Tribune Newspaper, October 3, 1941.

# Officers Look For Houses As Field Nears Completion

Army Air Corps to Establish Headquarters at Mesa Airport Soon  
**FINISH BUILDINGS**  
Project Officer Expects To Take Over Field About December 1

Most of some 220 families of commissioned officers will be spending nearly all of their incomes, ranging above \$200 a month, in Mesa this winter if those families can find housing here, Major B. A. Bridget, project officer in command of the Mesa military airport at Higley, told the Journal-Tribune Wednesday.

But up to the present time, Mesa has only a few suitable homes available, and the few officers who have already been assigned here are finding homes elsewhere. Major Bridget and his family have leased a home in Chandler.

The project officer, whose headquarters at the present time are at Luke Field, near Phoenix, expects to be at the Mesa field, two miles east of Higley, by October 5. By the 5th, he expects to have a staff of several officers and 13 enlisted men at Higley.

## C OF C SEEKS NEW MEMBERS

Rapid Expansion Of Program Makes Bigger Organization Necessary

A full membership meeting of the Mesa district chamber of commerce, the first to be held in several months, has been called for next Thursday evening, October 9, at the home of George E. Cornforth, president of the organization. Members will meet for a buffet supper and plan the expansion of their organization.

With a year which has seen revolutionary progress well advanced, the chamber of commerce directors will outline plans for increased membership to make possible new development projects.

During the past year the chamber of commerce has assumed the lead in locating bases for two great military airports in the vicinity of Mesa, helping the army air corps and RAF officers select the two sites, securing options on the property, and attending to a mass of details while carrying out its regular program. The defense work promises unprecedented development for the city of Mesa—a town that was already stepping along at a lively clip, doubling its population in the past 10 years.

Nearing completion, the big airport at Higley is scheduled to be turned over to the army by December 1, but its completion may be somewhat delayed. Even after the army takes over, much work will continue, on roads, walks, etc.

At the present time, buildings are virtually completed, but utilities have not been run to the field. Great barracks will provide bachelor quarters for approximately 300 cadets, 220 officers and about 2,500 enlisted men who will be here by March, Major Bridget estimated.

Two great runways are being laid at the present time—strips of thick concrete 150 feet wide by 3,000 feet long. Contractors are now laying concrete at the rate of a 15-foot strip the entire 6,000-foot length in a day and a half.

The great concrete apron, where planes will be staked and serviced, is 400 feet wide and nearly a mile long.

The two runways criss-cross the field from northeast to southwest and from northwest to southeast. Construction is farther advanced on first class hospital facilities, but the unit is not yet fully equipped. There will be about 170 buildings at the airport.

Foundations have been laid for the great hangars, but construction is slowed up awaiting shipments of steel.

### Big Payroll

Mesa business will have a tremendous shot in the arm if the officers and enlisted men with families make their homes here, Major Bridget pointed out. He complained that in too many instances where a house is available, that owners attempt to rent them far above their worth.

He explained that officers of a rank of captain or major are able to pay up to \$60 or \$65 a month rent, first lieutenant about \$45, and second lieutenants about \$35, out of their incomes. Enlisted men, he said, will be able to pay no more than \$20 to \$30 rent.

Virtually all an officer's income is spent in the town where he resides, Major Bridget said. He declared that he looked as far from here as Coolidge and Florence for living quarters, pointing out that Mesa was his first choice. He said that there will be a steady demand for homes here from now on, and urged that local people who own homes list them with the chamber of commerce.

If the government is forced to erect temporary homes to take care of the families of men at the local field, the houses will be built at Higley, as close to the field as possible, he said.

"If the business men of Mesa are interested in having the salaries of 125 to 150 commissioned officers—\$30,000 a month or more—spent here," Major Bridget said, "some quick action is going to have to be taken to provide housing for them." That estimate does not take into consideration the needs of enlisted men, who will draw a tremendous payroll at the field. Non-commissioned officers will draw salaries of \$80 to \$150 a month.

and RAF officers select the two sites, securing options on the property, and attending to a mass of details while carrying out its regular program. The defense work promises unprecedented development for the city of Mesa—a town that was already stepping along at a lively clip, doubling its population in the past 10 years.

The meeting has been called for 7 o'clock. The Cornforth home is located at 447 West Clark street.

### Need Housing

Faced with a shortage of homes which is growing extremely painful, the chamber of commerce will seek priority for building materials in the local district from the OPM, a plan which will be introduced to members of the chamber at the meeting. Mesa, without enough homes to supply normal needs, is finding few locations for new families which the defense projects have already brought here, and must find several hundred homes during the next few months if the city is to accommodate other new families who will come.

New work undertaken by the chamber of commerce is stretching the budget of the business men's organization all out of bounds, and an increased membership will be necessary, directors point out.

Source 4: Advertisements directed towards RAF in Mesa. Mesa Journal-Tribune Newspaper. October 3, 1941.

HOMY  
130 W. MESA, ARIZONA, FRIDAY, OCTOBER 3, 1941



**HEAD OFF ILLNESS!**  
It's never costly to PREVENT illness—why run the risk of discomfort, loss of time, extra expense? See your physician first—bring his prescription to us for dependable service.

**Welcome RAF!**  
Make the friendly Apache fountain your meeting place in Mesa—you're always welcome!

HOME MADE ICE CREAMS  
**at the APACHE**  
Geo. N. Goodman

APACHE DRUGS

**FALL ...—**

**AND THE R. A. F.  
HAVE COME TO MESA!**

FALL IS HERE! ! Now is the time to buy for the Winter Season. Apparel prices are advancing rapidly and steadily.

**COATS:** Dress and Sport. Beautiful materials and workmanship and the Season's most authentic models. 100% wool and wool- rayon mixtures as shown on the manufacturers' labels attached to each garment.  
\$12.95 - \$29.95

**ENSEMBLES:** Frocks with matching long and short coats in the Season's best colors. Exclusive styles and quality from exclusive designers. Sizes 12 to 44. Priced  
\$16.95 - \$37.95

**FROCKS:** Distinctive models and materials. All the new colors. Sizes 11 to 44. Priced  
\$2.95 - \$12.95

**HATS:** Wool and Fur Felts. Smart styles in Dress and Sport. Head sizes 22 to 24.  
\$2.95 - \$7.50

**SLACK SUITS** A large collection of outstanding styles and materials. Sizes 12 to 44 in the new Fall colors.  
\$5.05 - \$12.05

FOR DEFENSE



**Firestone**  
Says WELCOME,  
RAF CADETS!

We're Proud to Have You in Mesa—  
Proud of Our New Falcon Field!

**Let's Go, U. S. A. --- Keep 'em Flying!**

**Firestone**  
HOME and AUTO SUPPLY STORES

116 W. Main Street  
Phone 118  
MESA

Source 5: "Want British Boy as Guest?"  
Mesa Journal-Tribune Newspaper . November 7, 1941.

FRIDAY, NOVEMBER 7, 1941

**Want British Boy As Guest?**

Officers at Falcon Field have requested Harvey L. Taylor, chairman of the Mesa Defense Council, to have his committee act as a clearing house for local social engagements involving the British flyers.

Some confusion exists at the airport telephone and local people who wish to invite boys to their homes are advised to contact Joe Jarvis, executive secretary of the Defense Committee. The phone number is 94.

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# MESA ON ALERT

## Air Base Closely Guard- ed, Radio Stations Or- dered Off the Air

As Mesa this week realized that war had come at last, its citizens began to feel the pinch of wartime regulations made more realistic because the city is well within a military zone.

As plans were rushed forward to complete the great Mesa Military Airport months ahead of schedule, the army threw a ring of steel around the four square mile field. Armed sentries patrolled the entire area and no civilians were permitted on the post. Similar precautions were taken at Falcon Field.

The local Western Union office received orders to tolerate no strangers who appeared that they were copying outgoing code and night guards were placed at the telephone building. The Southern Pacific railroad posted guards on the Tempe bridge and other vital stream crossings and guards were doubled on all dams.

Airplanes of local fliers were grounded and the Federal Communications Commission ordered the following local shortwave radio amateurs to cease operations and dismantel their transmitting equipment:

W. H. Hafford, W6ROP, A. T. Lenoir, W6QJL, Carr McNatt, W6TQM, Donald Cooper, W6SXP, Buster Ham, W6UMH, Dan Lamb, W6ANO, Ed Harper, W6DKU, and John C. McPhee, W6AWD.

## Unbounded Confusion May Be Met By Plans

The Journal-Tribune was advised by the Government this week that the troop strength of the Mesa Military Airport will reach **FOUR THOUSAND OFFICERS AND MEN.**

Military men who direct the Army's housing and morale services are much concerned about how Mesa will meet the tremendous load that will be thrust upon it. Hundreds of officers and their families will need housing; thousands of enlisted men will look to Mesa for recreation.

Not the least of the problems will be the inevitable trash that will come in the wake of those four thousand troops. Prostitutes, panders, gamblers and racketeers will not overlook the promises of the golden Mesa harvest.

How is our police force, already much too small for the city, to meet the exigencies of this colossal mass of men? What is to be done to entertain them? Where will many of them live?

The time is here **NOW** for a community mass meeting of **EVERY** Mesa organization with Army officers to develop a planned program. Failure to do so will bring unbounded confusion and chaos to our city.

# Falcon Field Described In London Paper

Mesa made the headlines in the "London Daily Telegraph" issue of January 25, according to the recent issue of "Peregrine" of Falcon Field which quoted the newspaper story as follows:

"At Mesa, in one of the great deserts, with jagged mountains reflecting fantastic colours in incredibly clear air, young Englishmen are learning how to shoot down Axis planes over France, Libya and Malaya.

"Their ages range from 18 to 30. They are of all types; public school boys, clerks, lawyers, engineers, a violinist from the London Philharmonic orchestra and a number of London policemen.

"The cadets sleep in dormitories heated by gas on winter nights and air-cooled when the temperature rises to 110 in the shade. They eat well with a marked partiality for roasts, ice cream and milk shakes.

"A few British residents in the region have given them radio sets, woollens and other comforts. Other residents have invited them to a feast. At this 13 lambs were barbecued—buried in the ground and cooked with a fire on top."

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## *England's Need*

Editor, The Arizona Republic:

In reference to an article in last Sunday's paper by Mr. Percival who recently returned from England, and who tells of the dire need of the English and he mentions white flour, rice, tea, shortening diet; and the fact that they are allowed one veal chop per week, one egg a month, one pint of milk a week, and by a recent paper I see where potatoes are to be rationed, too.

There must be many Arizonians who knew and can remember those dear lads who were training at Falcon Field, Mesa, for RAF pilots and would like to send a Christmas gift of food to them but do not have their addresses. I could give addresses and all necessary information needed to send parcels that would mean Christmas to the receiver and the giver. Phone:

Herbert Mosse, 56909, or write to  
Route 1, Box 2019, Phoenix.



## WORLD POWERS EXCHANGE NOTES

In many ways, it is with regret that I write this, as even now the end of our training at Falcon Field is in sight. Much as we all wish for the coveted "Wings" we cannot help but realize that in receiving them we shall be at the end of which will be, in all probability, considered the best six months of our lives.

To the officers at Santa Ana who first made it possible for us to come here, the R. A. F. officers who have supervised us here, the Flight Instructors, Ground School Instructors, Maintenance Crews, Padres, and other personnel, and last but by no means least, the British Cadets with whom we have been living during training, we wish to place on record our thanks for the parts they have played in making our stay here as instructive and beneficial as it has been.

We have learned many things both in and out of classes. Living with men from England we have learned to call our dinner "tea." We have been "shaken rigid" by the ever existing verbal duels between the Scotch boys and the English boys. We have been to the "pictures" with you while you went to the "movies" with us. You learned baseball and called it "rounders," you went to Hollywood, you "gassed up" your "ship" instead of "refueling your kite" and you have acquired many sayings and habits, as have we, that will remain a long time to remind us all of our stay here.

Not one of us would change the experience of the last six months, even could we do so.

In the meantime we wish you the best of luck and we pray for an early victory so that you may return to your homes and families and again lead normal lives.

As you leave the United States rest assured that the American Cadets will be permanent Ambassadors for you and for Britain. God bless you.

AVIATION CADET ROY C. BRITEN  
U. S. A. A. F.

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The American Cadet and I, brought together by our respective Governments several months ago, are now firm friends,—“buddies”—something more than just allies in arms.

It seems a long time ago since the day we first met, outside Hangar 2, when, curious about each other, we were assigned to the same instructor, the same class, the same flight.

Any doubts and fears as to how the American and English Cadet would get along together were soon dispelled and in a few days we were “doing swell;” we were friendly, we were happy.

I taught the American the finer points of what constituted “a bind,” “a sprog,” and what was meant by “brownd off” and numerous other terms. He in turn, initiated me into the use of “gas,” flying “a ship,” chewing gum, a “coke,” and above all to appreciate “a honey.”

We passed from one phase to another with flying colours and while I made a bee line for L. A. and “one hell of a good time,” my American Friend went to his family—his home—the place where originated the “cookies” we shared together.

Together we were introduced to the “Harvard”—the “Texan” to my friend. We had similar fears, troubles and difficulties—the same success. Each was agreed, that the “ship” looked big and later swore by the Gods that it looked “an awful lot bigger at night.”

Together we flew, as pilot and observer, observer and pilot, day and night. Each trip we made left us with more respect for the other than before, each knowing and thinking that—“he is a good guy”—“a nice fellow.”

Together we stood in sight of the control tower and felt an inward glow when the other had his “wings” presented. We had known each other long, worked hard and triumphed as one. Final success was shared.

The American Cadet and I are going to part, travel different paths. As we press towards the same goal, again together in spirit and memory only, we shall again experience the same success; and until we meet again, my friend, I give you a toast, “The Falcon, God Speed.”

LEADING AIRCRAFTMAN J. H. LIVERSIDGE  
R. A. F.

**Source 15: From History of the 3044th United States Army Air Forces Base Unit, Falcon Field, Mesa, Arizona by by Captain Marvin R.A. Grant, Army of the United States (originally published September 11th, 1945).**

“The need for the training of the Royal Air Force pilots in this country is past, and all of the Royal Air Force personnel are gone. There are many officers and cadets who said they would be back, however, and when they return, those of us who have known and worked with them will be glad to see them.”

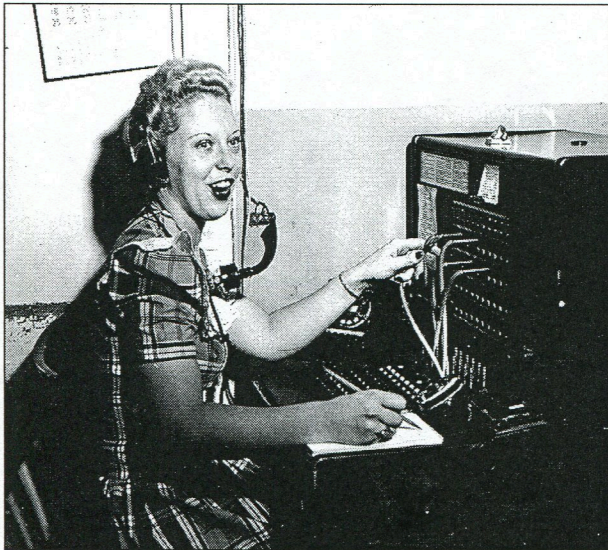
**Source 16: “A Major City Asset” from The Mesa Tribune (published June 10, 1963).**

Relatively few Mesa citizens were aware, until the past weekend, of one of the city's major assets, municipally-owned Falcon Field. This piece of City property came into being during World War II days when it was the training place for hundreds of British pilots. Through postwar years, it has had a varied history until a few years ago when it became the location of what is now Rocket Power, Inc., and Talley Industries, who make important contributions toward this nation's air and space projects.

From the standpoint of an airport, however, Falcon Field, didn't really amount to much until a group of local air enthusiasts banded together in the Mesa Aviation Development Association. This group, working in cooperation with the city, the Chamber of Commerce, state and federal aviation officials, Rocket Power, who holds the aviation operations lease as a part of its industrial lease, and whoever else would listen, has stood by until some much needed improvements were pushed through. Completing the job, over the weekend the organization and other groups and agencies staged a dedication program and airshow to attract several thousand people to the field so that Mesans would have a better idea of what was out there. Many who had not visited the field in some time were amazed at the improvements that have been made and the scope of the private aviation operations carried on there.

With the new improvements, and others in the future, Falcon can become the major private aviation field of the entire valley area. The field is already a major industrial factor in the economy of this area, with several hundred persons employed in the various industries already located there. The people responsible for having brought about improvements in the aviation operations are to be congratulated for insuring that Falcon's aviation operations will keep pace with its industrial uses.

**Source 19: The Falcon Field Story: No. 4 BFTS and No. 3044 AAF Base Unit: Mesa Arizona, 1941 to 1945 by Larry J. Simmons. (No publication date. Purchased from Commemorative Air Force Museum November, 2012).**



Switchboard operator Delilah Romaine



Some of the SWA ground "cranking" crew. Notice that three men in the back row, on right, are Pima Indians

**Source 20: Reference USA, MAG Employer Database, City of Mesa, Phoenix Business Journal, updated September 2012.**

## Mesa Large Employers

Company	Mesa-Based Employees
Banner Health Systems	8,287
Mesa Public Schools	8,049
The Boeing Company	4,700
City of Mesa	3,657
Maricopa County Community College	1,951
Gilbert Unified School District	1,230
West Direct II Inc	800
Empire Southwest	573
Mountain Vista Medical Center	530
Veolia Transportation	504
SRP	494
Community Bridges, Inc.	450
Special Devices Inc.	376

Source 21: <http://factfinder2.census.gov/bkmk/table/1.0/en/PEP/2012/PEPANRRSIP.US>

Historical populations			
Census	Pop.		%±
1900	722		—
1910	1,692		134.3%
1920	3,036		79.4%
1930	3,711		22.2%
1940	7,224		94.7%
1950	16,790		132.4%
1960	33,772		101.1%
1970	63,049		86.7%
1980	152,404		141.7%
1990	288,104		89.0%
2000	396,375		37.6%
2010	439,041		10.8%
Est. 2012	452,084	[11]	3.0%

Source 22: [http://www.homesweethomefront.co.uk/web\\_pages/hshf\\_rationing\\_pg.htm](http://www.homesweethomefront.co.uk/web_pages/hshf_rationing_pg.htm)

### Here is a Rations Sample

An example of an adult's weekly food ration allowance in 1943 was;

PICTURE: A typical weeks rations - could you have survived on this?



**3 pints of milk**  
**3 1/4lb - 1lb meat**  
**1 egg or 1 packet of dried eggs every 2 months**  
**3-4 oz cheese**  
**4 oz bacon and ham**  
**2 oz tea**  
**8 oz sugar**  
**2 oz butter**  
**2 oz cooking fat**

**+ 16 points a month for other rationed foods (usually tinned) subject to availability.**

These weekly rations were stretched with the help of un-rationed extras like bread (incidentally not rationed until after the war), cereal, potatoes, offal and fruit and vegetables.

**Source 23: Extracts from the diary of Bill Bishop, Course 14, January 17 to July 23, 1943.**

"Monday was a red letter day as we were informed that a fire had taken place in Falcon Field and that damage had been done to parachutes, so no work could be done that day. We moved from the El Portal Hotel to Falcon Field and took up residence in one of the blocks. It was quite comfortable and very pleasant, and camp food was on hand. The breakfasts were fantastic. There was a choice of about a dozen different cereals, porridge, grapefruit juice, orange juice, tomato juice, etc., waffles with honey, treacle or syrup; eggs and bacon, sausages, poached eggs, boiled eggs, 1 pint of milk (obligatory), tea, coffee, cocoa, toast, muffins, jams, marmalades, etc. You name it, they had it. Queuing up one morning behind an American cadet (we had about 12 on our course) he turned to me and, in tones of disgust, said "same old goddam breakfast." I thought of the people in Britain. I forgot to mention such items as bananas, apples, oranges, etc. We were overwhelmed.

The camp had a swimming pool, table tennis room, poolroom, cadets' lounge – we were very well provided for.

The civilian staff at Falcon Field were marvelous and looked after us very well. There was discipline but it was not overdone and we were able to concentrate on what we were supposed to be doing, i.e., learning to fly and getting to ground school.

I think I spent rather less time in the evenings on studying the various subjects than I should have done; the distractions were there. One evening Margaret came out to the camp and drove us back into Mesa by car where we attended a dance at 5<sup>th</sup> war. Margaret then returned us to camp... one of the distractions!"

"On 22 June I stuck my neck out by taking a 'failed' pilot from a subsequent course, on night flying. Part of the exercise was a cross-country to Tucson and back, which meant that you took off from Falcon, climbed to 10,000 feet, looked south and one could see Tucson, looked north and saw the light of Phoenix. Not a great navigation exercise. However, having arrived back over Phoenix I had to impress the washed-out pilot, by aerobatics over Phoenix. Loops, rolls, etc. with a marvelous ability to line up the streets of Phoenix North and South and East and West. I landed, hoping that no one had reported me for doing the unforgivable over Phoenix, and slunk away to the locker room with my parachute.

On the night of 23 June I had a quiet cross-country as navigator with Johnny O'Brien as pilot. On the next night I was again on night flying and carried out seven take-offs and the equivalent number of landings, before collecting Johnny O'Brien who navigated me around the cross-country. This was the occasion when Johnny, realizing he had nothing to do, decided to bring along various items of food and bottles of coca cola. He knew that there was no way of passing along any of the goodies to me, sitting in the front of the aircraft. Nevertheless, he had the temerity as well as the greed, to ask me to fly carefully, straight and level, while he enjoyed his mid-air food. I gently enquired whether he had the food open and available, the orange peeled and in slices, and the coca cola bottle opened and ready to be consumed, to which he answered 'yes.' I then proceeded to practice my night slow rolls which somehow coincided with the cries of anguish from the back of the airplane. Johnny was immersed in coca cola, orange peel and the like. I felt straight and level – a happy man."

# Keep 'Em Flying High

That's Motto of Flight Commander at Falcon Who Resents Hedge Hoppers

Spirited young RAF pilots at Falcon Field have strict orders not to fly low, yet there are occasional infractions of this rigid military order away from the field where the pilots can not be observed by officials.

Flight Commander Holloway, No. 1 in command of the local training field, appealed to members of the Mesa Lions club Tuesday noon at the Woman's club to report the number of any plane seen flying low or performing in a manner which seems unsafe to those on the ground.

"These are spirited boys at Falcon, the kind of spirit needed to win this war and it is usually true that the low-flyer is a first rate flyer," the commander told the club. "It takes a good pilot to fly low, but it is not good flying for cadets over congested areas."

Major Holloway pointed out that Britain needs this "crazy kid" type of flyer who often brings down 15 enemy ships before he is killed himself. He explained that low

flying required one hand on the throttle, the other hand on the control column and both feet on the rudder bar. "Real coordination is needed to keep from cracking up," he said. "and so many operations at once are not for neophytes."

The commander, who has brought down 20 jerries over England and Germany, said that "certain remote desert areas" are reserved for low flying training which is in integral part of air combat.

"The people of Mesa will be doing us a favor if they will report the numerals of any plane seen flying dangerously low," he said.

Commander Holloway, admitted that he paid a fine in Mesa justice court recently for speeding in the city and lauded the city's safety efforts and traffic control. "In England," he said, "Our drivers seem more careful than American drivers, yet our accident rate has increased much since the blackout—one of the sacrifices we must make to beat a man like Hitler."

