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### CAL-AERO ACADEMY (CALIFORNIA)

MAJOR C.C. MOSELEY, Operator

The Grand Central Flying School, at Glendale, California, was the parent of this and two other contract schools. The school, one of the original nine in the Army primary flight training program, was renamed Cal-Aero Academy when it was moved from Glendale to Ontario, California, in August, 1940. The Cal-Aero plant, complete even to landscaping, was built in forty days and nights on ground that had once been a wheat field. It was the first base to be especially constructed for Air Forces pilot training by a civilian contractor and served as the architectural model for other contract schools subsequently erected. Barracks for cadets were equipped with two beds to a room with bath between each pair of rooms. The main field covered 375 acres and there were three auxiliary fields. The school maintained four hangars, an engine overhaul shop, fifteen buildings devoted to cadet living quarters, and several other buildings.

Major C. C. Moseley, civilian operator of Cal-Aero and two other California contract schools, one at Lancaster and the other at Oxnard, was the first airman to win the International Pulitzer Race Trophy. That was in 1920 when he piloted a plane sponsored by the late General Billy Mitchell and established a record of 176 miles an hour.

Moseley served in France in World War I with the old Air Service; he was a member of the 27th Pursuit Squadron of the 1st Pursuit Group, along with Rickenbacker, Luke, Quentin Roosevelt and other topnotchers.

After the war and until his resignation from the Army in 1925, Moseley was in charge of all Air Corps schools for a time, and also served as a test pilot for all new types of Army planes developed and built at the Engineering Division, Dayton, Ohio. He organized the original Western Air Express Corporation, one of the first commercial carriers of mail in the United States.

Moseley's first private flying school was located at the Grand Central Airport, Glendale, California, the location of the Curtiss-Wright Technical Institute. The Institute, since its inception in 1929, has been under Moseley's supervision. Moseley is the owner and general manager of the Grand Central Terminal and president and general manager of Aircraft Industries Company, and the Curtiss-Wright Technical Institute, the name of which has since been changed to the Cal-Aero Technical Institute. He also heads the Aero Commissary Company.

Among the outstanding graduates of Cal-Aero who have distinguished themselves in combat in the present war are Major John L. Jerstad and Captain A. T. House. Major Jerstad was awarded the Medal of Honor "for conspicuous gallantry and intrepidity above and beyond the call of duty" in a mission over the Ploesti oil fields. Captain House was awarded the DSC for a flight during which he shot down a Zero and then, when his guns jammed, used the wing of his plane to cut through the cockpit of another Zero that was on the tail of his squadron commander's airplane.

POLARIS FLIGHT ACADEMY (CALIFORNIA)  
MAJOR C.C. MOSELEY, Operator

This school, at Lancaster, California, was constructed for the express purpose of training RAF cadets under Lend-Lease. The main base was one mile square and comprised 640 acres.

The Polaris Flight Academy was located in the California desert. It was commissioned in 1941 and was utilized until shortly after Pearl Harbor for both RAF and American Eagle Squadron instruction. When the United States entered the war, the school was shifted to AAF basic training and became one of the three civilian schools in the pilot training program entrusted with advanced instruction of cadets.

The school maintained two auxiliary fields. There were twenty-four cottage-type buildings for living quarters, an Army administration building and a main horseshoe-shaped building more than an eighth of a mile long which housed the mess halls, recreation hall, ground school, and other public rooms.

Major C. C. Moseley, the civilian contractor, operated two other California contract schools, one at Oxnard, the other at Ontario.

MIRA LOMA FLIGHT ACADEMY (CALIFORNIA)  
MAJOR C. C. MOSELEY, Operator

This primary flight school at Oxnard, California, was originally known as Cal-Aero but was renamed Mira Loma to avoid confusion since Major C. C. Moseley, the civilian contractor, was already operating the Cal-Aero Academy at Ontario, California.

The main base comprised 145 acres and, in addition, there were three auxiliary fields. The school maintained three hangars, eighteen buildings devoted to living quarters, two Army administration buildings, a recreation hall and a mess hall. The barracks at Mira Loma were first set up in the Oxnard Community Building. When permanent ones were built they consisted of small cottages set in circular rows around a central parade ground. Major Moseley operated a third contract school, the Polaris Flight Academy, at Lancaster, California.

One of the outstanding graduates of Mira Loma was Lieutenant Patrick H. Daniels, III. While piloting a fighter plane escorting Brigadier General Caleb V. Haynes's bombers in a raid on a Japanese invasion port in China, Daniels observed several Jap Zeros approaching and dove into them. He came out with three enemy ships on his tail. He evaded two of these and turned headlong into the third, shooting it down. The other Zeros were dispersed and the bombers continued on the raid which turned out to be one of the most successful ever made in the area.

In another exploit over the Chinese jungles, Daniels had his right shoulder pierced by a bullet and his radio cord severed by another bullet. With his right arm useless, Daniels, who was squadron leader, led his flight safely back to base, flying with his left hand and making a perfect landing despite considerable loss of blood.

Lieutenant Daniels was awarded the Distinguished Flying Cross, Silver Star Medal, Air Medal, and Purple Heart.