

## Hawthorne Haw-Haws

by Grano Salis

PROP WASH's story about Hawthorne Field's veteran pilots in the last issue was picked up and used by a number of newspapers one of which, through a typographical error, stated that Ken Chisholm had 31 THOUSAND hours whereas he really had only 31 HUNDRED hours.

Poor Chisholm has since been the innocent victim of much kidding. But the worst insult to his alleged senility came from instructor C. O. Boone the other day when Boone told Chisholm he'd seen an old student of Ken's.

"You did," said Ken, "Who was he?"

"Orville Wright," replied the Mayor of St. Matthews.

Steward Jack Nolen picked up his phone last week and heard a very irate Darry King on the other end. "Nolen," said Harry, "Is that one of your pigs out there in the middle of the airport?" "No, sir," said Jack with certainty. Harry almost hung up when he had some doubt. "How in the \* \* \* do you know that isn't your pig out there on the runway?" To which Nolen replied, "Do you think I'd claim a \$10 pig against a \$12,000 airplane?"

It's told that when airline pilots want to confuse Columbia Radio, while flying near North, S. C., they report their position thus: "This is Eastern Flight 13, 3 miles, south south-west of North, South Carolina."

Sam Monschke was in his office the other day reading up on a tech. order on tachometers and RPM's when the phone rang. Still engrossed in his studies, Sam subconsciously picked up the receiver, answered: "Maintenance, RPM speaking." To which stopper the party on the other end said, "No I don't want him, I want S. R. Monschke."

The arrival of young William Robert Baldwin in the home of Willie Ray, has given our genial Manager and Treasurer a new theme song. It's "I didn't sleep a wink last night."

Add to the famous line of Hawthorne house wreckers: Ray Anderson. Last week, while displaying his brawn with the lifting bars, Ray dropped a 165 pound weight from shoulder height; knocked two hoies in the floor of his apartment!

Incidental notes from ex-Hawthornites: 1st Lieut. Tom Michie stopped by last week. The former instructor has completed A-26 combat training at Marianna, Fla., is now at Columbia AAB for a while. . . Major Jack Wallace, former CO, writes from England that he's bumped into a number of former Hawthorne cadets. Jack's squadron leader on B-17's. . . Nolan Board-hurst former squadron commander now with Delta Airlines, sent in a clipping announcing death in action of a former student of his, Lt. Addison B. Hartman. Recent ex-students who visited the field: Capt. W. J. Schaaf, Jr. 43-F, back from B-17 shuttle raids between England, Italy, and Russia. . . Capt. Carl Moser, 43-J, who has been base operations officer at Morris Field, Charlotte. . . Leland Hall, former helper in the parachute dept., has over 20 missions in B-24's as pilot in the ETO.

## CONTRAILS OVER HAWTHORNE . . .



The sight of condensation trails from high-altitude bombers, a familiar scene over war-torn Europe, was viewed for the first time over Hawthorne Field several days ago. The weird sky-writing was caused when two B-24's appeared from the direction of Charleston and circled over the field. A third B-24 coming up from the south crossed through the trails of the first two ships to make this unique sky pattern. Planes were estimated at 20,000 feet.

(Hannum Photo)

## Hawthorne To Give Solo Courses to CAP

Hawthorne Flying Service at Greensboro-High Point and Rocky Mount will give a free solo course at each base to the local Civil Air Patrol squadron.

Arrangements for the offer were completed recently between Hawthorne Managers Ed Havis and Lee Borie and Lt. Col. Frank E. Dawson, Commanding Officer of the North Carolina CAP Wing as part of a state-wide program. Hawthorne's courses, consisting of eight hours of dual instruction and a solo hop, will be given—one at each base—to the CAP cadet taking top scholastic honors in ground school classes now underway.

## FRENCH MOVIES SHOWN WEEKLY FOR CADETS

ORANGEBURG, S. C.—Through the splendid cooperation of Izlar Sims, local theater owner, special French films are shown weekly for the cadets at the Carolina Theater. Each week a full feature with French dialogue is shown especially for the cadets during their Open Post period. The rental of the film is donated by the school.

## New Medical Officer Assigned At Field

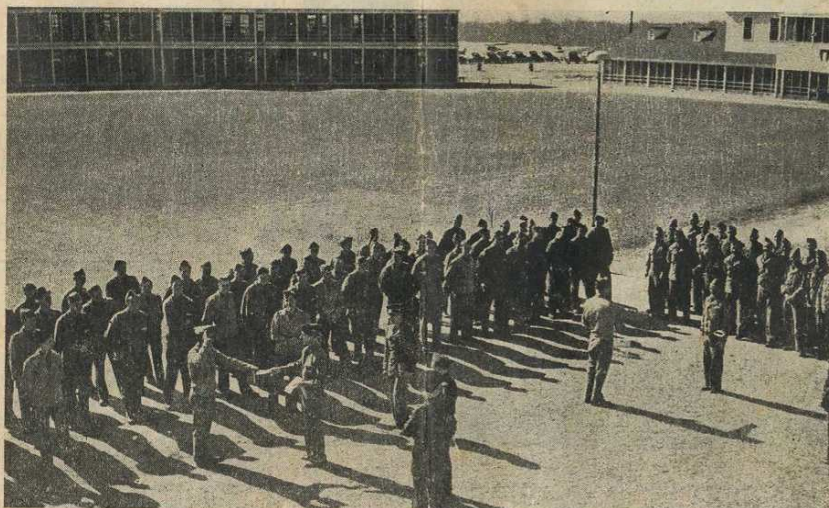
ORANGEBURG, S. C.—Capt. Edwin G. Grafton reported for duty at Orangeburg on January 19 to replace Capt. Roy Neudecker in the Medical Department. Capt. Grafton is a Flight Surgeon and arrived here from duty at the primary school at Decatur, Ala. Prior to that he was stationed at Naples Field, Dothan, Ala.

Capt. Grafton is a native of Dallas, Texas. He took his pre-medical training at the University of Texas, graduating in 1933, and completed his training in 1940 at the Harvard Medical School.

## March of Dimes Drive Successful

ORANGEBURG, S. C.—Nearly \$40 was collected from army and civilian personnel during the recent "March of Dimes" drive at Hawthorne Field, according to 1st Lieut. James Cashion who had charge of the campaign. The average donation was more than one dime per person on the field. Many of the French cadets participated as well.

## MAIL CALL FOR FRENCH CADETS AT HAWTHORNE



Mail call, always the highlight of a soldier's day, has a special meaning for French cadets at Hawthorne. For many it means the chance of from parents and relatives not seen nor heard

from in many months. Eyes are keen and anticipation runs high as they line up daily in front of the administration building in the hope that their name will be called. (Dean-Photo)

## Joseph J. Mitchener, Jr., Named Director of Base Operations at Hawthorne

ORANGEBURG—President Beverly Howard has announced the appointment of Joseph J. Mitchener, Jr., as Director of Base Operations. The new assignment will put the former CAA official in charge of all Hawthorne activities with the exception of the Army training program of the Hawthorne School of Aeronautics at Orangeburg.

## HERE'S A TIP FOR DF RADIO STATIONS

ORANGEBURG, S. C.—Grano Salis, PROP WASH's ace reporter (if somewhat mythical) who has a hand in writing some of the scripts for Hawthorne's daily WIS sports program, came into the office the other day with the idea that the local Army direction finding station at Hawthorne field could pep up their routine job of locating lost airmen if they applied some soap-suds selling. He thought maybe they could go on the air something like this:

"Pilots does your course look Salis, PROP WASH's ace reporter (if somewhat mythical) who has a hand in writing some of the scripts for Hawthorne's daily WIS sports program, came into the office the other day with the idea that the local Army direction finding station at Hawthorne field could pep up their routine job of locating lost airmen if they applied some soap-suds selling. He thought maybe they could go on the air something like this:

## ACADEMIC INSTRUCTORS VISIT ARMY AIR FIELDS

ORANGEBURG, S. C.—Three members of the Flight Academies staff at Hawthorne Field recently completed a two-day tour of Florida air bases for the purpose of familiarizing themselves with latest combat type aircraft.

Making the trip in a Cessna UC-78 flown by Lieut. Emmitt Warren, were Academics Director John P. Dean, John C. Rodgers and Theo O. Dunwoody. They visited the Orlando and Kissimmee Army Air Fields and the contract primary school at Lakeland.

Conducted by veteran combat pilots, the Hawthorne group saw 21 different types of combat aircraft including the B-29, a jet-propelled Bell P-59 and a helicopter.

Previous to his new assignment Mitchener was Manager of Hawthorne Airways, the company's proposed air-mail pick-up route to serve Virginia and the Carolinas, and he will retain his duties of developing this project along with his direction of base operations.

Mr. Mitchener joined the Hawthorne staff in October 1943, having served previously as Superintendent of CAA's War Training Service in the 2nd Region covering seven southeastern states. A native of Texas, he is a veteran pilot having learned to fly 19 years ago in California.

Mitchener's new post will put him in direct charge of Hawthorne's five commercial flight bases in North and South Carolina and of Hawthorne Aero Supply. His headquarters are in offices in the Clark building.



Joseph J. Mitchener, Jr., recently appointed Director of Base Operations for Hawthorne.

## Medics Build Field Sanitary Display Area

ORANGEBURG, S. C.—Strange diggings by EM's in the Medical Department (most of whom are now on the sick list with calloused hands) and odd contraptions made from saplings at the west side of Hawthorne Field have Exhibit Area by Capt. George Kojac, Flight Surgeon.

The project started in November will serve to acquaint cadets and permanent party personnel been revealed as a Field Sanitary with sanitary provision made in bivouac areas under battle conditions.

Most impressive piece of work so far is an improvised shower made from a wooden barrel and supported by four poles. Other sanitation items include a water sterilization unit, soakage pits, underground ice box, fly traps, incinerators and grease traps.

## CADET CLUB MOVED TO TOP OF AERO CLUB

ORANGEBURG, S. C.—Furniture and other equipment of the Aviation Cadet Club has been moved to the new location on the second floor of the Aero Club, following sale of the cadets' original club house several weeks ago. Facilities include two large sitting rooms, a bar, lounge and porch.



# PROP WASH

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## DOGFACE CHATTER

By Gee Bee

ORANGEBURG, S. C.—Charlie Sheck, a two year veteran of the Hawthorne Enlisted Men's "Marching and Chowder Club," bid his sad adieux last week. Our loss is Gunter Field's gain. . . . The little round man with the big round cigar, Jim "just call me Little," Little, rejoined us after a 15 day furlough. . . . Being the only man on the post with type "AB" blood, Joe Kenny is very much in demand at the local hospital. . . . When Jerry Nathan and Ed Barr made Pfc last month, we were assured that the word "promotion" had not been relegated to the world of the sabre-toothed tiger and the dionosaur. . . . Any prospective fathers who desire advice and practical demonstrations on the care and feeding of infants should get chummy with Link-men Estes and Frazier. We've seen them in action, and they wield a mean dydee. . . . Palant's present craze is a black

cocker spaniel and his dog stories a redriving us to a Section VIII. At this writing, the post touch-football tournament is still in progress. The tie-game played by Link and Engineering, and several days of bad weather have obstructed the proceedings. The standings; Medics, won 2, lost 0; Hdq. won 1, lost 1; Link, won 0, lost 1; Eng., won 8, lost 1. We still like the Links but the Medics have become a strong dark-horse. Latest reports from the Monday night revelries at the Cadet Club inform us that Charlie Davidson is a sharpshooter at the poker tables. . . . The officers who conduct our lectures at the academic building should be more lenient with Ed Barr and his proclivity for sleep. A man is not made of iron. . . . S/Sgt. John J. Lewis, of Albany, N. Y., is a new arrival. He checked in last month to replace Pfc Portugal, who went to Shaw Field. Lewis came to Orangeburg by way of Shaw Field.

## C-AIR-olina Personalities . . . Maj. Dick Horne

### Story of Dick Horne Is Story of City's Aviation

ORANGEBURG, S. C.—The aviation career of Dick Horne is more or less a history of Orangeburg aviation although Dick's start in flying came some ten years before Orangeburg had even a hay field which could be called an airport.

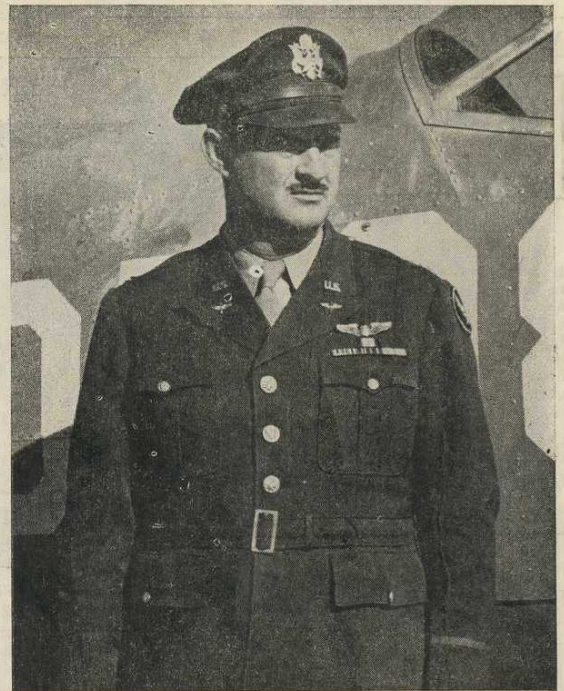
This city's aviation didn't start until Horne, now a Major in the Air Transport Command, plunked an OX-5 Eaglerock into a pasture near the Dantzer estate, north of town on the St. Matthews road. That hay field, after the city scraped off a few furrows became Orangeburg's first "airport" and boasted one runway 2,000 feet long "from wires to wires" as old-timers around here put it. The field was on a slope and accepted practice was to land up-hill and take off down-hill regardless of the wind. The field took on a respectable resemblance of an airport only after a one-plane hangar was constructed by Horne and some other Orangeburg early birds.

Dick Horne's arrival in Orangeburg in 1930—he bought the Ford agency in town—was the beginnings of Orangeburg's rise to a prominent center of southern aviation. It was primarily Dick's interest and efforts, for instance, that the Hawthorne School of Aeronautics was located here.

#### Came Here In 1930

Horne is a native Floridian, having been born in Madison Florida, on January 14, 1940. After finishing high school he went in the automobile business when he was 19 and from that date he has either been a partner in the business or owned his own outfit. His first business venture was a garage in Eustis, Florida, after the last war and it was then that he first learned to fly. Buying part ownership in an old Jentey he soloed at Daytona Beach in 1921. In 1925 he bought the Ford agency at Beaufort, S. C., which he still operates and came to Orangeburg permanently in 1930 when he acquired the Ford agency here. Since the beginning of his automobilizing career he has handled Fords, which makes him pretty partial to them.

While at Beaufort he organized



Orangeburg's aviation pioneer —Maj. Dick Horne

the Beaufort Flying Service on side and transposed his commercial flying activities to Orangeburg when he moved here. Some of the early timers who flew with Dick were Sid Bowman, now manager of the Gulf Oil company here, Don Murray, now living in Columbia and a few others. For several years a Warner Commandaire made up the total of airplanes in Orangeburg—a far cry from 28 airplanes now at the municipal field—a number which, by the way has given Orangeburg the unique claim of having more private airplanes per capita than any other American city.

In 1931 a field on the Cannon bridge road, a little south of the chemical company, was used for several months to allow more elbow room for student pilots who had trouble getting in over the wires at the St. Matthews road location.

Orangeburg's first big aeronautical advance, however, came when WPA offered to build an airport and it was again Dick Horne who carried the ball and pushed the project. He had been named chairman of the Chamber of Commerce's aviation committee which was made up of Robert H. Jennings, Jr., Sid Bowman, and J. C. "Cutey" Cauthen. The city bought some property of the Dukes farm south of Orangeburg and WPA levelled the field and built the hangar. Named after Mayor Robert H. Jennings, Sr., the field is Orangeburg's present Jennings Municipal Airport.

When the field was dedicated over 60 planes flown by Carolina Aero Club members visited Orangeburg. Dick Horne, incidentally, was president of the Aero Club, one of the most active sportsman pilots organizations be-

fore the war. Later the field played host for two years to pilots on the Gulf Lightplane Cavalcade, the annual migration of hundreds of private planes to the Miami air races.

Jennings airport was operated the first year by Frank Hulse's Southern Airways and later by Joe Manning and Skeets Culler before it was leased by Hawthorne Airmotive two years ago. The development of Orangeburg aviation in the meantime was one of Dick Horne's most ardent interests.

When war clouds were brewing, Dick Horne, as chairman of the South Carolina Aeronautics Commission, spent much personal time, effort, and money in seeing that army flight schools were located in South Carolina. It was his own energetic interest in securing a school for Orangeburg which lead directly to the construction of Hawthorne Field, six miles south of Orangeburg.

The war took Dick Horne away from Orangeburg. In the last war he served three months in the Motor Transport Corps; now in World War II he's in the same thing except the outfit flies. He joined the Air Transport Command as a Captain in 1942 and has since served 10 months overseas "in almost any place you want to name." A few spots which have seen Orangeburg's aviation pioneer are South America, Arabia, Africa, India, China and Italy. He served as Chief Pilot on the internationally-known "Fireball Express" whose four engined C-54's and C-87's high balled supplies from Miami to Chennault in less than a week. He is now stationed as Base Operations Officer at the 4th Ferrying Group in Memphis.

## MURMURS FROM MAINTENANCE

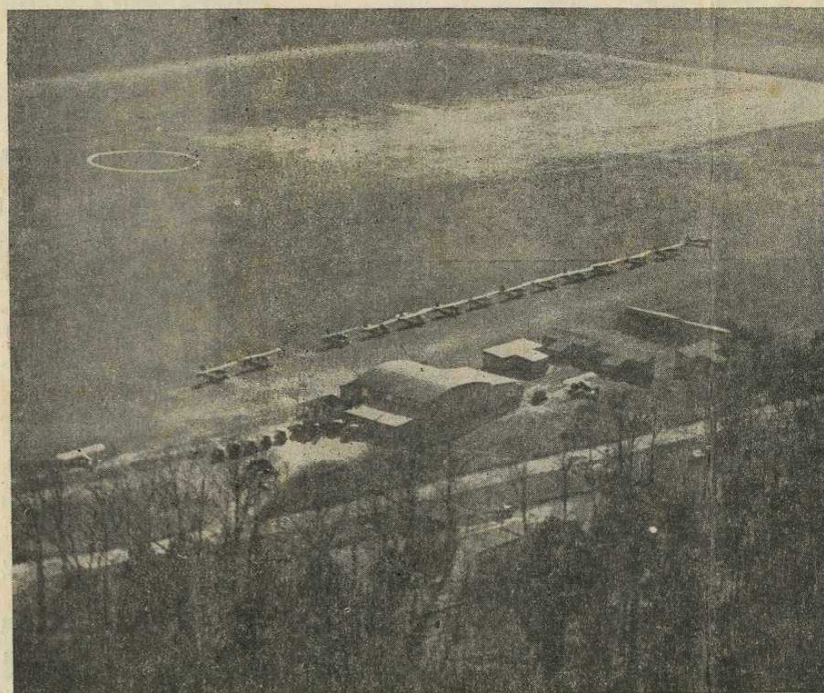
ORANGEBURG, S. C.—The Maintenance Club has offered a proposal to the Aero Club for a merger of the two clubs, thereby opening their facilities to more personnel of Hawthorne. The facilities are: Swimming, bath house with showers for both ladies and gentlemen, large recreation and dance hall, picnic tables and grounds, fishing, etc. The Aero Club is to have a meeting of its members Tuesday evening February 13, 1945 to vote on the proposed merger.

Changing over from PT-17's to PT-13's is coming along quite rap-

idly and around 75% of the ships on the line now are 13's. Electrical interphones have been installed in all the new ships and where needed, the wings have been changed. None of the ships on the line are now restricted against acrobatics.

The Maintenance Department grieves the departure of the BT-13 which had been assigned to the school for civilian use. However, rumor has it that an AT-16 will replace it.

Everyone in Maintenance wants to congratulate Manager Bill Baldwin and Mrs. Baldwin on their new arrival—"Rock."



A far cry from the days when the only airplane in Orangeburg was Major Dick Horne's OX-5 Eaglerock is this latest scene of Jennings airport, Orangeburg's municipal field, located a mile and a half south of the business district. The field was constructed in 1936 and has gain-

ed the reputation of the "nation's busiest little airport" by virtue of 28 airplanes permanently based there, a record for a city the size of Orangeburg. The field is operated by Hawthorne Airmotive. For details of Orangeburg's aviation history read the story above.

(Dean photo)



# NEWS FROM THE HAWTHORNE BASES

## Hawthorne News from COLUMBIA

Hawthorne Flying Service, Inc.  
Walter Phipps, Mgr.

COLUMBIA, S. C.—Latest solos at Columbia include Leo Machado, Fort Jackson; W. R. Michelson, Columbia; E. P. Miller, Columbia; Sgt. Al Cohn, Fort Jackson; Roger Anderson, Fort Jackson; Donald Oom and George Sakalosky, Fort Jackson.

### Report from Rocky Mount

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

ROCKY MOUNT, N. C.—The feature event since the last issue of Prop Wash was the recent visit of Bucky Taylor, Piper factory representative. The 100 HP "Super Cruiser", which he flew in for us to inspect and to fly, is a dandy. Hope it won't be long before we can get delivery on these sweet airplanes.

Right after he took off for points south, the Navy flew in with one of their "Super Cruiser" ambulance planes. It is one just like that flown by Mr. Taylor except it is outfitted with a stretcher built in the fuselage. And so we dubbed that day "Super Cruiser" Day.

Our shop has been turning out some rather neat repair jobs lately not the least of which is that done on our own Coupe, NC-30814, and to Mr. W. L. Whitley's Cub J-3, which he bases at Burgaw.

The local squadron of the Civil Air Patrol is busily about the business of building up its membership and stimulating local activity. We hope our offer of a free Solo Course to the C.A.P. cadet making the best grades in his ground work will prove a helpful incentive to those who are thinking of joining Civil Air Patrol's splendid Rocky Mount Squadron.

We heartily endorse C.A.P.'s program of marking towns and cities clearly for airmen. We were glad, therefore, when we were asked to fly Major J. D. Winstead and Police Chief Thomas over Rocky Mount to select a suitable site for a marker.

Some more first solo pilots: Dr. Jack Derry, Sgt. Collari, J. B. Williams and Lieut. Tranter Stanley. Helicopters are no new song and dance, but old-fashioned us just have not been able to get used to them so we have to mention as news the fact that another one of the queer critters stopped in for fuel the other day. Suppose we may as well get used to them even if they do go straight up and back up and otherwise do things unbecoming a well-behaved aircraft.

Plenty flying going on these days when the weather permits. And that is just the way we want it.

LEE BORIE.



Here's a recent photo of Hawthorne's Beverly Howard, recently elected first vice-president of the National Aviation Trades Association, and Roscoe Turner, three-time winner of the coveted Thompson Trophy and NATA President.

## JENNINGS CHATTER

Hawthorne Airmotive  
Orangeburg Municipal Airport  
Ralph Crocker, Mgr.

ORANGEBURG, S. C.—Jennings airport had its first view of the new Piper Club Cruiser the other day. It's powered with a 100 hp Lycoming, cruises at better than 90 and is a beauty. This post-war offering by Piper looks like the airplane for operators and private pilots alike. It was flown here by Bucky Taylor, Piper field man.

Edward Layless Glass (known as the Colonel) was the first of the Carlisle cadets to solo and, thereby, lost his shirt, but not until after he'd finished his first three solo landings. He is now ready to HELP the other lads solo.

The weather has been very much against us the last few weeks but our visitors have been numerous and have included: J. D. Parker and Josh Jordan from Parker's Airport, Concord, N. C., who spent several days with us while ferrying a rebuilt maroon and black PT-19 back from Miami. Other visitors: Clay Swain and Fairchild from Salisbury, N. C.; Matt Brown and Stinson SR-10 from Lynchburg, Va.; J. P. Putnam in Culver from Boston; S. E. Trott and Culver from Winston-Salem; L. F. Allen and Stinson SR 10 from Louisville, Ky.

Jim Harrison has just completed another of his adventurous cross-country hops—just to New York City and return at night, last week-end.

The Orangeburg High School Flying Club is coming along fine. Some members should be ready to solo soon. The Sumterton Boys—Bill Walker, Buck Sprout and Rev. McKaskill—are all getting in plenty of solo time these days.

Lynda Bethea is a welcome addition to the office.

### FEW FAIR CIVILIAN PHYSICAL EXAMS

WASHINGTON, D. C.—According to a recent Washington Newsletter of the National Aeronautic Association only eight tenths of 1% of the persons taking CAA physical examinations for civilian pilot licenses fail to meet the standards.

## NEWS from GREENSBORO - HIGH POINT

Hawthorne Flying Service, Inc.  
Ed Hovis, Mgr.

GREENSBORO-HIGH POINT, N. C.—The Greensboro operation, for the first time, is able to make available to transient pilots, holding an allocation for essential aviation fuel, 91-96 Octane gasoline. There has been an increasing demand for this particular grade, and we think the ability of the operation to supply it now will accommodate a certain type of traffic which, heretofore, has been turned away.

Despite continued bad weather, we have had many visitors in the past month, namely: Mr. George F. Brewster, flying an Aeronca from Lincoln to Charlottesville; Mr. John C. Haltiwanger, flying a Piper J-3; Mr. Lee H. Smith, Sales Manager for Fairchild Aircraft, Hagerstown, Md., flying a Fairchild 24; Mr. Charles H. Vestal, flying a Stinson 10-A; Mr. C. H. Jordan, flying a Waco; Mr. Joe Micky, flying a Piper J-3; Mr. J. D. Dunlap, flying a Stinson 10-A, from Rock Hill; Mr. Craig Beard, flying a Cub Coupe from Charlotte; Mr. Lee Bowman, flying a Stinson SR-10, from Jackson, Mississippi; Mr. Alex Knothe, flying a Waco to Danville; Mr. W. A. Lowe, flying a Waco from Charlotte to Danville; Mr. H. T. Olmsted, flying a Stinson SR-10 from Atlanta; Mr. C. F. Dyer, flying a Howard from Washington to Augusta; Mr. H. E. Kilpatrick, flying a Piper J-3; Mr. B. R. Baxter, flying a Culver to Raleigh; Mr. H. Pernell, flying a Stinson SR-10C from Augusta to Washington; Mr. S. D. Davis, flying a Waco from Atlanta to Petersburg; Mr. Tucker Harrison, Jr., flying a Piper J-3 from Danville.

Other visitors included Mr. Aubrey Kief and Mr. Rainey of The Texas Company, flying a twin engine Beechcraft; Mr. Julian Freeman, representing Shell, flying a Howard; Mr. Jose Turbi, with whom the writer had the pleasure of flying, and who is an accomplished pilot and a Wing Commander in the Civil Air Patrol. Mr. Turbi, world renowned pianist, says he usually tries to find time between engagements to keep up his flying time, and finds flying a favorable measure of relaxation and pleasure.

Recent solo students are Tommy Reich, Greensboro; Bob Hausner, Jr., Greensboro; Mr. James H. Snider, Denton, N. C.; Mr. M. L. Parker, Denton, N. C.

Among those receiving Private Pilot's Licenses recently were Dr. Ben Hill, High Point; and Mr. Melvin Fields, Greensboro. Greensboro has also completed an Intercommunication system which enables the office to remain in constant touch with all parts of the field, and has already proven its time saving and step saving qualities.

Mr. J. J. Mitchener, Jr., and Mr. Ted Gannaway were recent visitors, during which time the employees of this operation were

## FLYING AUTO MEN . . .



Personnel of the Central Chevrolet Company in Columbia are certainly getting airminded these days as witness this photo of four men from that company who are flying with Hawthorne. Left to right are: C. B. Kelley, R. T. Clark, Manager, T. M. Johnson, and P. A. Stubbs. Mr. Johnson and Mr. Kelly own a Piper Cub trainer jointly. (Price photo)

## FAYETTEVILLE Flying Facts

Hawthorne Flying Service, Sib Law, Manager

FAYETTEVILLE, N. C.—"We wuz robbed." Actually some one did break into our office building and our only explanation is that some one was that anxious to get a copy of "How to Fly a Piper Cub" (At least this is Corky's, our linesman, version). The said booklet is causing a lot of comment.

Lt. Mayo is on the final lap in fixing up his Fairchild and with his new paint job and overhauled motor, is greatly envied by all the other military pilots.

Mellwain took his J-3 Cub over to Red Springs recently to see how his new airport works. He expects to have the field designated by the C.A.A. any day now.

A large number of Army pilots are taking advantage of the new C.A.A. ruling on licenses and are swamping Inspector Richardson under.

Lt. Wysocki soloed recently. Rivers is a brave man to sit on the side of the runway and sweat out solo landings these cold days. R. P. (Corky) McBride, our linesman, has started flying and if Rivers will stop his rough flying while giving him instruction I am sure this will keep the butterflies out of Corky's stomach. Mr. J. H. Swink has resumed his flying, he is the husband of Mrs. Swink who works in our office.

Thanks to J. W. Kocker and Bill Jaycox for helping Ollie Davis get his Spartan Executive going again and resume his trip to New York. Jaycox had his car stolen a few days later and he made a fast charter trip (Via Cruiser) to Chapel Hill to retrieve it.

Who showed up at the field recently but Trevington, the pilot who enabled Satch Foster to become President of the Caterpillar Club by dumping him out of a PT a couple of years ago at Orangeburg.

We continue to have a large number of transient ship dropping in. Among them were Louisa DeFrancis, Meridan, Conn., headed for the sunny south by way of the double line of the A. C. L. Railroad; Ollie Davis who before he left for New York demonstrated how the Spartan could be landed in the first hundred feet of the field; H. DuBois and wife, Hempstead, N. Y., who both wanted to know how Bud Crocker found out what happened to their ship down in Georgia (How about letting us in on your grapevine system, Bud?) Joe Reynolds, Cletus Brock,

able to attend the school conceived and conducted by Mr. Gannaway to introduce new ideas and methods of promoting sales—a school which has proved very successful at Columbia.

and Jack Rachel flew over from Clinton; J. J. Lund, Boston, Mass., flying a Stinson Voyager; W. M. Henderson, Washington, D. C., flying a Ryan PT 22; B. R. Fowler, J. G. Bayles, and J. W. Huges flew down from Erwin; L. C. McKenzie, H. G. Gilchrist and O. M. Makapeace, Jr., flew over from Sanford; W. H. Walter, Pope Field flying a Fairchild 24; B. E. Howard, Orangeburg, flying a Waco Custor; C. B. Aycock, Orangeburg, flying Brazer's Cub Coupe; Elliot Wannamaker and party from Orangeburg in a Stinson Voyager; E. Kissell, Miami, Fla., on way to New York in a T. Craft.

Recent visitors also included Jack Mitchener, our new supervisor of fixed base operations; John Waller now of Aero Supply (You better watch out, Berley, I didn't know he was working for you and tried to hire him!) Mrs. W. S. Law was also a welcome visitor to our operations (Especially to a certain person who has been worrying about being a bachelor).

Slowly but surely we are getting things done here at Fayetteville. Our new lounge is complete. Our so-called lunch counter is drawing a lot of favorable comments. Our new Coca-Cola machine and supply of candy and crackers has added to the comfort of those wanting a short snack, as well as all of the personnel.

The two stoves have been very popular center of hangar flying during our extreme cold weather. A one hundred foot white circle has been laid off on the field. We are finally getting signs painted and have started erecting runway markers. We also added to our fleet (?) of airplanes this week. What manager of what field made six cross country trips and has yet to buck a head wind. He certainly must be living right or something? His draft status also caused him a few uncomfortable days recently.

This is to invite everybody to drop in to see us now as we feel like Fayetteville has the start of a good airport.

SIB LAW.



# Two New Small Airports Opened Recently in Vicinity of Orangeburg

## Small Air Strips Recently Opened At Branchville and St Matthews

ORANGEBURG—Two new air strips in the vicinity of Orangeburg have recently been developed to add important links in the state-wide plan to build airports to serve every community, regardless of size.

The two new fields are located at Branchville, 16 miles south of Orangeburg, and at St. Matthews, 15 miles north of the county seat. The field at Branchville has been opened by J. T. Greene, local theater owner, who learned to fly recently with Hawthorne Airmotive at Jennings Airport, Orangeburg. Mr. Greene's field is several miles southwest of Branchville and is typical of small put adequate air strips which can serve cities the size of Branchville. The field is a one-way strip 1,800' long by several hundred feet wide. Mr. Greene has already constructed a fee hangar to store his Stinson Voyager there.

The second field, which is finished but has not been officially designated as yet, is an L shaped field a mile northeast of St. Matthews. The field has been built by Hawthorne instructor Bill Phillips with the aid and cooperation of the local Lions Club. Phillips intends to give flight instruction on the field as soon as approval is received.

The comparative ease and low cost with which these fields have been opened is indicative of the manner whereby other communities can get on the air map without much difficulty.

## John Waller Joins Aero Supply Staff

ORANGEBURG, S. C.—Manager Berley Kittrell has announced the recent appointment of John B. Waller to the sales staff of Hawthorne Aero Supply, aircraft parts and supply distributors with headquarters here.

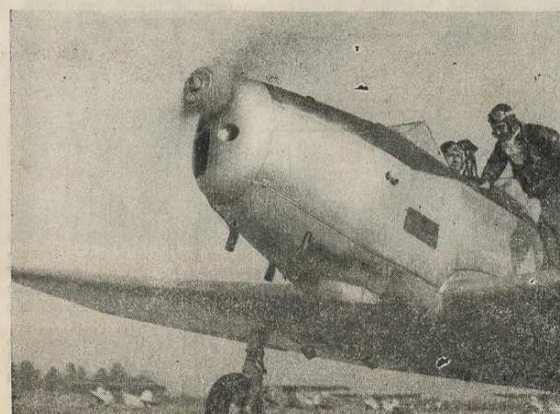
Waller will serve Aero Supply as field representative and is currently touring the East calling on Aero Supply dealers and other airport operators.

Until recently Waller was an instructor at Hawthorne Field, training army cadets. His home is in Charleston, W. Va.

## Factory Men Pay Calls At Hawthorne

ORANGEBURG, S. C.—Recent visitors to Hawthorne have been factory representatives from three leading aircraft manufacturers. Lee Smith, Sales Manager of Fairchild Aircraft Corporation, stopped through several weeks ago, as did Carl Wooten, Sales Manager for Beech Aircraft. Latest caller was Bucky Taylor, field representative for Piper Aircraft Corporation, who was flying a new 100 hp Piper Cruiser.

SHOWN BELOW IS ONE OF THE THREE FAIRCHILD PT-19 army primary trainers recently added to Hawthorne's fleet at Columbia for commercial flight instruction. The sleek low-wing ships are powered with 185-hp Ranger engines and were purchased from the Army Air Forces. One will be equipped for instrument instruction. Much enthusiasm in flying these ships has been evidenced by private pilots flying with Hawthorne. Shown in background are some of the Piper Cub Trainers and Cruisers also used for instruction. (Price photo)



## ESSO PUBLISHES NEW BOOKLET ON AIRPARKS

For communities interested in building small air strips and airparks, such as have recently been built at Branchville and St. Matthews, S. C. (see story in next column), Esso's Aviation Department has just published a highly interesting manual on airpark construction. Copies may be obtained by writing Aviation Department, Standard Oil Company of New Jersey, 23 Broadway, New York 4, N. Y.

Another excellent manual published on this subject is available from the Aeronautical Chamber of Commerce, Shoreham Building, Washington, D. C.

## 100 HP CRUISER WILL BE SHOWN

COLUMBIA, S. C.—As part of Hawthorne Flying Service's display at the "New Horizons" exhibit in Columbia, a 100 horsepower Piper Cruiser will be displayed. The Cruiser is an improved version of the popular three passenger Piper plane sold before the war. With 25% more power and restyling, the ship is one of the first models to be produced commercially by Piper after the war. Bucky Taylor, field representative for Piper Aircraft, will bring the ship to Columbia.

The "New Horizons" exposition will be given by the USO in cooperation with industries and business, to help servicemen see what the post-war world has in store for them in the way of new jobs and new opportunities. The highly educational show, with many elaborate exhibits, will run from February 25 to March 4 at the Columbia Township Auditorium. The exhibit will be open to the public on the 25th and each evening thereafter.

## KOJAC, CASHON ON WIS RADIO PROGRAM

COLUMBIA, S. C.—A highlight of Hawthorne's daily sports broadcast over station WIS was an interview last week by Bill Simmons and Lieut. Jim Cashon, local PRO, of Capt. George Kojac, Hawthorne Field's Flight Surgeon. Capt. Kojac was a member of the 1928 Olympic swimming team and related some of his experiences.

## Air Marking Programs Given

### Go-Ahead Signal

With the removal of war-time restrictions which formerly prevented airmarking of towns and actually called for obliteration of existing signs, many states have recently mapped out new campaigns to mark every town with signs visible from the air for the benefit of wandering airmen.

North Carolina has already launched a comprehensive campaign through the joint efforts of the Civil Air Patrol, American Legion and other civic organizations. An airmarking specialist has been retained and much of the actual work will be done by CAP members.

In the north, the New England Council has mapped out a joint project whereby the six states in that region will soon be well airmarked. Other states have recently announced similar programs. To date, no such campaign has been announced for South Carolina, but it is hoped that some program will be soon started.

The placing of town names on prominent roofs in every community is considered one of the most pressing needs for improving navigation facilities for amateur pilots. The need is particularly acute in smaller towns, whose landmarks are usually less identifiable than larger cities.

## YOUNG WASP . . .



Here's three and a half year old Carol Jean Broody proud as punch in the cockpit of a PT-13, the kind of airplane her daddy, Instructor Jake Broody, flies. Carol Jean had her first airplane ride when she was six months old. (Broody photo)

## New Cashier's Office Opened at Hawthorne

ORANGEBURG, S. C.—Establishment of a cashier's office for military and civilian personnel is among the recent changes and additions to the administrative office set-up.

The new cashier's office has been opened in the old pay-roll office and is conveniently located off the main hall-way of the administration building. Mrs. Mildred J. Wilcox will have charge of the new office which will be open between 9:00 a. m. and 5:30 p. m. The office will handle the sale of stamps, money orders, cashing checks, and handling overseas packages for cadets.

Office Manager Earl Haigler has also announced that the services of Mrs. Theo Dunwoody had been obtained to assist cadets in purchasing merchandise downtown. Mrs. Dunwoody, who is French, will be at the field in the late afternoon three times a week to handle requests from cadets.

Taking the place of Mrs. Helen Buddin as book-keeper is Mrs. Annie Hall, who has been working at the field for the Army. Coincidentally, Mrs. Hall worked in the last war with the father of Earl Haigler, her present boss.

Julia Glover has taken the place of Emily Wolfe in the main office.

## NEW SIGN FOR HAWTHORNE FIELD



No missing the location of Hawthorne Field now that this large double sign has been completed opposite the entrance to the field on the Savannah highway, south of Orangeburg. (Broody Photo)

## FLIGHT LINE GOSSIP

By Grano Salis

ORANGEBURG — PROPWASH's regular Flight Line Gossip scribe, Andy Griffith has been sick in the bed for a week, so hasn't had a chance to do much sleuthing. His place is taken this week by Grano Salis, who knows all, sees all, and hears all.

The last few weeks have seemed like old home week around the field with many ex-instructors coming back to good old Orangeburg—seems like they can't stay away from the place.

One of the school's first instructor's Bill Leslie is spending a 15-day furlough in Orangeburg. Bill's a Lt. (jg) now in the Navy and has been ferrying Hellcats, Corsairs and other navy ships around the country. He's currently at Pensacola winding up operational training before going

on sea duty as a scout observation pilot. He'll be making his take-offs by catapult shortly. Bill reports that Frank Nicks, another ex-instructor, is currently at Jacksonville flying navy versions of the B-21 and will soon be in combat duty.

Old Ted Williams, more commonly known as "Squad" around these parts when he was an instructor, is also spending some of his leave in Orangeburg. Ted's been ferrying ships for the Army and recently completed his first transatlantic delivery in an A-26. He's a flight officer.

## Squadron Two Wins Safety Prize Again

ORANGEBURG, S. C.—For the second straight time Squadron 2, lead by Squadron Commander Bill Thompson won the \$50 war bond presented at the end of each class by President Beverly Howard to the squadron with the lowest number of accident points for the class of 45-D-1. Squad. 2 had 20 points followed by Squad. 6 (Foster) with 29 points. Third place went to Squad. 8 (Laughinghouse) with 30 points and fourth place to Squad. 4 (Wolfe) with 39 points.

Scoring is based on 1 point for a scraped wing, 2 points for a ground loop, 10 points for a taxiing accident, etc.

Doesn't the new lower class ready room look nice with its new coat of paint? Two PT-17 fuselages have been placed over there, too, and should be handy for cadets to prowl around and see what makes 'em work. Poor Dave Wolfe hasn't much comment about safety awards . . . looks like he really hit the jack pot with the last class. 45-D-1's graduation was quite a success with a fine party at the Armory and Bevo's antics in his clipped wing Cub.

Prop Wash  
From

Hawthorne

★★★★

To

PLACE  
2c  
STAMP  
HERE