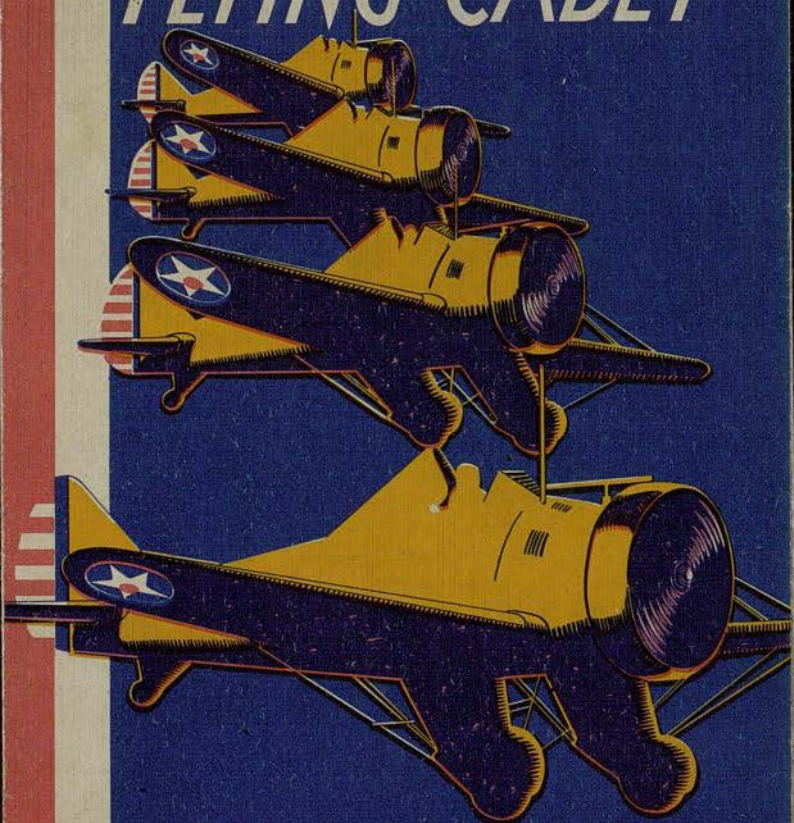


Be A

FLYING CADET



AVIATION
AS A
CAREER

AIR CORPS

UNITED STATES ARMY



The Administration Building, Randolph Field, Texas, Home of West Point of the Air

IF YOU have already decided definitely upon a career in the law, medicine, architecture, civil engineering, or any one of a number of professions calculated to keep you on the ground, the message contained in this little folder is not for you.

If on the other hand, however, you happen to be interested in the most modern means of transportation—aviation—or if you are contemplating a career in one of mankind's newest fields of endeavor, then this folder does contain a vital message. Its purpose is to bring to your attention the opportunities which the United States Army offers to young men who desire to become airplane pilots or prepare themselves for executive positions in aviation.

The opportunities open to young men in aviation are so apparent that it is scarcely necessary to enumerate them. Even the young man of twenty-one can almost say that within the span of his own memory he has seen the science develop from the experimental stage to the point where trans-oceanic flights are now carried out on set schedules that rival those of the railroads. The traveler going to Europe or to the Orient by air can today make his plans with the same confidence as the traveler by train and ship.

Engaged in the work of piloting the scores of planes which span the continents and the seven seas are thousands of young men who have "grown up"

with aviation. Other thousands are required to man the landing fields at the great air terminals like those on the East and West Coasts and others at way-stations along the routes. There are also required the services of countless mechanics, whose mission it is to see that the monster transport ships are maintained in perfect condition for safe flight. The conduct of the routine business of the great commercial aviation companies also requires the service of cohorts of specially trained men. Over all are the executives, most of whom have been chosen from the ranks of practical aviators.

To fill these positions requires expert training, of course. And this training must come from the most skillful and reliable sources. That is where the Army with its schools of aviation, which stand preeminent in the Nation, affords an unparalleled opportunity to the young man who would enter this profession.

Military aviators, of course, are essential in our scheme of national defense. They are needed in large



Newly Enrolled Cadet Drawing Flying Togs



Training Ships at Randolph Field, Texas

numbers, not only for continuous duty with the Regular Army, but in the Air Corps Reserve, ready to answer a call to the colors in time of emergency. In order that it may have a sufficient number of pilots always available, the War Department has established its own flying schools at Randolph and Kelly Fields, Texas, and also cooperates with numerous civilian flying schools in training personnel for military aviation.

The young men enrolled in the Army schools not only are given instruction free, but they are also clothed and fed and paid a salary while attending these schools. If they successfully complete the prescribed courses of study and are graduated, they are commissioned second lieutenants in the Air Corp Reserve and, if funds are available, placed on active duty with the tactical units of the Regular Army Air Corps for periods ranging from one to seven years. Upon assignment to active duty, they begin immediately to draw the pay and allowances of officers of the Regular Army of like grade and length of service. Should they be continued on active duty beyond three years, they are automatically promoted to first lieutenants at the end of three years, when, of course, they begin to draw the substantially larger pay of officers of that grade in the Regular Army. If they leave the active list at the end of three years, they are paid a bonus, in a lump sum, of five hundred dollars. They do not, however, have to sever their connection with the military service, for they continue

as officers of the Reserve as long as qualified. As Reserve Officers on an inactive status, they may seek promotion to higher grades by complying with certain requirements for professional training. In case they are so promoted, and subsequently called to active duty, they will draw the pay of the higher grade.

Should a Reserve Officer, after an extended period of active duty with the Regular Army Air Corps, decide that he would like to become a member of the regular establishment, he may have an opportunity to do so, for, from time to time as funds are available, young officers who have demonstrated their fitness, professionally and personally for commission in the Regular Army, are given an opportunity to qualify for such commissions.

This is, indeed, an opportunity that merits the serious consideration of any young man who has not already made plans leading to some other profession.

Briefly the Army offers to those qualified both a free professional education and an immediate position in that profession.

It is hardly necessary to say that graduates of the Army's flying schools are eminently qualified to obtain positions in the field of commercial aviation should they desire to return to civil life after obtaining their diplomas and completing a year or more of active duty with the Air Corps.

Should you desire more complete information with respect to these opportunities, sign and return



Flying Cadets on Way to Planes for the Thrill of First Solo Flight



Flying Cadets Study Construction and Functioning of Parachutes

the enclosed franked and addressed postcard; it requires no postage. A pamphlet will be promptly mailed to you; in it you will find the answer to practically any question you may desire to ask concerning the requirements for enrollment in Army flying schools, the courses of study to be pursued while there, and the possibilities of obtaining active training as a pilot with the Regular Army following graduation.

In order that you may decide before writing for further information whether or not you are likely to qualify for enlistment as a flying cadet, the following is a brief summary of the requirements for admission to the Air Corps Primary Flying School:

You must be a citizen of the United States, not less than twenty nor more than twenty-seven years of age; in good physical condition; unmarried, and must have completed at least two years of study in a recognized college or university, or be able to pass an examination to demonstrate equivalent education.

