

Hawthorne Haw-Haws

By Grano Salis

Hawthorne Field's only V-E Day casualty was Julius, the canteen boy. What with wine being served to everyone at lunch that day he thought he'd have some too. He spied a gallon jug in the kitchen, poured out a glass and took a long swig. But what a sour face! He'd gotten hold of a jug of vinegar.

Manager Bill Baldwin's main complaint after a trip in his Stinson to Charleston, W. Va., was "Every railroad in West Virginia ends up in a coal mine."

Every one got a kick out of TIME magazine's write-up of funny incidents about the instructors at Hawthorne Field trying to speak French and the French trying to speak English. They should have also included the time Dave Wolfe told a cadet to get something done in a hurry. "You do that toute de suite," he said, "and the tooter the sweeter".

Recent wind storms which turned Hawthorne Field into a cloud of dust prompted Paul Hannum to suggest that H.S.A. might better be known as the "Hawthorne Sahara of America".

As late as Monday morning after the Saturday night Liquidation Party at the Aero Club suggestions were being heard around the Pilots' building of better and sner ways of disposing of the Club's surplus stock and money.

Peace and quiet (relative) have prevailed around the flight line since Chisholm lost his bridge work and is temporarily speechless.

Capt. John Godschalk and Lt. Ed Walsh didn't know whether they were coming or going the other day—or when or where. They got rush orders to leave for 4-engine training at Lockbourne, Ohio, and Godschalk had already started leaving town when word came the deal was off. Did some one say SNAFU?

Lieut. Jay Cashon is the proudest man on the field with his new Speed Graflex camera and all the fittings. What with Cashon, Dean, Hannum, Stevens, and Broody, Hawthorne can boast a "still picture pool" which would rival any invasion team.

After the siren blew announcing V-E Day office personnel waited outside in the bitter cold for the cadets to assemble and hear the speeches. Office Manager Earl Haigler still can't believe he heard frozen Aggie Moss complain, "I'd rather be working than waiting out here."

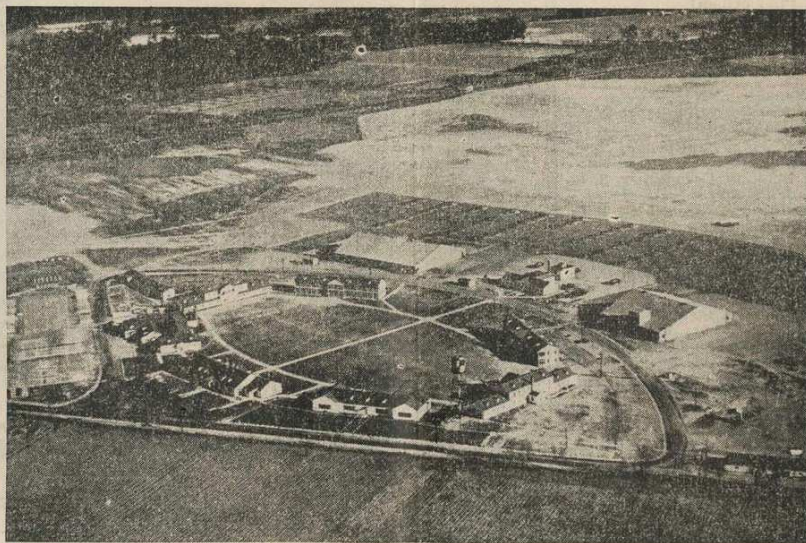
Hawthorne Reunion in Paris?

ORANGEBURG, S. C.—Talk of a reunion in Paris of American military and civilian personnel who took part in the training of French cadets at Hawthorne Field is gaining increasing momentum around the field. The idea behind the reunion would be a gala get-together of instructors, their former students and others connected with the program at some future date.

1950 seems to be the date most talked of for this occasion. Proponents of the idea suggest that all persons making the trip would converge on New York for a farewell party before leaving for

Hawthorne Field to Close August 4th

MISSION ACCOMPLISHED . . .



Here is a view of Hawthorne Field showing the spot south of Orangeburg where thousands of American and French students received their first flight training. Starting clockwise from the water tower the buildings are: Flight Academics, Administration, Mess Hall, Barracks One, Two, Three and Four. The long building

behind Barracks One is the Link trainer building; Carpenter shop and warehouse are in lower right corner of picture. Hangar on left is used for maintenance and right hand hangar for storage and parachute department. Flight operations are conducted from square building on ramp with Pilots' building next to it. (Dean

Three Way Tie In Safety Tilt

ORANGEBURG, S. C.—For the first time in the Field's history three squadrons tied for safety honors. Squadrons 4 (Wolfe), 6 (Laughinghouse) and 8 (Foster) each finished the class of 45-F with a total of 16 points each. The fourth squadron in that class was Squadron 2, lead by Bill Thompson.

In commenting on this excellent record, Flight Director William G. Catron stated, "Considering the weather involved and the windy conditions under which most of the flying in this class was performed, this is a commendable record."

Each Squadron Commander in the winning groups was given a \$50 War Bond.

AERO CLUB THROWS LIQUIDATION PARTY
ORANGEBURG, S. C.—The first of a series of parties for members of the Aero Club before it is closed was held Saturday night, May 5. Called a "liquidation party" the event was truly that in more than one way.

With a surplus of several hundred dollars and a large stock of "liquidation party material" on hand the parties are being held to use up this surplus.

Nearly 150 people attended the party at which refreshments and food were served.

Hawthorne Field Is One of Last Civilian Schools to Train Cadets

ORANGEBURG, S. C.—Notification that Hawthorne Field will stop training of cadets in August brings to light the fact that the field is one of the last to be closed. In recent months only two other civilian contract schools have been operating along with Hawthorne in the Eastern Flying Training Command and these two will close at the same time.

During the peak of the AAF's training program 64 civilian contract schools were in operation and handled all the Army's primary flight instruction. Training by civilian contractors was the idea of General H. H. Arnold in 1939 when it was evident that the AAF's training program would have to be expanded as rapidly as possible.

The Army turned to experienced civilian flying services such as Hawthorne, to handle this phase

of the gigantic program and the efficiency and economy of the idea has received commendation from all quarters. At the same time the civilian schools working as a team with the military detachments, established safety records for military training operations never before equalled. Hawthorne Field set one of the most outstanding records.

General Hume Peabody's V-E Day message to Hawthorne Field expressed the Army's appreciation of the work done here.

C.A.A. PRIVATE FLYING COMMITTEE...



The recently appointed CAA Advisory Committee on Private Flying is shown at recent Washington meeting with Secretary Henry A. Wallace. Seated with Wallace are William A. M. Burden and T. P. Wright, CAA Administrator. In back row are Ed Williamson, Fred Weick, Doug Robinson, Bill Mara, Beverly Howard, Hawthorne President; Art Boreman, Committee Chairman; W. T. Piper, Harry Playford, John Groves and James Johnson.

(CAA photo)

Last Class to Arrive Soon

ORANGEBURG, S. C.—Military training operations at Hawthorne Field will end early in August, according to word received from the Eastern Flying Training Command. The cessation of training operations at Hawthorne as well as all other civilian contract flying schools comes as military victories and the defeat of Germany make possible a reduction in pilot training activities.

One additional class of French students, the 20th Detachment (Class 45-1) will arrive late this month at Orangeburg for training. The present lower class will be graduated the end of June.

News of the termination of training activities at Hawthorne Field was announced Monday, April 30, by Major W. O. Riley, Commanding Officer and Beverly Howard, President. Maj. Riley's announcement read:

"Official information has been received from General Peabody, Commanding General, Eastern Flying Command that Army Training operations at this field will close with the completion of 45-1 (20th Detachment).

"This announcement, quite naturally, comes with rather a shock to most of us as it was the general belief that the French program would continue for some time. According to the information received here, all Contract Primary Schools are closing.

VITAL CONTRIBUTION

"The personnel now connected with Hawthorne School of Aeronautics, and those connected with it in the past have contributed most admirably and loyally to the War Effort and their contribution has been a dominant factor in influencing an early end to the war. We all feel a touch of sadness in our hearts over the closing of the school, but it is overcome to a great extent by the knowledge that we have lent our efforts to the War Program in such a fine way.

"The Army Air Forces is proud of your record and extends thanks and congratulations."

Major Riley concluded by saying: "We have three more months of training here—let's hold on to our standards and wind up the job with a feeling of satisfaction engendered by Victory on the war fronts and Victory on the home fronts."

In a message issued simultaneously, President Beverly E. Howard said to all personnel at the field:

"I feel certain that this announcement is timed with the events taking place in Europe and the fact that V-E day is considered near at hand. All of you should be proud of the job you have done in furtherance of the war effort at this school.

"Please accept our sincerest thanks and congratulations on the job you have done.

"Please keep this in mind: the war is not over and the school is scheduled to run at least three months longer. So I would like to ask that each of you hold the standards at the highest level, as they have been in the past.

"Plans affecting employment and assistance in re-employment will be announced by your department heads in the near future."

FUTURE PLANS

Plans for the future use of Hawthorne Field's facilities which are government owned were not known at this time. Schools at Bennettsville and Cam-

(Continued on Page 2)

PROP WASH

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Hawthorne Field to Close August 4

(Continued from Page 1)

den, which were closed last summer have been converted in surplus plane storage bases.

Release of employees will be gradual and the school is making every effort to assist in placing personnel in other activities. Half the instructors will be finished the end of June, the balance completing their work here with the last class. Air lines have been contacted by the flight department to help place instructors in airline positions. It is thought that most rated mechanics will be absorbed in Hawthorne's commercial operations.

A skeleton crew of key officers and enlisted men will remain at the field a month or so after the closing to inventory and crate Army material and equipment.

When the last class graduates August 4, the Hawthorne School of Aeronautics and the military detachment known as the 2162nd AAF Base Unit will have completed nearly four years of training and over 1,000 French students have been given their first 65 hours of military flight training.

It was a job we can all be proud of.

Bill Tobias, Construction Foreman, Keeps Things Ship-Shape at Field

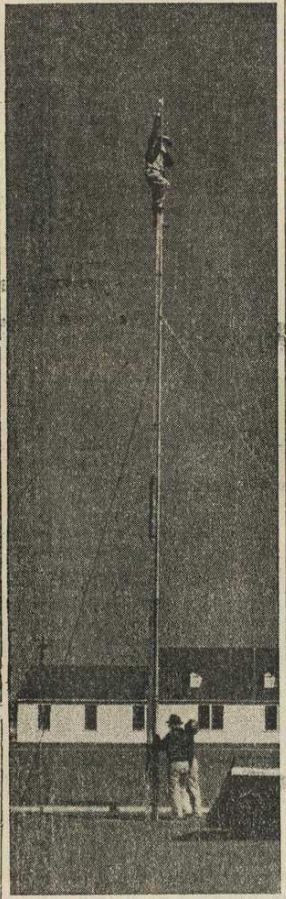
ORANGEBURG, S. C.—The guy who has to get out of bed at three in the morning to go to the field and fix a heater that won't work or climb a flag pole to put in a new halyard at Hawthorne is Bill Tobias—born William Edgar Tobias 34 years ago in Manning, S. C.

Bill's Construction Foreman at Hawthorne Field under T. K. Ellis, Superintendent of Buildings and Grounds, and it's Bill's crew who keep things running right around the field. Probably no one on the field knows his way around better than Tobias because he was the Carpenter Foreman when the buildings at Hawthorne were built.

He was working for South Eastern Construction Company at the time and came here in July 1941, when Hawthorne Field was nothing more than a landscape of cotton and corn fields. He remembers, for instance, that the roof of Barracks 3 couldn't be finished until a high tension line which ran through the middle of what is now Hawthorne was moved to the east.

In October of 1941, when training operations started at Hawthorne Bill stayed on with the school and has had charge of repair and construction work since then. He has 26 men under him including the carpenters, painters and electricians who keep the field ship-shape.

Tobias is probably the most capable carpenter in these parts having spent his life in cabinet and wood work. Before Hawthorne came along he was shop foreman of the Sumter Mill Work Company. He spent two and a half years in the army at Fort Benning getting out as a PFC in 1930 and his main hobbies are hunting and fishing. That's probably because since he's a carpenter, he's happy in the woods.



Climbing up the top of a flag pole to reeve through a new halyard is just one of the many odd jobs which are part of the day's work for Bill Tobias, Construction Foreman at Hawthorne Field. (Dean photo)

Around the Hangar . . .

ORANGEBURG, S. C.—The Maintenance Club wound up its activities at the club Saturday evening, May 12, with a barbecue and all the trimmings. The lease held by the club on Lee's Pond terminated May 15.

The personnel of the Maintenance Department wish to take this opportunity to thank Mr. Howard, President; Mr. Baldwin, Manager; and Mr. Sam R. Mon-schke, Supt. of Maintenance, for the consideration they have given the employees in this department since the school opened.

Mr. F. H. S., Asst. Hangar Chief, did it Saturday, April 28. Yes, sir! He did it—he got married, and believe it or not he only lost eight pounds during his first week of married life. Really he doesn't look so bad—a little pale, but I guess that's to be expected.

Mr. G. E. F., Jr., line mechanic, also fell in love and got married March 10. This auspicious occasion was overlooked at the time and was not mention in PROP WASH. Sorry George! George didn't do so bad; he only lost three pounds.

The best of the month goes to a certain cadet who wrote up an airplane on Form 1-A for "throwing oil excessively". Imagine that!

—HERB SMITH
H

Jungemann Named Jennings Manager

ORANGEBURG, S. C.—Taking the place of Bud Crocker, who has been transferred to Hawthorne's base at Greensboro-High Point, Edward F. Jungemann has been named Manager of Hawthorne Airmotive, Jennings municipal airport, Orangeburg.

Jungemann came to Orangeburg last December as an Army flight instructor at Hawthorne Field. Before that he was a Squadron Commander at the Albany, Ga., army primary school. With experience before the war as a civilian instructor at Savannah, which is his home town, and with over four years of Army primary flight instruction, Jungemann now has over 3,000 hours in the air.

He learned to fly in 1936, and took the Mechanics Course at the Dallas Aviation School in 1938.

NEWS from JENNINGS AIRPORT

Hawthorne Airmotive, Edward J. Jungemann, Manager
Jennings Municipal Airport, Orangeburg, S. C.

ORANGEBURG, S. C.—The line of airplanes parked at Jennings keeps growing and by the looks of the number of war-surplus PT airplanes on the field, people are starting to call the place "PT Heaven". There are now eight Ryan PT-23's, two Fairchild PT-19's and one Boeing PT-17 on the field. Nearly all of them are owned by instructors from Hawthorne Field. The snappy black and orange Fairchild belongs to Henry Shackelford, local finance man.

Walter Smith who came to Jennings to instruct last month returned to Army primary flight instruction and is now at Arcadia, Florida. Louis B. Harkins, instructor at Hawthorne Field, is now doing ditto at Jennings.

Looks like a lot of Orangeburg high school lads and lassies are going to get the benefit of Doc Tilton's experience teaching Army cadets to fly. Doc's forming a club of youngsters who are eager to fly and already has signed up several of them for a solo course in a Cub at Jennings. Wonder if they'll know what he means when he says, "Ok, let's decolate".

Recent solos of the month have

C-AIR-olina Personalities

YOU CAN BE SURE IT'S A GOOD ONE.

AM I FROM YUNGINUIH SUH

TAKE IT EASY

BEFORE THE WAR HE SOLD AUTOS

TRINK TINK MISTAKE

BY BOISSOUT (P-SOUP)

PLAYED SEMI-PRO FOOTBALL AND BASKETBALL FOR 2 YEARS

IS OFTEN SEEN ON THE GOLF COURSE

PRESUMABLY PLAYING GOLF

JUMPED FROM A P-1 PURSUIT HE IS A MEMBER OF THE CATERPILLAR CLUB

TO THE LAST DROP (1 HOLE)

TO FLY AT BROOKLYN FIELD AS A CADET AND GRADUATED FROM KELLY FIELD 1932

WILL NEVER FLY WITH THIS STUDENT

1928 TO 1931 EDITED THE WOODSTOCK VIRGINIA TIMES

MAJ. W. O. RILEY

Commanding Officer

2162nd AAF BASE UNIT

HAWTHORNE FIELD-ORANGEBURG

Hawthorne News from COLUMBIA

Hawthorne Flying Service, Inc. Walter Phipps, Mgr.

COLUMBIA, S. C.—The helicopter which hovered over our heads on the ramp last week while the pilot inquired about gassing and parking facilities created as much excitement as Gus Raney's new Eroucpe.

"Wrong-way" McLeavy broke all previous records on the Columbia-Greenville route recently by logging four hours and ten minutes in flight. Besides landing at Spartanburg and North A.A.F. (where he gave the A-26 pilot the "take it easy" sign) W. W. says he still hasn't spied Lake Murray. All we ask is that you take a look at the course from Columbia to Greenville; that was our "fool-proof" course. Now it's really time to worry! But that's all right, Mac, we still love ya!

Sgt. Opalinski is offering strong competition by consistently taking the wrong railroad and highway out of Laurens and landing at Spartanburg. Opie's comment—"Pilofage is definitely on the way out!"

Another cause for excitement—

Last Sunday when Les Hembel casually pushed his newly-built Stinson 105 out of his back yard and taxied it down the street to Owens Field, blocking traffic two blocks behind him.

T'was good to see: Mr. Charlie Miller who stopped in Columbia for a brief visit this week; Capt. Wilburn Seay, home on leave; Dick Kapp, who has been away entirely too long, and Doc Tilton who very rarely gets to Columbia.

Solo certificates have been issued to Mr. Earl Wilson, Columbia; George Cooke, Al Christlieb, Fort Jackson; E. J. Hansknecht, Columbia Army Air Base; Kenneth Quackenbush, Congaree Air Base; Lt. Clifford, Congaree.

Major Lovette flew his T-Craft from Fitchburg, Massachusetts, to Columbia in one day and to think it took us three and a half days to fly from Columbia to Fitchburg!

A side note to Ed Turnes: Next time you come down to Hawthorne I'd advise you to either throw in an olive wreath or bring reinforcements before you take on three girls in an argument!

"There was a door to which I found no key;" etc. If anyone finds the key to the Sky Shoppe, please return it to the office.

Suggestion: Harry King and Dave Wolfe should have more force-landings in Columbia, or do you think so, Tony?

H

SGT. STOGNER WRITES FROM ENGLISH BASE

ORANGEBURG, S. C.—An ex-Hawthorne medical aide, S/Sgt. W. H. Stogner, has written Beverly Howard from a bomber base in England and reports that the Air Medal he just received "doesn't hinder one's chances for getting dates."

Stogner served in Hawthorne's Medical Department before going overseas. The warm spot Hawthorne Field holds in his mind is testified by his remark that "When I think of home, Hawthorne always enters my mind, too."

Modern rest rooms are scheduled to be installed at Jennings in the near future and some other improvements are to be made as well. Rumor has it that we will soon have a nice new office and operations building and that the present office will be turned into a lounge.

The shop continues to be busier than ever with a lot of engine and airplane over-haul work. The same holds true for the gas pit which is servicing an increasing number of transient pilots—a number of whom seem to come off their straight course just to get some of the Happy Hawthorne service. (adv.)

NEWS FROM THE HAWTHORNE BASES



Here are some recent views of Hawthorne Flying Service's base at the municipal airport, Fayetteville, N. C., where Hawthorne has just completed a thorough renovation of facilities. The general scene at the left shows the flight line and buildings. Hangar at left is used for shop work and storage, office and lounge



are located in white building. Metal hangar on right is used for storage. Beacon is on CAA airway between Charleston and Richmond. In center is shown the attractive display counter in the main lounge. The office girls are Miss Doris Huggins (left) and



Mrs. Ellen Swink. At right is shown large, modern south hangar which can accommodate up to 15 airplanes. Hawthorne's Fayetteville Manager is Sib Law who reports that the field is becoming increasingly popular as a convenient stop for north-south transients. (Photos by Black)

NEWS from GREENSBORO - HIGH POINT

Hawthorne Flying Service, Inc.
Ralph C. Crocker, Manager

GREENSBORO-HIGH POINT, N. C.—In spite of the inclement weather, flying and general airport activity is rapidly increasing at this base.

Russ Simmons and Eddie Nicholson are anxiously waiting for their rebuilt Fairchild to come out of our shop. It is going to be a beauty—blue and silver.

Bob Gibson and John Calligan, both fine mechanics, have joined our crew at Greensboro. They will help Bill Reynolds, our Shop Supervisor, a great deal and enable us to give real mechanical service.

Recent solos at Greensboro include Pvt. William Cook, Clyde Watson, J. E. Miller, Jimmy Huffine, Coy Langley, Sam Martin, W. W. Price, Rev. Lyman F. Lance, and Howard Saunders.

There has been a great increase in the number of girls taking instruction here. Included in those just starting are Dr. Peggy Hammond, whose home is in Baltimore; Grace Sheppard, Dolly Walker, Doris Breedon and Peggy McDonald, all of Greensboro; and Vivian Wells of Summerfield.

Work has been completed on our new office, and it is without a doubt a great improvement. Work is soon to be started on a new parts room, modeled after Columbia's Parts Department.

Claude Rinehardt, formerly at Columbia, has been added to our staff as Charter Pilot and Flight Instructor. He already has made a great many friends, and is a great help to our overburdened Charter Pilot, John Bell.

We also welcomed the green Custom Waco's arrival. This gives us a fast, efficient Charter Ship to replace temporarily our Blue Waco, now undergoing an overhauling in our shops.

A. W. Greeson has been appointed Assistant Manager to assist R. C. Crocker at Greensboro-High Point. His ability and record as an instructor is well known here and he will have no trouble assuming the new duties of this position. He also received his new horsepower rating—now 0-275.

At a recent meeting of the Guilford County Pilots Association Eddie Nicholson was elected President; J. E. Miller, Vice President; C. S. Pleasants, Secretary and Treasurer; J. D. Martin and

Frank Lewis as the other two members of the Board of Directors.

Recent charters have been to Decatur, Washington, Chicago, Asheville, Miami, Orlando, Mississippi, and Palm Beach. With the improvement in weather and flying conditions this should increase rapidly.

AT GREENSBORO . .



BUD CROCKER

Crocker Named Greensboro Manager

GREENSBORO - HIGH POINT, N. C.—Hawthorne's new Manager at Greensboro-High Point Airport is Ralph C. (Bud) Crocker, who has taken Ed Hovis' place. Crocker was formerly Manager of Hawthorne Airmotive, Jennings municipal airport, Orangeburg, S. C., and it was largely through his efforts that Jennings gained its reputation as the "nation's busiest little airport" by virtue of the fact that nearly 30 privately owned airplanes are stored there.

Before managing Jennings airport, Bud was an Army instructor at Hawthorne Field for nearly two years.

Crocker's home is in Toledo, Ohio, where before the war he managed one of Toledo's largest drug stores and was also a golf pro at the Inverness Country Club.

Report from Rocky Mount

(Hawthorne Flying Service)
Lee B. Borie, Mgr.

ROCKY MOUNT, N. C.—"Bring on the Girls"! What an adorable array of girl students we now boast of, with more to come in we're sure. There's Kathy Butler and Nancy Hicks and there's Penn Bunn and Frances Daniel and then, and then there's Dot Thompson and Christine Searcy and (Hannah) Jean Davis.

It is a genuine pleasure to watch someone, who is such an ardent lover of flying as Mr. Leslie Lilly of Vanceboro. We know of no one who seems to derive more pure unadulterated pleasure out of spreading his wings than does he. And now he has purchased a Piper Coupe from us he doesn't even have to wait his turn for an airplane to fly.

Another proud airplane owner is Spence Edmondson. He and Hillis Cunliffe flew to Washington the other day to bring back a Fairchild PT-19. His Piper Coupe has been purchased by H. M. Browning of Rocky Mount.

We believe we have quite a number of real good friends in Warrenton and thereabouts and by no means the least of these is Dorman Blaylock. We deeply appreciate his friendliness and hospitality when we visit Warrenton.

"Speaking of Pictures", Monty Barnes, and his cameraman Nelson, have what it takes for aerial photography. Their work often is done at an altitude of 15,000 feet and more. Recently they reported a temperature of six degrees below zero up there. We have been very glad to have them with us for the past several weeks and many are the admirers of their Cessna Photogrammetric Engineers Airplane belonging to Fairchild Aerial Surveys, Inc. of New York and Los Angeles. Samples of their work are very interesting and informative.

First Solo Hall of Fame—New Members:

Jack Bazemore, Leslie Lilly, Pete Winbourne, David Nutt and Charles (Chuck) Whitacre.

Enjoyed the little visit recently by Betty Morton and Betty Burchinal when they dropped in for gasoline on their flight north.

FAYETTEVILLE Flying Facts

Hawthorne Flying Service, Sib Law, Manager
Municipal Airport, Fayetteville, N. C.

FAYETTEVILLE, N. C.—Congratulations are in order since Mr. Ralph W. Richardson, C.A.A. Inspector, made his recent visit. (Old Man) Jeanes is a full fledged Private Pilot and alleges that he is no longer afraid of trees or low flying since the recent flight he made with Jim Rivers. (Noticed both of them checked the gasoline on his first flight. I wonder why).

The best crack of the month came from the local Inspector who, when asked to go fishing, replied that he would have to check the gasoline before he went anywhere with the said party who issued the invitation. Congratulations also are due to B. E. Tilley and J. W. Koehler who passed their Private written and are now working toward their flight checks.

John Waller and Ted Ganna-

way are very anxious for the war to be over so that the power companies can install some new power lines, it seems that their Navigation (???) is limited solely to power lines and if one does not run from airport to airport they leave it off of their calling list.

We found out why several Hawthorne officials are stopping by, not to see how business is, but to pick up cigarettes. We call that superduper service when you can get cigarettes, chewing gum, and Hershey bars with your gasoline and oil in these times.

George Howard ferried his new 90 H.P. Lambert powered Monocoupe in from Birmingham, Ala. It is red and grey and its sleek lines have drawn lots of comment and attention. The Bolland Monocoupe was purchased by E. F. Norman, who is Captain for PAA and Guy Haygood, a former Primary Instructor at Douglas, Ga. Both hail from Miami, Fla., and they flew up in a Waco UPF-7 to inspect the ship. A week later Haygood flew the ship down to Miami, where it will be based. McIlwain and Grantham are to be congratulated on their fine new airport in Red Springs which is rapidly nearing completion. They have moved all three ships down and report that business is good.

Doctors Hightower, O'Neil, and Hardymon from Winston Salem, N. C., have been fairly constant visitors on their trips to and from Lumberton, N. C. This is another example of possible post-war flying, enabling doctors to handle distant cases without much loss of time.

New students this month are Vardell Williamson and Billy Williamson, father and son. Mike Bousalis and family have gone in for flying in a big way. He, his son George, and his daughter Mary, have all three started lessons. We know that they are a jump ahead of other families because as soon as the war is over and planes are again available the entire family will be wanting to fly. J. A. Burgess, Manager of the Millbrook Hotel, J. D. Weltons, owner of Army and Navy store, DeWitt West, Robert Hardison, J. R. Bullard, Wade, N. C., Cpl. E. B. Bowen, Sgt. F. D. DeLong, L. A. Bryant, T. M. Chumley, are other new students.

Also P. B. Wood, Sgt. Richard Beeley, Pvt. Richard Frasier, and Jack DeGarmo.

NEW ACCOUNTANT



S. OLLIE COKER

Columbia Auditor Now at Hawthorne

ORANGEBURG, S. C.—S. Ollie Coker, formerly circulation manager of the Columbia Record, has been appointed Accountant of the Hawthorne General Accounting Office, according to announcement made by R. O. Person, Hawthorne Comptroller. He will headquarter at General Accounting's main office in the Clark Building, Orangeburg.

Mr. Coker has had wide experience as an accountant having served 12 years as Auditor of the S. C. State Revenue Department and previously with the U. S. Treasury Accounting Office in Columbia.

Born in Florence county he has two daughters, one of whom is married to an Air Forces Major in England. Mr. Coker is starting to learn to fly at Jennings.

Victory in Europe is Celebrated at Hawthorne Field as French Rejoice

News of German Collapse Brings Special Joy to French Students

ORANGEBURG, S. C.—An air of expectancy, noticeable everywhere on Hawthorne Field was evident a few minutes before 9:00 a. m. Tuesday, May 8, as students, instructors and other personnel awaited the announcement from Washington, London and Moscow that war with Germany was officially over.

Little knots of mechanics, cadets and instructors gathered outside the hangars to watch whatever would happen. Several instructors rushed through their dual landings to let their students make their first solo while Victory was announced. For two lowerclassmen the celebration came as they were in the air alone for the first time.

At 9:10 a. m. the big siren on the tower blared out and sounded for a minute—Victory was complete. Flying, by order of Training Command in the interests of safety, was promptly called off for a 24-hour period. The red flag went up and smoke bombs in the field signalled planes to come in. Other training activities continued throughout the day in as nearly normal fashion as possible in view of the momentous news.

GENERAL'S MESSAGE READ

A few minutes after Victory had been announced Major Riley, Mr. Howard, Mr. Baldwin and several other officials spoke before a group of civilian personnel and cadets on the flight line. Major Riley read a message to Hawthorne's personnel from Brig. Gen. Hume Peabody, Commanding General of the Eastern Flying Training Command who said:

"The fighting skills whetted into shape at the 2162nd AAF Base Unit, Hawthorne School of Aeronautics, have played a vital role in smashing Fortress Europe", he said. "Though you are far removed from the actual scene of the victory concluded today, I want you to know that the Army Air Forces is well aware of the essential part you have had in this signal success."

"Without your patience, your loyalty, your skill in imparting your experience to those aircrews who so materially have aided in the conquest of Germany, this campaign could not have reached such an early and highly successful conclusion."

Later in the morning the entire cadet corps assembled before the Administration building for messages from Major Riley, Mr. Howard and others. At 12:30 a full dress parade we held.

In the afternoon, a Field Day was held on the athletic grounds which included the following events: baseball, soccer, volleyball, sack race, egg throwing contests, football throwing and kicking and a tug-of-war.

Full training operations were resumed the following day. While Berlin and Rome were conquered, the sign post, erected on the flight line three years ago showing distance to Axis capitals, still showed Tokyo 6,323 miles away.

MIGHTY 7th STARTS



Sgt. Arthur E. Brantley right, kicked off Hawthorne Field's 7th War Loan Drive with the first cash purchase of a bond and did the job right by making it a \$1,000 number. He's shown getting his ticket to future security from Chief Warrant Officer Chester R. Wassom. (Hannum photo)

2 EM's Here Since School Was Opened

ORANGEBURG, S. C.—Two enlisted men who were in the original Army staff here before the school opened in October 1941, are still stationed at Hawthorne Field. The veterans are Technical Sergeant William E. Thrash of Jackson, Miss., and Sergeant Johnny Price, of Bamberg, S. C.

Sergeant Thrash came here from Barksdale Field August 28, 1941 as a Corporal. Price came here as a Civil Service employee September 15, 1941 in Army Supply, entered the Army in July 1942, and continued serving at Hawthorne Field.

The third "oldest" enlisted man on the field is Sergeant Jonas Pallant, of the Medical Department, who reported here January 9, 1942.

FLIGHT DEPARTMENT PARTY THIS FRIDAY

ORANGEBURG, S. C.—The annual spring party for members of the flight department will be held this Friday night at the American Legion hut.

Since it will probably be the last event of its kind before the school closes it is expected to be attended by the largest number in the history of these parties. Activity will center around a fish fry.

Ground School Adds Training Equipment

ORANGEBURG, S. C.—Several new pieces of equipment for visual instruction have been added to the Flight Academics Department. Most interesting are the cut-away propellers which can be operated and which show how they work.

Cutris electric, Hamilton-Standard hydromatic, and Aero-prop propellers are included. Ground school instructor John Stevens has developed a portable battery generator power unit to actuate these various props. He has also completed a cut-away governor for the hydromatic prop.

The AT-6, parked outside the Ground School, will be mounted on jacks so that the landing gear may be raised and lowered and the whole electrical system is optional.

STORY OF HAWTHORNE IN FLYING MAGAZINE

COLUMBIA, S. C.—A full story of Hawthorne Flying Service's operations here will appear in the July issue of FLYING magazine, out next month. The pictures were taken recently by Hans Groenhoff, internationally-known aviation photographer.

EX-STUDENT WRITES WHY HE CAN'T FLY

FAYETTEVILLE, N.C.—A little while ago Sib Law, Hawthorne's Manager here, sent out a letter to former students suggesting they come out and do some more flying.

Sib promptly got a reply from one who said he would not be out for a while. "Right now I'm overseas (Germany)" he explained, then added, "I will continue my flying after the war." He was Pvt. John G. Batten and everyone at Fayetteville's hoping he'll be back soon.

Retired Naval Commander, Ex-WASP, Among Employees At Columbia Hawthorne Base

COLUMBIA, S. C.—Hawthorne Flying Service is getting a good example in the employment of persons who have served in various branches of the service. It is a resourceful form of employment in that it offers the returned veteran a chance to utilize his training.

Lt. Comdr. T. R. Leverett, USN (Ret.), now employed at Hawthorne, is an outstanding example. Originally from Texas, Comdr. Leverett was appointed to the U. S. Naval Academy at Annapolis from which he graduated in 1932 and commissioned ensign. He was first assigned to the USS Texas and later the USS Idaho.

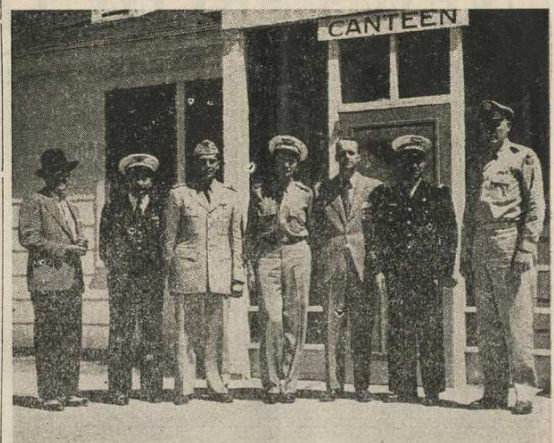
In 1934 he began flight training and upon graduation flew dive bombers and observation planes from aircraft carriers. He also flew Catalina Flying Boats, instructing at Pensacola. Comdr. Leverett didn't limit his aviation knowledge to flying so he attended the Naval School of Aviation Photography, where he was designated naval photographer.

Later he served as Commanding Officer of the USS Sandpiper and Naval Air Stations at Trinidad, St. Lucia, B.W.I., and Pensacola. In January 1944, Comdr. Leverett reported to the University of South Carolina as professor of Naval Science and Tactics and served in that capacity until his retirement last December. His hobbies are sailing photography, and, of course, flying.

Another ex-Wasp recently employed by Hawthorne is Betty Carroll. Betty learned to fly at Curtiss-Wright Airport in Baltimore, Md., in 1942, where she received her private license. In May 1943, she joined the WASP, training in Texas until November, when she received her wings.

She was first stationed at a radio school in South Dakota, fly-

HEAD OF FRENCH TRAINING VISITS ...



Hawthorne Field was honored recently by the visit of the head of all French training in the U. S., Col. W. L. B., second from right. Shown with him are Manager W. R. Baldwin, Lieut. B., Capt. L., Capt. Leb, Commandant d'Armes at Hawthorne, Beverly Howard, and Major W. O. Riley. (Hannum photo)

FLIGHT LINE GOSSIP

Grano Salis

ORANGEBURG, S. C.—News of the school's closing in August has without doubt, been the greatest subject of conversation around the flight line in recent weeks. It's certainly spurred the instrument instruction business with quite a few lads rushing through their training for instrument ratings with airlines in mind. At least one airline has written the school about taking on some Hawthorne instructors.

A surprising number of instructors are thinking about operating their own airports back home and a number have already made progress along this line.

Every one laughed at Tony Hurd when he distributed some applications a week before the closing for jobs teaching Greek pilots to dust crops. Now there's a mad scramble for the applications. The deal calls for taking a little training in Tennessee and

then going to Greece for UNRRA to teach the Greeks how to fly PT-17 crop dusters.

In the meantime everyone's going around asking each other, "How old are you?" The gray-haired boys seem least worried.

Ted Williams, was back in his old stomping grounds last week. The former Hawthorne instructor is now a Flight Officer in ATC and just completed training in Curtiss C-46 Commandos at Reno, Nevada. He's slated to go to China soon. He reported that a good many other ex-Hawthorneites are at Reno too, getting checked out in the C-46—among them Dip Rymshaw who spent a year or so in the walking army before getting Flight Officer several months ago.

The instructors kicked in a nice kitty to help relatives of the family of Henry Nelms who used to work in Mr. Catron's office. Nelms' wife and two children were learned to death along with two other people when their house burned down in Orangeburg V-E Day eve. Henry is overseas in the Navy.

That was some Liquidation Party at the Aero Club fortnight ago. Don't forget the fish fry this Friday night at the Legion Hut for instructors and guests. See you there.

HEADING INTO THE BLUE—A Hawthorne Field Boeing PT-17 takes on altitude in this dramatic photo by Hans Groenhoff.



Prop Wash

From

Hawthorne

★★★★

To

PLACE
2c
STAMP
HERE