

# Aviation Cadet Training For National Guard Enlisted Personnel

The Department of Air Force has just announced that enlisted personnel of the Hawaii National Guard may now apply for Aviation Cadet Pilot training under the Hawaii Air National Guard program.

Through its aviation Cadet Program, the United States Air Force trains qualified young men to become commissioned officers and pilots, capable of flying the new post war types of aircraft. In this way a constant flow of young pilots ready for immediate duty in the Air National Guard is assured Hawaii.

Upon graduation the Aviation Cadet is commissioned as a second lieutenant in the Air National Guard, with an aeronautical rating as pilot, and returned to Inactive duty with the 199th Fighter Bomber Squadron in Honolulu.

## QUALIFICATIONS:

*Age:* 19 to 26½.

*Military Status:* Be a member of Hawaii National Guard (Army or Air).

*Education:* High School Graduate.

*Aptitude:* Applicants must pass a qualifying examination, designed to test aptitude for flying.

*Marital Status:* Single, male citizen. Applicants must agree to remain single during the training period.

*Physical Condition:* Good, with high requirements for eyes, ears, heart, and teeth.

*Personal Interview:* Applicants must have high moral and personal qualifications, as determined by a board of Air Force officers.

1. Application blanks (AF Form 56) may be obtained at Headquarters, Hawaii Air National Guard, Fort Ruger, Honolulu (telephone 73-7725) or at Headquarters, 199th Fighter Bomber Squadron, Hawaii Air National Guard, Hickam Air Force Base; or by writing to Headquarters, Hawaii Air National Guard, Fort Ruger, Honolulu, T. H.

2. Completed applications should be returned to Headquarters, Hawaii Air National Guard, Fort Ruger, Honolulu, T. H. for processing.

## TRAINING CONSISTS OF:

One month of indoctrination, including processing, flying line and academic instruction, and 75 hours of basic military training.

Six months of basic pilot training. This includes 130 hours of flying training, which are spent flying the T-6 or new T-28. A total of 264 hours is devoted to academic

work, including such subjects as aircraft engineering, weather, navigation, radio, and theory of flight. Approximately 300 hours are allotted to military training, consisting of leadership instructions, drills, inspections and physical training.

Six months of advanced pilot training (single-or-multi-engine). Flying training totals approximately 135 hours. During Phase I of this training (single-or-multi-engine), 70 hours are devoted to flying the T-6 or T-28. The T-6 will eventually be replaced completely by the new T-28. In Phase II, 65 hours are spent in the air flying tactical type aircraft such as the T-33A, F-80, F-51. Academic instruction ranges from 136 to 141 hours—including continuation of courses started in basic training plus advanced subjects such as flights planning, flight instruments, and electronics. Military training totals 112 hours.

The basic phase of training is conducted at Goodfellow Air Force Base, San Angelo, Texas; and at nine civilian contract schools located at:

Greenville, Mississippi, Maulden, Missouri, Columbus, Mississippi, Bainbridge, Georgia, Moultrie, Georgia, Marana, Arizona, Bartow, Florida, Kinston, North Carolina, Hondo, Texas.

Advanced single-engine training is given at bases located near Phoenix, Arizona; Bryan, Texas; Selma, Alabama; and Big Spring, Texas.

## CADETS RECEIVE DURING TRAINING:

Food, uniforms, flight clothes, equipment, housing, medical and dental care, regular monthly allowance of \$105 and a free \$10,000 Government life insurance policy that remains in effect as long as you are in active service.

## AIRCRAFT USED:

*Basic training:* The T-6, a 600-horsepower, all-metal, low-wing monoplane, and the T-28, an 800-horsepower, tricycle gear trainer, both made by North American.

*Advance single-engine training:* The T-6, T-28, and the F-51 Mustang made by North American, and the jet-powered F-80 Shooting Star made by Lockheed. Students selected for jet training begin on the T-6 and T-28, and advance to the T-33A, a two-seated version of the Shooting Star, fully equipped for both the instructor and student, before soloing the F-80.

