

PROP WASH

VOLUME 4

ORANGEBURG, S. C., JUNE 15, 1945

NUMBER 6

Hawthorne Haw-Haws

By Grano Salis

ORANGEBURG, S. C.—M. Smith with an eye to aiding the advertising department, suggested a slogan something like this: "Hawthorne (always printed in Old English) is the symbol of safety." To which Grano Salis added, "Do you think we ought to insist on nothing but Old English pilots?"

Add to Hawthorne Field Caterpillar Club members: Sgt. B. more commonly called "Pea Soup" who fell out of a PT while the pilot was doing a slow roll. When word got around that the French sergeant had bailed out, Baldwin said, "Hell, Pea Soup didn't bail out—he poured out."

C. O. Boone, flight instructor and "Mayor" of St. Matthews, is a second cousin of F. E. Boone, the guy who drives you nuts on the Lucky Strike program.

We can't understand why Capt. Joe Brantley, post adjutant, didn't come back with at least one star after 3 months at Command and General Staff School at Fort Leavenworth. Seriously it's no small honor to be sent to the general's school.

Bill Leslie, former flight instructor and now Lieut. (jg) in the Navy stopped through Orangeburg last week. He's been flying off catapults and will go to sea shortly.

We're going to miss Andy Griffith's smiling face and cheerful disposition around the flight line and in Prop Wash's columns. Andy's going with TWA on the ocean route.

Delta Airlines is sure getting some good pilots—might we say the best? Latest Hawthorne pilots to join the airline are former Squadron Commander Waldo Thomas and Group Commander Harry King. Nolan Broadhurst, another Hawthorne squadron commander, has been with Delta for some time already. Nolan, incidentally, was back in Orangeburg recently and took in the Instructors' Party.

The laugh's gotta be on some one and this month it's Hiers' Fur-tick. After wearing out six or eight linemen futilely cranking his airplane which wouldn't start, Hiers finally discovered that little red knob in the wrong place. They start better with the mixtures rich, eh Hiers?

Hawthorne Flying Service Opens Base at Albany, Ga.

New Flying Service Started Last Week; Bob Wier Appointed Manager

ALBANY, GA.—Operations of Hawthorne Flying Service started last week on the Albany, Ga. Airport when the field was given "designation" by the C.A.A. Hawthorne will conduct a general aeronautical business at that field providing southwest Georgia's largest city with a complete flying service including student instruction, charter service, aircraft overhaul and repair, plane sales and service.

Located on one of the south's most modern airports, Hawthorne occupies a brick and steel hangar ideally suited for airport service operation. The building measuring 120 feet by 180 feet has two lean-to's. One, on the field side of the hangar, is being converted

into office and ready room facilities. The other lean-to will be converted into a shop and even contains a parachute loft.

Three Paved Runways

The field which lies four miles south of Albany has three runways laid out in a triangle. The shortest runway is 4,000 feet in length. The entire 650 acres of the field are available making it ideal for student instruction.

The field was developed by the city of Albany and Dougherty county to serve Albany and was used until last year by Darr Aero Tech, an AAF civilian contract school. Members of the City-County Airport Committee are W. C. Holman, Chairman; M. W. Tift, Chairman of the County Commissioners; George B. Mack; Mallory Lippitt, W. B. Healey, Mayor of Albany; M. B. Peacock; J. W. Bush; and C. Q. Wright, Advisor.

Located 150 miles south of Atlanta and 80 miles north of Tallahassee, Fla., Albany is a center of pecan and peach production in southwest Georgia. With a normal population of around 25,000, it is one of the most progressive cities in the entire region. It boasts several excellent hotels and a downtown business section which, with its broad palm-lined boulevards and modern stores gives the impression of a Florida resort city.

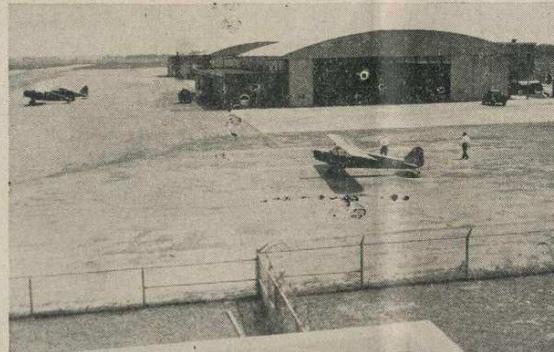
Turner Field There

The Army's huge Turner Field is located northeast of town and is the center of twin-engine advance training for the Eastern Flying Training Command. The field is unique with its triple runways paralleling each other in every direction.

On May 20, Eastern Airlines inaugurated twice-daily passenger service to Albany on its route from Florida to New York via Tallahassee and Atlanta. Eastern occupies office space in the modern administration building adjacent to Hawthorne's hangar.

Hawthorne's Albany Manager is Robert T. Wier, veteran pilot who was previously a flight instructor at Hawthorne Field and before that a cross-country instructor on a WTS program at Little Rock, Ark. Bob is a native of Austin, Texas and was in the pharmaceutical sales business before the war. He will move his wife and two-year-old son to Albany in the near future.

Opening of operations at Albany adds another link to Hawthorne's chain of airport operations where uniformly high standards of service and flight operations are available. Other Hawthorne bases are located at Orangeburg, S. C.; Columbia, S. C.; Greensboro-High Point, N. C.; Rocky Mount, N. C., Fayetteville, N. C., and in Washington, D. C., through Hawthorne's affiliate, Air Services, Inc.



Shown in top picture is Hawthorne Flying Service's hangar at Albany, Ga. Airport. The modern brick and steel hangar is large enough for storage of more than forty airplanes. Brick lean-to at left, facing runway, is being converted into offices and ready rooms. On other side of hangar is parachute loft and ample space for a complete repair shop. Bottom view shows the hangar line at Albany including modern administration building used by Weather Bureau and Eastern Airlines. Hawthorne occupies center hangar. Albany Airport is one of Georgia's most modern fields with three paved runways and extensive taxi strips. The entire field is available.

French Training to Continue 'til October

ORANGEBURG, S. C.—Military training operations at Hawthorne Field will continue until October 16 instead of the originally announced closing date of August 4, according to Eastern Flying Training Command headquarters at Maxwell Field, Ala. Official notification was received last week to this effect.

The school was originally scheduled to end operations when training of the 20th Detachment (Class 45-I) which arrived last week would have been concluded early in August, but as it stands now two additional detachments will definitely receive their training here.

The announcement means that after August, the Hawthorne School of Aeronautics will be the only remaining civilian school open under contract with the AAF to train aviation cadets. Of the other two civilian schools still operating under EFTC, one will curtail their program this month and the other in August.

24 ENTER HAWTHORNE GOLF TOURNAMENT

ORANGEBURG, S. C.—Twenty-four military and civilian personnel at Hawthorne Field have signed up for the second Hawthorne handicap golf tournament and play started last week at the Country Club of Orangeburg. Entrants have been split into two flights and play started last week.

Howard Elected Director of All American Aviation, Inc.

WILMINGTON, DELA.—Election of Beverly E. Howard, President of the extensive system of Hawthorne aviation organizations, to the Board of Directors of All American Aviation, Inc., was announced last week by Halsey R. Bazley, AAA President.

All American Aviation, formed by the late Richard C. DuPont, pioneered the method for picking up air mail "on the fly", a system which since, with All American guidance and engineering help, has been adopted by the Army for

glider pick-ups. The principle was used recently to pick a man up off the ground.

All American Aviation has been operating airmail pickup routes in Pennsylvania, West Virginia, and several other eastern states and provides the only air mail service of its kind in the United States. The company has also applied with C.A.A. for an extensive route system throughout the East and Southeast. The company's manufacturing division has also been producing winches and other equipment for the United States Navy.

Air Services, Inc., is the oldest passenger carrying operator in the District of Columbia and is authorized to conduct charter service from Washington National Airport. Passenger flights will also be given when war-time restrictions on gasoline use are lifted.

Full scale operations of Air Services, Inc. will be undertaken when suitable charter airplanes are available.

All American's new Director, Beverly Howard, is a prominent figure in aviation business and training circles, as well as an internationally-famed aerobatic pilot. He is First Vice-President of the National Aviation Trades Association, a member of the Board of Governors of the Aeronautical Training Society and was recently appointed as a member of the influential Civil Aeronautics Authority's Advisory Committee on Non-Scheduled Aviation.



Latest addition to ground school equipment is this flight-weary AT-6 which has been mounted on posts so that the landing gear and flaps can be raised and lowered. The ship has been very helpful in acquainting students with the airplane they'll fly at basic. (Dean photo)

Wier Is Named Airport Manager

ALBANY, GA.—Bob Wier, Manager of Hawthorne Flying Service, Albany Airport, has been named Manager of the Albany Airport also by the City-County Airport Committee. One of Wier's first official duties in this capacity was obtaining official "designation" of the airport by CAA before commercial and private flight operations could be started.

PROP WASH

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Piper Dealers Meeting To Be Held In Orangeburg Next Week

ORANGEBURG, S. C.—A meeting of all Piper Cub dealers in South Carolina has been announced for June 20, by W. Ted Gannaway, Director of Sales for Hawthorne Flying Service, S. C. Cub distributors.

A full day's schedule has been outlined to cover Cub sales and the agenda includes discussion of Piper's outlook on production, new models, modern merchandising of aircraft, advertising and promotional aids, financing and insurance, sale of parts and accessories, accounting and dealer contracts.

Leighton Collins, of New York, Editor of AIR FACTS Magazine and an outstanding authority on civilian aviation, has been invited to be the key speaker at the noon luncheon. The meetings will be held at the Aero Club in Orangeburg.

The meeting will be a particularly timely one in view of the fact that production of commercial Cubs is scheduled to get under way possibly this month.

H

FIELD PHOTOS WIN

COLUMBIA AWARDS

COLUMBIA, S. C.—Two Hawthorne Field photographers had winning entries in the May exhibition of photos sponsored by the Columbia Camera Club. Paul Hannum won first and second prizes and Jack Dean's entry took fourth place.

Dean and Hannum as well as Jake Brody are members of the club.

STRONG BODIES GO WITH GOOD FLYING...



"PT" at Hawthorne Field means more than just a Training plane; it also means Physical Training. An hour of athletics is part of the daily routine for military personnel and students at the field including calisthenics as shown above under the direction of Lieut. Maurice A. Clay.

French training at Hawthorne Field has seen the introduction of soccer and a playing field has been laid out for the game. The French students also play a good deal of basketball, volleyball and especially tennis.

(Brody photo)

Around the Hangar . . .

ORANGEBURG, S. C.—Relief for the over-burdened Model A Ford "jeeps" came several weeks ago when two special "GI" tugs arrived on the line. These Army vehicles have helped a lot to speed efficiency on the line. One is used for towing and starting airplanes, being equipped with a small gasoline-electric starter energizer mounted on the mid guard; the other is used by line mechanics.

Mr. H. L. C. Assistant Hangar Chief, is going to take the leap into Holy Matrimony one of these days. He says he is going to do it just as soon as he can find an apartment. He probably doesn't know it, but all he needs is a room.

H. L. Smith, wife and daughter, spent a very nice vacation the last two weeks in May when they visited their parents in Ohio.

The routine work in the Maintenance office was interrupted the other day when a loud voice was heard at the door, screaming, "I want some gas!" It was none other than little Bevo Howard, Jr.

The best of the month goes to a certain instructor who writes up on Form 1A: "Bolt lose in body".

—HERB SMITH

PERSONAL EQUIPMENT DISPLAY IN HANGAR

ORANGEBURG, S. C.—A highly interesting display of personal life-saving equipment for pilots has been set up in the southeast corner room of the west hangar by Lt. Francis Gillis.

The new display is intended to acquaint students with various paraphernalia provided for survival in the jungle or at sea of downed airmen.

The display includes a wide variety of different types of parachutes and a rubber life raft will be added to the exhibit soon.

Various emergency rations are also displayed with the contents of each spread out on tables to show the method in which meat, candy, cigarettes and other rations are packed.

A jungle kit which is part of parachute packs will also be displayed in the near future.

SCHOOL HAS BEST SAFETY RECORD

ORANGEBURG, S. C.—Statistics compiled by Eastern Flying Training Command headquarters reveal that Hawthorne Field had the lowest accident record of all schools in the EFTC for the months of February, March and April. Results of May operation have not been announced.

COLUMBIA BASE ON COVER OF FLYING

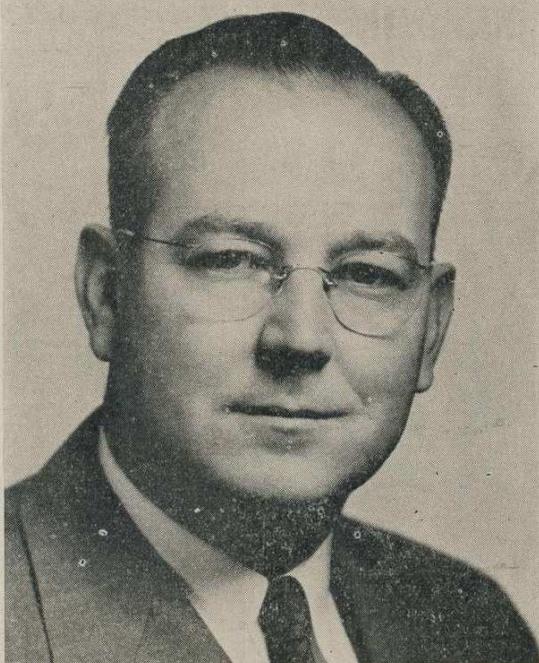
COLUMBIA, S. C.—The July issue of FLYING Magazine now out on the news stands and which contains a feature article on Hawthorne's operations here, also has a picture in full color on the front cover of a 100 hp Cruiser flying over Hawthorne's hangar here. Eight pages of photos plus text describe Hawthorne as an outstanding airport service operation.

TURNER BALL CLUB PLAYS HAWTHORNE

ORANGEBURG, S. C.—A softball game between a team of Hawthorne Field military personnel and Turner Field was played on Wednesday, June 13 at Orangeburg. The aggregation from Turner, which is an Advanced B-25 training center, flew to Hawthorne for the engagement and a return match at Albany, Ga. is scheduled for the following week.

Last Wednesday's game was won by Turner with the score of 2-0 after Turners star pitcher fanned 14 Hawthorne batters. Turner scored their only runs in the first inning and from then on it was an air-tight game for both teams.

C-AIR-olina Personalities



SENATOR ROY ROWE

In the current wave of increasing state interest in controlling local aviation with politicians attempting to become czars of aviation in their own states, a refreshing example of clear-thinking is the North Carolina Aeronautics Commission, an unpaid body of individuals sincerely interested in healthy growth of aviation.

As against the increasing tendency toward adding state regulations to the already over-regulated aviation industry, the Commission submitted in its preliminary report the recommendation that North Carolina aviation would progress best without the incumbency of local rules, based on the obvious reasoning that aviation can best be controlled by CAA with one blanket set of rules for the 48 states.

No small factor in the open-minded progressive attitude of the N. C. Aeronautics Commission is its Chairman, Senator Roy Rowe, a private pilot's private pilot. Senator Rowe, whose home town is Burgaw, N. C., is a businessman who in 1939 saw that flying would aid him in expediting his business of running theaters in Burgaw and Elizabethtown.

Fees for Business

Now with nearly 600 hours and a private license he finds his 4-place Fairchild "24" handy for frequent trips to Charlotte, 180 miles from Burgaw. "I find that on trips of over 100 miles I save time by flying and I've been delayed or grounded less than 5% of the time by weather," he says.

Born at Burgaw May 29, 1905, Roy Rowe attended public and private schools in Pender and Craven counties before graduating from the University of North Carolina in 1931. While still going to school he farmed with his father and did portrait painting while working his way through college.

At Swainsboro, N. C. he taught at and managed Emmerton Business College and after schooling in New York at the Theater Managers School in 1931, he managed theaters for Paramount at Spartanburg, S. C.; Greensboro and Raleigh and a theater in Pittsburgh for Warner Brothers. Now President of Rowe Amusement Co. he looks after his two theaters in addition to his many other activities.

University Trustee

He is now a Director and was President twice of the Carolina Aero Club and also of the Theater Owners of North and South Carolina. He is a charter member of the Burgaw Lions Club and a member of the local school board. He is a Trustee of the University of North Carolina, and also of the

North Carolina College for Negroes at Durham.

Currently a State Senator in the North Carolina Legislature he was elected to the same post in 1937 and 1941 and was a member of the House of Representatives in 1943. As Chairman of the Aeronautics Commission he is aided by other Committee members who include William C. Olsen, construction engineer and pilot from Raleigh; Thomas H. Davis, President of Piedmont Aviation, Inc., Winston-Salem; Paul N. McMurray, Manager and operator of the Asheville-Hendersonville Airport, and H. H. Baxter, Mayor of Charlotte.

Wants Air Strips

While his hobbies include painting and photography his main extra-curricular interest is the development of airports for small communities. Believing that every town can afford a small airport or landing strip and that everyone interested in flying should sacrifice some time and means to help promote adequate distribution of carefully planned airfields," Senator Rowe has set an excellent example in the recently opened airport at Burgaw.

With two 2,400 foot runways and three individual hangars, the field was built by public subscription. "Tremendous local support" has made the field amazingly successful. From only one pilot and plane last October, there are now over 50 solo pilots on the field, four private pilots and eight airplanes. The field is operated by L. L. Stevens.

Roy Rowe's other aviation activities include an active interest in the Civil Air Patrol. He assisted in enrolling and training members for Coastal Patrol work and introduced legislation to make funds available for N. C. C.A.P. bases.

A true friend of aviation, Senator Roy Rowe and the N. C. Aeronautics Commission are doing a bang-up job in helping the progress of aviation in North Carolina.

H

MEDICAL EXAMS EASED

WASHINGTON, D. C.—CAA has announced that, as of June 1, any registered physician will be permitted to perform physical examinations for private pilots.

NEWS FROM THE HAWTHORNE BASES

FAYETTEVILLE Flying Facts

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

FAYETTEVILLE, N. C.—Major S. O. Brady and Lt. R. Linden are having a friendly race to see who can solo first. Sgt. E. B. Bowden soloed in the Cruiser and was awarded the first solo certificate from Fayetteville, N. C. He has really been logging time prior to going overseas.

Harold Black finally proved that he was born, obtained a birth certificate and then proceeded to solo. J. R. Pullard, a farmer from Wade has been taking enough time from plowing to learn to fly. Recently he and Yours Truly flew over to take a look at his proposed private field right in his own back yard. He will soon be envied by all the farmers in that neighborhood.

F. Shelby Cullom, president of local bank has started lessons at Hawthorne and expects to purchase a plane in the very near future. Miss Lois Crum, Lumberton; Mrs. T. R. Spady, Fayetteville, and Neil Rose Parker, Lumberton, N. C., are new feminine students. Sgt. James A. Dowell is another student who has really been a constant student at our field. By the time this goes to press he should have soloed.

George Howard made a cross country trip to Charlotte and says he made a perfect three point landing for a large crowd that was gathered there. Yours Truly wrung out the Monocoupe with the owner as a passenger, it is really good to try a few aerobatics for a change after flying nothing but Cubs for the past several months.

Sgt. Ingle continues to build up his time toward a private license. It is a race to see if he can get it before he is shipped out.

Willard R. (Bill) Jaycox, field representative of Pratt and Whitney, who has hundreds of hours of C-46's and 47's as well as P-47's, etc., has been trying to find out what coordination is in a Cub and also how to hit a forced landing field (How about it, boarder?)

Julia Jeanes is expecting to be called to the Navy Air Corps any day now. Old Man Jeanes has the Beetle about ready to go again. The next time he takes his wife on a cross country trip he should fly a little smoother so as not to scare his passenger.

Lt. B. B. Keeney brought his Ranger powered PT-19 up from Red Springs, and it is now based with us.

B. E. Tilley and J. W. Kocher

JENNINGS Visitor...



A recent visitor at Hawthorne Airmotive was Herb Packer (left) Editor of Aviation Service Magazine of Chicago, shown chatting with Bob Wier, then Acting Manager at Jennings. Mr. Packer, on a flying visit, spent considerable time inspecting "the nation's busiest little airport."

The previous requirement

Report from Rocky Mount

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

ROCKY MOUNT, N. C.—Good flying weather has been ours lately and as a result "Everybody wants to get into the act". True, we cannot always furnish a runway to fit the wind direction but we are developing some doggone good cross-wind pilots.

Still more lady students.

To the glittering, glamorous array of girls named in the last issue of Prop Wash we take pleasure in adding the names of Corporals Haug and Loy of the Marines, Miss Ann Macon of Warrenton, and Miss Agnes Furell of Wilson.

We pause now to pay homage to the following, who have since the last issue of this paper, joined that awe-inspiring, courageous and dauntless band or group of intrepid folks who have accomplished their first solo flight: Odey Graham Forlines, Jesse Thomas Cox, Allie James Melton, Jr., Thomas Bryant Creech, Henry Joseph Shroeder and George William Kissell.

Sergeant "Andy" Anderson gave Bob Burrows' car a thorough cleaning out the other day. You never before saw such a conglomeration of "odds and ends" to come out of one automobile. Predominating, of course, were bobby pins.

—LEE BORIE

NEWS from JENNINGS AIRPORT

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

ORANGEBURG, S. C.—With vacation time arriving, the Carlisle Cadets are fast completing their flying lessons. Latest solos are Cadets Joe Adams, W. S. Kirsch and J. E. Chauncey. Cadet Chauncey has just completed his solo cross country and is looking forward to that private license. Speaking of private licenses we have two proud new owners of that important slip of paper. Sailor Ralph Moorhead and Howard Fairley. Both should find added

pleasure in their flying.

Two high school students, Elbert Houck and Ralph Antley have completed their solo flights and are now "birds with wings". It seems that the Marines have landed here at Jennings. Sgt. Lemci, Sgt. Myers and Cpl. Pettit, all from Parris Island, have been using their week-end passes between here and the base.

After spending three hours listening to several Hawthorne instructors explain the finer points of Cub flying, Doc Tilton finally "caught" the inspector (after riding the bus to Columbia several times) and flew that 0-30 rifle. But was he surprised when he found that all those things were true and that only with the help of the inspector and a long slip did he succeed in getting the Cub back on the ground? However, the inspector was in a good mood and Doc is now able to get his flying club off to a flying start.

With summer just around the corner everyone seems to be flying cross country and trans-ent traffic is right heavy. The show is hummin and maybe by next month they can take a breather.

—ED JUNGEMANN

Sail Planes For Sale at Columbia

COLUMBIA, S. C.—Five sleek Laister-Kauffman sail planes, built for the Army but never used, are being offered for sale by Hawthorne Flying Service and are now on display at the Columbia municipal airport.

The graceful gliders are two-place machines and are fully equipped with instruments, inter-phone communication and navigation lights. Each is equipped with a trailer and tarpaulin which serves as a "hangar" for the ship when not in use.

Major Paul Lovett returned recently from Massachusetts in "Pinsqueak" the olive drab T-craft with the Fifine's insignia. We're glad to have the Major back with us and welcome his daughter, Nancy, who has been attending school in Washington, D. C.

Ens. Dan Lomax, former Hawthorne Flight Instructor, now wearing Navy wings of gold, spent a few days in Columbia enroute to his new assignment in Glenview, Ill. Dan is "our favorite person" and was heartily welcomed by everyone at Owens Field.

We're mighty anxious to see the new Laister-Kauffman Sailplanes in operation. Wonder what would really happen if they were flown according to the suggestions of many various sources.

The Columbia register is rapidly becoming filled with the names of regular transient pilots. Some of them are: Anne Fishburne of Charleston; Paul Cromelin, Aiken; Frank Cabe of Greensboro; Cap Lovelace from Lynchburg; and Mr. Eddy of Birmingham.

Page Winchester is singing the "Stearman Blues" daily since several Columbians have purchased the army trainers and are now waiting for necessary parts before they can be licensed by the C.A.A. Mr. Gamble, Sgt. Waleski, Ed Meysson, E. P. Sinkler, and Noble Mills are PT-17 owners.

AT ALBANY...



Hawthorne's manager at its new base at Albany, Ga., is Robert T. Wier, former Hawthorne Field instructor. Bob has also been named Manager of the Albany Airport.

Many Changes Simplify Pilot Regulations

WASHINGTON, D. C.—Following announcement last month that physical examinations for private pilots may now be given by any registered physician, the Civil Aeronautics Authority has announced substantial easing of regulations for private flying.

Examinations on Meteorology, Navigation and General Service of Aircraft, the study for which virtually required long classroom study, have been eliminated. Only exams left for private pilot applicants are Civil Air Regulations and a new subject on General Operation Rules, both of which require little study.

of 8 hours of instruction before solo has been eliminated. Student pilots may now be soloed anytime they're ready but must have a total of 10 hours of dual instruction (at least two after solo) before taking a private flight test, which has been simplified.

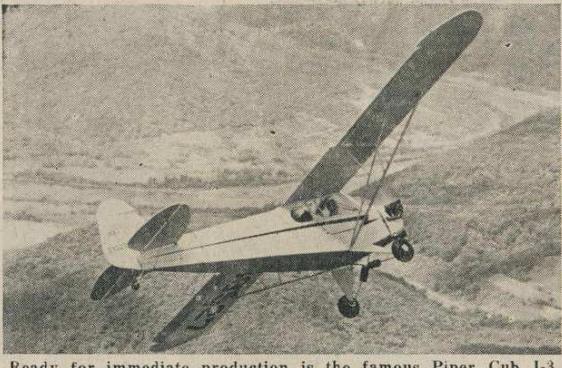
Recognizing "the inevitability of pilots teaching their friends to fly" the new rules permit any pilot to give instruction although only rated commercial pilots may do so for hire. Horse-power ratings have been replaced by the requirement that a person make five solo landings within 90 days in an airplane within 50% of the

horsepower of the airplane to be flown with passengers.

Traffic rules have also been simplified with minimum weather for contact flight reduced to 500 feet rather than 1,000. Reckless flying has been lumped into one big prohibition with specific regulations against foolish flying eliminated.

The revised regulations have been arrived at after careful study and recommendations by CAA, CAB and the industry, and the reduction of the number of rules, many of which were almost impossible to comply with, is expected to encourage private flying to a great extent.

Piper Ready to Start Immediate Production on Civilian Aircraft Models



Ready for immediate production is the famous Piper Cub J-3 known as the L-4 to the Army. Armed with bazookas, Cubs have destroyed tanks.



The low-wing Super Cruiser, carrying three passengers with 100 mph cruising speed has been used by Navy for ambulance work. Will be available shortly.

King to Delta; Wolfe Takes Place

ORANGEBURG, S. C.—Harry King, one of the original flight instructors at Hawthorne Field and Group Commander here for the past two years, has joined Delta Air Lines and left Orangeburg several weeks ago. Dave Wolfe, formerly in charge of Squadron 4, has been appointed Group Commander of Group 1 in King's place.

Several other promotions have been made also by Flight Director W. G. Catron. Pasco Malone has been made Squadron Commander of Squad 4, and Harold Aukerman is Assistant Squadron Commander.

Waldo Thomas, who has also joined Delta Air Lines, has been succeeded by John Syrek as Squadron Commander of Squad 3 and Herb Powell has been promoted to Assistant Squadron Commander of Squad 5.

H

Squadron 3 Again Wins Safety Award

ORANGEBURG, S. C.—Squadron 3 has again won the safety award given with each class to the squadron with the lowest number of accident points. For the class of 45-G, Squadron 3 had

"Matinee" Rates Offered at Bases

ORANGEBURG, S. C.—"Matinee" flight rates, a unique arrangement in airport service operations have been inaugurated at all Hawthorne bases. While the price of flying time has not been changed a 16% bonus in extra flying time is offered customers who fly week-days (Monday through Friday) before 1:00 p. m.

Thus on a 30-minute lesson, 35 minutes of flying time are given or 1 hour and 10 minutes on an hour's lesson. This enables a person to get seven hours of instruction for the price of six by flying in the mornings.

The 16% bonus was instituted to distribute more evenly daily flight operations. In the afternoons and evenings every Hawthorne base has more students than can be handled while, heretofore, the planes have not been so busy earlier in the day.

The plan has proved extremely popular and persons flying in the morning not only enjoy the extra light bonus but also smoother, cooler flying conditions.

only 11 points charged against it. Squad 1 (Graham) had 16 points; Squadron 5 (Anderson) had 18 points; and Squadron 7 (Harmon) had 21 points.

FLYING FISHERMEN get where the good ones are biting when they fly as witness this healthy catch. Planes are Piper Cubs equipped with floats.



Trainer, 100-hp Cruiser Will be Produced First

With indications that the War Production Board will permit the manufacture of civilian aircraft possibly this month, the delivery of new Piper Cubs to South Carolina is anticipated for early summer by Hawthorne Flying Service, distributors for Piper Aircraft Corp.

A visit to the Piper factory several weeks ago by President Beverly Howard, W. Ted Gannaway, Director of Sales and Bill Strohmeier, Public Relations Director, revealed that Piper was ready to swing into commercial production almost within the hour when WPB gives the green light.

J-3 Ready First

Piper's Sales Manager Walton B. St. John indicated that first commercial Cubs to come off the line will be the famous Piper J-3 trainer, two-passenger tandem-seated 65 horsepower plane. This ship has been in continuous production for the Army and is the only plane of less than 100 hp used over-seas by the AAF and the Artillery. The J-3 Cub, famous before the war as the most popular airplane in the world, has gained new fame for its wartime exploits which have included knocking out Nazi tanks with six bazookas mounted on the struts.

The Continental-powered J-3, under high war-time labor and production costs, will sell for \$2,010 equipped with dual brakes tail wheel and navigation light wires and brackets.

100 Hp Cruiser

Within ninety days after commercial production is approved Piper will also start deliveries on the 3-place Super Cruiser. This ship, with a 100 hp Lycoming engine and refinements over the pre-war 75 hp Cruiser not the least of which is a vastly improved performance (100 mph cruising speed) greater range and streamlined landing gear. This ship was demonstrated extensively in Hawthorne's territory this spring and was enthusiastically stamped as an excellent airplane for airport operations as well as private pilots.

The Super Cruiser has been baptised under fire as an ambulance plane for the Navy and many of them have seen service in all parts of the world under the most grueling conditions. Thus Piper will be able to offer a new commercial model already thoroughly tried. The ship with complete equipment will sell for \$2,905.

Other Models

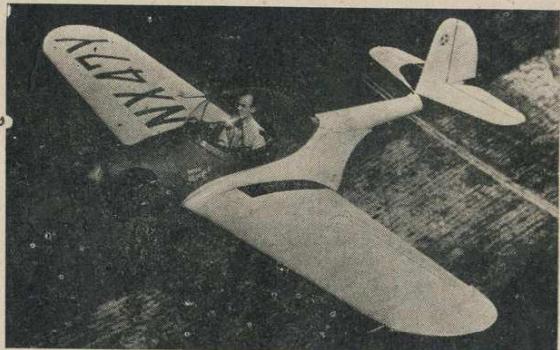
While these two models will be in production immediately, Piper is accelerating experimental and development work on several additional models which should be available by the middle of 1946.

Nation-wide interest is centered on the revolutionary Skycycle—a single place low-wing ship whose fuselage is made from a P-38 auxiliary gas tank and whose cruising speed is over 110 mph. To be sold at around \$800, the Skycycle appears ideal for traveling salesmen or sportsmen pilots who wish to build up their flying time at minimum cost. Both Howard and Strohmeier flew the airplane at Lock Haven and, while the current model is a little "hot", a new version of the Skycycle is expected to be the answer to many persons' flying needs.

4-Place Low-Wing

One of Piper's most interesting models is a 4-place lowwing family plane with 145 hp and better than 120 mph cruise. The ship, whose appearance will sell it by itself, is a commercial version of the Piper PT built several years ago and thoroughly tested in hundreds of hours of cross country flying. With a retractable landing gear the ship will sell in the \$3,000 class.

Orders are now being taken by



Keen interest is centered on Piper Skycycle, 35 hp single place, 110 mph plane expected to sell for around \$800. Still in experimental stage.



Still in experimental stage, Piper will eventually produce a four passenger low-wing with 125 mph cruise patterned after this thoroughly-tested Piper PT.

AERO CLUB TO REMAIN OPEN

ORANGEBURG, S. C.—Following word that the school will continue to operate until October 16, Frank Long, President of the Aero Club, has announced that the club will remain open until that time instead of closing June 15 as previously scheduled.

Long also announced that members will no longer be required to pay dues due to the fact that summer operating expenses can be handled from the surplus funds on hand.

H

L. B. MARTIN PROMOTED

ORANGEBURG, S. C.—As Prop Wash went to press, Instructor LeRoy B. Martin has been named Assistant Squadron Commander taking the place of Martin B. Mariani, who has joined TWA. Martin is assigned to Squadron 1.

Hawthorne for the Trainer and Cruiser models and delivery of ships will be allocated according to priority of deposits placed. Information on deliveries and specifications may be obtained through Ted Gannaway, Director of Sales, Hawthorne Flying Service, Clark Building, Orangeburg, S. C.

Hawthorne's Piper territory includes all of S. C., except the northwest section bounded by the counties of Greenwood, Laurens, Union, Chester, and York. Hawthorne distributes Cubs in the Georgia counties of Richmond, Burke, Screven, Effingham and Chatham.

Meteor Craters Clearly Visible

ORANGEBURG, S. C.—The article in the June issue of Reader's Digest titled, "When the Comet Struck America" has caused a spurt in geological interest among pilots at Hawthorne Field since this section of South Carolina lies in the belt of the eastern U. S. where millions of years ago a vast shower of meteors peppered the land.

The locations of these meteor strikes are clearly visible from the air and look like oval blisters on the earth's surface. The meteors striking from the northwest produced shallow "bays" whose longest diameter runs from the northwest to the southeast. Aerial pictures in the students' book of local regulations of Hawthorne Field, Jennings Airport and the two auxiliary fields—Hagood and Kennedy—revealed no less than 21 clearly definable craters.

Oddly one of the smaller craters apparently landed near the road leading from the guard house to the buildings with the Direction Finding Radio station in the center. The largest crater visible is a huge one nearly a mile long just south of the long runway at Hagood Field.

ORANGEBURG, S. C.—Herb Packer, Editor of AVIATION SERVICE magazine, was a recent visitor at Hawthorne Airmotive, Jennings municipal airport.

Prop Wash

From

Hawthorne

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