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Flight Record 8

Wofford College 40th College Training Division

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FLIGHT RECORD

Vol. 1—No. 8

40th C. T. D., Wofford College, Spartanburg, South Carolina

September 10, 1943

MAMMOTH AIR SHOW FEATURES SATURDAY PROGRAM

Graduation Dance

Culminating a series of surprises in a surprise packed week which saw the 40th C. T. D. publicized in press and radio as part of the nation-wide campaign to interest young men in joining the Air Corps is the latest announcement that tonight's dance will be on the air.

Twice during the evening Station WORD will bring its microphone to the festivities at the Field House and, still nicer to announce, Jane Smith will be on hand as mistress of ceremonies.

T/Sgt. Melvin A. Raab will again be present with his popular swingsters to provide the incentive for dancing.

The program will go on the air for the first time at 9 p. m. until 9:25 p. m., and then again from 10 to 10:30 p. m.

Partners for our Eager Beavers of the post will come from Spartanburg, Gaffney, and from the nurses' home at the Spartanburg General Hospital.

Graduation exercises will be held in the Chapel prior to the dance, at which time Dr. Anthony Dick, pastor of the First Presbyterian church, will address the graduates and their fellow students.

Opening prayers and benediction will be delivered by Rev. David Clyburn.

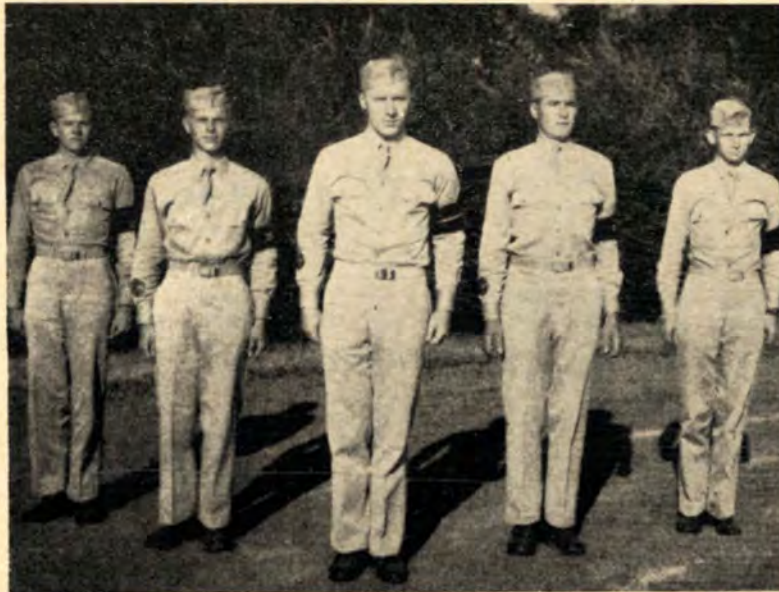
Captain A. N. Hexter, commanding officer of the 40th, will speak and the actual presentation of certificates of graduation will be handled by Walter K. Greene, president of Wofford.

Tomorrow morning control of the post will be relinquished by the graduating class and the new officers will come forward to take their places.

Appropriate ceremonies will be held on the drill field for the last inspection and parade of the class of 43-E.

Through the FLIGHT RECORD the officers and men of the 40th C. T. D. wish to express their appreciation to R. O. Pickens and Company of Spartanburg for their generosity in loaning us the circulation blowers which were so welcome at our last few dances. Mr. Pickens' kindness in this respect was a major part in the success of our dances.

RETIRING GROUP STAFF OF CLASS 43-E



The student officers and non-commissioned officers of Group Staff are, reading from left to right: Sgt. Major Robert H. Schorb, Jr.; 1st Lt. John J. Seimetz, Adjutant; Major John R. Dillon, Group Commander; 1st Lt. Charles R. Magadine, Group Supply; and Group Supply Sgt. Jack L. DuBose.

Pursuits, Bombers Will Take Part

Tomorrow the 40th College Training Detachment will throw open its doors to the citizens of Spartanburg and surrounding communities, welcoming them to one of the greatest events in recent years.

Beginning with a formal parade at the Snyder Field in the morning, the program will include a track meet, in which five College Training Detachments from the South Carolina area will participate, an aerial circus of mammoth proportions, and the opening of the detachment at Wofford for the inspection of the visitors. The highlight of the day is expected to be the Air Circus, which will be started with a bombardment of the city of Spartanburg with pamphlets seeking to interest the young men of the city in the Air Corps training program.

Scheduled for 2:00 p. m., the Circus will be a series of spine-tingling chills and thrills staged by the Army Air Forces.

B-25's in Action

It will involve an unprecedented number of planes, including the famed B-25's seen daily over the city of Spartanburg in routine flights.

Also slated to add interest to the spectacle are the various types of planes actually used in the training of the Cadets from Primary flight school through Basic and Advanced.

The planes will demonstrate formation flight and acrobatics such as are actually used in combat activity.

Pursuit ships will fly overhead in mock "dog-fights" and other types of fighting.

Simulated bombing attacks will also be staged, in which the pursuit ships will rise to drive off the imaginary foe from attacking the Spartanburg airport.

Residents of Spartanburg will be treated to the sight of multi-horse-powered planes roaring across the sky at speeds approaching 400 miles per hour.

After the track meet in the morning and continuing until afternoon guides will be on hand at Wofford to explain the advantages offered by the Aviation Cadet program and to point out things of interest to the visitors.

The 40th College Training Detachment (Air Crew)

Welcomes

The Youth of Spartanburg County

★

Saturday, September 11th, is YOUR day, young men from 17 to 27. Information booths in the grandstand at Snyder Field and on the grounds at the Municipal Airport have been established to answer your questions about Air Crew Training.

The Aviation Students competing in the field events come from every station in life—from every part of the country—from offices, farms, mills, factories, high schools, and colleges. You are basically as well equipped as they are. Training you is the responsibility of the Army Air Forces.

The planes on exhibit at the Airport are those you may expect to fly. Ask the Officers in Charge what you wish to know about them.

Next week, from 3 to 5 P. M. daily, Monday to Friday inclusive, the Aviation Cadet Board will be represented at Wofford College, Administration Building, as a special convenience for you, in addition to maintaining their permanent service at Camp Croft, S. C.

Get your information today. Make your application next week. This is your special opportunity—take advantage of it.

A. N. HEXTER,
Captain, Air Corps,
Commanding.

FLIGHT RECORD

Published by
AVIATION STUDENTS OF 40TH C. T. D.
Spartanburg, S. C.

CAPTAIN A. N. HEXTER, *Commanding*
LT. S. L. GOLDSTEIN, *Public Relations Officer*

Vol. 1 September 10, 1943 No. 8

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Editorial

Rack it back, Mister.
Dip that cap over your eye.
Keep it sharp, Soldier.
Look Proud — Get it — Look Proud.
YOU'RE in the Air Corps.
Remember the first time you heard that command?
Seemed like an odd sort of order, didn't it?
"LOOK PROUD."
It doesn't seem so odd now.
We're beginning to know now.
We're beginning to see the man behind these silver wings.
They don't pin wings on a tailor's dummy.
Your looks won't get you by.
But your spirit will.
That's what they meant when they said "LOOK PROUD."
We ARE proud now.
We know we're a part of the greatest fighting force the world will ever see.
And we're beginning to realize what we owe—what the debit side of our personal account with Uncle Sam really is.
It will take a lot to pay the old boy back.
They say we're worth \$25,000 in cold cash apiece.
That's how much it costs to educate us.
That's how much it cost the government to take us out of the barracks and into college dormitories all over the country.
To take away our tin trays and long lines at mess formations and give us in their place a seat at a real table with real plates instead of tin and food served instead of being waited for.
To give us books and precious hours in which to study them when all the world clamors for guns.
But that's not why we're proud.
We're grateful, yes, deeply so — but our pride — that's in ourselves.
It's a pride that a man feels within himself . . . A knowledge that we're not the same lad who walked into the madhouse of a recruiting center.
We're men — damn good men — and gentlemen.
We're on our way towards being worthy of those wings.
We've had the benefit of personal contact with the nation's finest scholastic minds in our course of studies.
We're more intelligent as a result.
Maybe we don't know the answer to every problem in the Physics book.
But we know how to think now — how to concentrate — how to at least start to solve those problems — those and many, many more.
That little extra keenness will serve us well all our lives.
Remember those gigs you cussed at and the tours you walked?
But your shoes ARE shined now, your hair IS cut, those ashes AREN'T on the floor anymore.
Those things too are a part of your transformation.
You're a gentleman.
Remember the precision drill, the barked commands, the minutes that seemed like hours at attention?
You don't wiggle at attention now, do you?
That's self control.
You have it.

Editorial

Honor Code

All human progress is based on group cooperation. The individual must supply the new ideas; but a group must cooperate together, each member doing his particular part, to carry such ideas to a successful conclusion.

Before any idea may be acted on, not only must the individual have faith in his own idea before he presents it to the group; and the group have faith in the idea before it acts; but also, all must have faith in the ability of each other member of the group to carry his part of the job before full cooperation can be achieved. This faith is not innate. Men are not so naive as to believe their fellows completely honest or capable; they must be shown.

The development of confidence or faith in one's self and fellow airmen is a most vital role in the Aviation Cadet program. Extensive training cares for part of the problem. It is not difficult to make the man who knows the advantages that his ship has over those of the enemy and who knows how to make the best use of these advantages, sure of himself. Nor, is it hard to make him confident of the skill of any man who has also passed through a similar course of training. The real task is to make him equally confident of his fellow's integrity. Trust cannot be taught as another maneuver or trick; it must be developed through favorable experiences. A long acquaintance with associates who prove their honesty will make a man trust them. The Honor System, adopted by the Army Air Corps, offers such an opportunity for men to learn to trust each other before they are placed under fire. The longer the Honor System is practiced on the ground, the closer will be the relationship between the men in the air. It is for this reason that we are pleased to see that the Honor System has been extended to cover the time spent by air crews in the college training detachments.

You'll always use it.
It's part of you now.
We're well started on our way to being fit to serve.
It'll be a long pull yet.
Many months more of work, hard work, with little time for play.
But we'll make it.
Our pride will get us there.
Maybe we get discouraged at times.
Maybe we're far from our wives, our folks, our homes.
But if our folks could see us now they'd know.
They'd be PROUD too.
Their son, or husband, or brother, is a different man.
A better man.
He's a part of the Air Force.
The finest force.
And he's PROUD of it.

Flight Record Elects New Editors

Woven at first from the whole cloth of a spur of the moment suggestion the FLIGHT RECORD has become each succeeding month more and more of an integral part of the 40th College Training Detachment.

The first stumbling attempt, mimographed and hazy as to the rules of journalism, was followed by bolder efforts as the staff gained in confidence. More pictures were introduced, comic strips were added, new features made their appearance.

In order to accomplish this the FLIGHT RECORD was expanded until an eight-page issue was realized.

THE RECORD has attempted to be more than a bi-weekly source of amusement to the students at Wofford. It has felt that the accomplishment of tasks for the benefit of the post was equally a part of its duties. It has attempted to raise and hold high the morale of the 40th. We believe that it has aided materially in that respect.

The FLIGHT RECORD can be justifiably proud of its history. From nothing it has become in a very short time the envy of many of the other College Training Detachments. It has received letters of praise and commendation from military and civil authorities.

We who are leaving now are entrusting the RECORD to good and capable hands.

From among the new quintiles we have recognized men of outstanding ability. We are content in the belief that in the hands of these men the FLIGHT RECORD will go much further toward perfection than we have been able to go.

We ask only of you students that you remember—the FLIGHT RECORD is your paper, it seeks to express your point of view, it welcomes your suggestions and your help.

We are glad to announce to you the new staff of the FLIGHT RECORD:
Editor-in-Chief..... A/S Linley
Feature Editor..... A/S Hughes
News Editor..... A/S Loughran
Sports Editor..... A/S Grantham
Art Editor..... A/S Hill
Proof Editor..... A/S Dee
Associate Editor..... A/S Gruninger
Photography..... A/S Johnston

New Officers Ready To Take Over

The new officers have stated their intention of acting in all official instances as a group; therefore we will consider them as a group rather than deal with each one individually, as we have been tempted to do. We will consider largely the opinions, as stated, of the group.

The officers were hearty in their approval of the changes that have been made in the program during the past month, and expressed themselves as admirers of the outgoing group whose places they'll take. Indeed, the new group seem to be unanimously agreed that things, except for a few minor discrepancies, have been going exceptionally well here at Wofford. They seem to feel that it will be their job to strive still further along this line, toward the goal of perfection.

A/S Lowell A. Elrod, the new student major, believes that this detachment can improve, but that it is already good. In general, his opinion expresses the will of all when he says, "The new Honor System here will be difficult to put into operation, but excellent to live under." It is a challenge to these new officers, a challenge to face the issue squarely and obtain the maximum degree of efficiency from the "Honor System" and from their own administration of detachment affairs and discipline.

A/S James L. Driggers is to be the new adjutant. Matthews C. Friend the group supply officer. Walter F. Ross is the new captain of A Quintile, and Mark A. Howe and George C. Miller are the captains of B, C, and D, respectively.

These men are proud of their new commands, proud that they have been chosen to act as highest ranking officers of these commands, and proud to be members of the 40th Training Detachment. They ask only that each and every one give them his best, striving to be, not only the best quintile on this field, but the best college training group anywhere in the country. And while we're giving three cheers for the outgoing class, let's give a rousing welcome to all of the new student officers. Honestly, gentlemen, we know they all rate it.

A note of thanks from our detachment is certainly due to Mrs. J. R. Dillon, wife of our student major, for the time and effort spent in making the brassards for our student officers. We have long been planning some way of distinguishing the various posts of authority here at the 40th and Mrs. Dillon's excellent arm bands seem just the right answer.

TOKYO RAIDER



Captain H. E. Crouch

DOOLITTLE HERO SPEAKS AT WOFFORD

A story, typical of the daring and courage of the men of the Army Air Force, was related to members of the 40th College Training Detachment last Monday when Capt. H. E. Crouch, veteran of the famed Doolittle raid over Tokyo, visited our school.

Telling the tale which has caught up and held the interest of the whole world, Capt. Crouch, in simple, direct speech held his audience enthralled as his eye witness account unraveled.

Injecting a note of humor into his talk on occasion, Capt. Crouch made his part of the raid seem almost ridiculously easy, indicative of the attitude of the men who fly our ships.

The most interesting, if not thrilling, part of the story of the Tokyo flight was to hear of the action on the flight deck of the aircraft carrier Hornet. Probably never until now did those in the audience ever know the actual conditions that existed at the take-off of those famed B-25's. His account of bomber pilots taking overloaded ships off a rolling, pitching deck filled his listeners with a new realization of the difficulties involved.

He made light of the actual part he played in the bombing of Tokyo, modestly passing over his own actions. His narration of his particular ship's air battle with a Jap Zero was excellent. Again his humor made light of

a precarious situation.

After completing their mission, the bombing of a precision instrument factory, they proceeded to fly to the coast of China. It was not long after reaching the China coast that they were forced to "hit the silk."

Capt. Crouch described this part of the trip by telling his assembly that the turret gunner went out first after thanking the pilot for a pleasant ride. Declaring that the calmness of the gunner gave him strength, the Captain assured the gathering that he had to throw himself out ONLY three times.

WACS Obey Orders Literally; Keep Secret

ENGLAND (CNS)—A couple of WAC officers took their orders so literally that they almost missed the opportunity to carry them out.

Capt. Selma Hansen of Los Angeles and Lt. Dorothy Scott of Elsa, Tex., arrived here under secret orders to report directly to Maj. Gen. Ira Eaker at Eighth Air Force Headquarters. They spent several hours trying to find his headquarters and then went to Army HQ for aid. But they refused to show their orders to anyone there and therefore no one would take them to the general.

The incident ended on a happy note, however, when Col. Ralph Pulsifer, of the Adjutant General's office, finally persuaded the WACS to report to him.

Lt. S. L. Goldstein Explains New Honor System, Elect Officers

On Friday, September 3, the official adoption of the Air Cadet Honor System by the 40th College Training Detachment was announced by First Lieutenant S. L. Goldstein, plans and training officer. Although the student body had known of the plan for some time, it was anxious to receive a statement of object and rules, and get actively underway.

Lt. Goldstein, leaving no doubts in any student's mind as to the importance of the new plan, said, "We are laying the ground work for the responsibility you will assume when you win your wings and bars." He described honor as an intangible quality, based on pride in one's self and organization, and emphasized the importance of being honorable in all duties performed here at the 40th C. T. D. "Menial things that happen here are as important as the big things, because the big things inevitably result from the little ones." Then, citing as illustrations cases where false statements had led to marked disasters, Lt. Goldstein conclusively showed that the man who feels that he has successfully evaded discovery and subsequent punishment in petty dishonest acts, will inevitably revert to type when under heavy fire. He made it clear that it is now the duty of each student to see that he and his fellows abide by the rules. All infractions of the Honor System must be reported; for it is far better that a man burn his fingers in a little case, than be allowed to carry on with his mistaken ideas and finally destroy himself and the men depending on him through a major breach of honor. As plans and training officer, Lt. Goldstein mentioned the difference between a breach of regulations and a breach of honor. Honor calls for complete truth in all official acts and statements, both written and verbal. Men accepting authority must be so disciplined as to be courageously and fearlessly honest in all dealings, regardless of the consequences.

The Honor System, in order to be effective, must be directed by the students, themselves. Lt. Goldstein described how this would be done. A board of five men, headed by the student major, and representing the quintiles, will assume the responsibility for the efficient conduct of the plan. All officers, faculty members, and students will refer cases to the board, and the board, acting with the powers endowed upon it by directive, will recommend action to be taken to Captain Hexter.

A/S J. R. Dillon, Student Major of the Wofford Detachment, will be in charge of the board. His colleagues have been elected by the squadrons. They are: A/S J. E. Gilbert—A, A/S E. C. Burkhardt—B, A/S J. B. Breigener—C, and A/S Lowell A. Elrod.



"But Sargint, can I help it if they got my laundry mixed up?"

Gigs and Gags

Bob Brust likes Wofford so much that he doesn't even leave it during his open post now. . . . Has Delesdernier made up his mind as to which Quintile he wants to be in yet? . . . Art Cutone is the new "waker-upper" at Snyder Hall now, fellows. . . . Don "Annie" Oakley received his muscles from Charles Atlas. He was showing them off the other night at an informal formation. . . . Joe "Sawdie" Hitzel's latest girl has a new angle—she sends her messages via the airways. . . . Have you heard the latest? "Cupie" Mortensen's girl is now corresponding with Augie Anman. Better watch out, "Cupie." . . . Ed Greene and Gerry Dunnack are still talking about their adventures last week-end. "Clem" Bernstein—carry a ladder with you when you have to run over

the "Burma Road." . . . For those who are interested in the life story of "Mike" Krueck—see Millie in Sallee's Chess Shop—she knows all. . . . Frank Flacco is the man of the week. We would like to have "her" as an officer any day. . . . "Whitey" Fort found himself a new love at the last dance. How have you been making out lately, "Whitey"? . . . "Bonnie" Davidson has been seen keeping company with a commissioned member of the Army Nurse Corps. . . . We've heard via the channels that "Skip" Janicula's promised partner is due to visit Spartanburg in the near future. . . . Ralph "Little Joe" Johnston forgot to mention his wife when he was telling a few Spartanburg lovelies about his convertible. Why, "Little Joe"? . . . That was a very cute girl that "Toby" McGehee had in town last Sat. When will she become of school age, "Mac"? . . . Among the recent visitors to

Wofford were Walter "Barney" McLaughlin's parents, accompanied by his "one and only"—also John "Sampson" Molchan's sister, with his "fav'rit" girl. . . . Never saw "Sack" Filo laugh any harder than he did the other day when "Duck" Noyes was directing the PT class. . . . Doesn't Mark Howe ever telephone to Mass any more? . . . Matty Friend isn't the only one from his family in the service—his wife is a Marine. . . . Fellows, we have a former fireman with us—Bob Parker used to be an auxiliary fireman in Blue Hill, Maine. . . . If anyone wants to meet a girl from Spartanburg, see John Storozuk—he knows 'em all. . . . "Scotty" Raeburn takes the ribbons for talking—he can talk longer, faster, and louder than anyone we know of. . . . Love-sickness has caught up with Bob Moffatt since he returned from his furlough. . . . After reading a recent edition of the local daily newspaper, we've decided that "Tex" Elrod is the most photogenic A/S at Wofford. . . . The Marr twins, Donald and Charles, are still looking for twin sisters in Spartanburg—can anyone help them out? . . . Earlier this summer Andy Soloby told someone that he was just as tanned as a cigar store Indian—wonder what he would tell that party now, after having been exposed to the sun all summer long. . . . Paul Guimont will never put his hands in hot water again, will you, Paul? . . . To all of "Squeaky" McAndrews' friends: Eleanor Kelley has resumed her correspondence with him again. . . . Charley Jones has a new nickname now, fellows—it's "Wimpy." . . . A complete change has been noted of Johnnie Creed lately—is it your wife or PT, Johnnie? . . . It looks as though Mississippi beauty has been recognized, since the boys of Sqd. "B" want to name "Baby Doll" Yancey as No. 1 glamor boy. . . . We understand that a certain nurse is keeping Jim Large informed on the "why's" and "wherefores" of medicine. How about that, Jim?

Even though the members of new Squadron A have been on this post

for a period of less than two weeks, the boys are really "on the ball," at least as far as women are concerned. For instance, an "acquaintance" of Lloyd Hayes was so anxious to see the gentleman in question that she arrived in Spartanburg only five days after his entrance to Wofford College! Lloyd is now looking for a toupe, but slightly used, to cover the shiny area on top of his noggin which appeared immediately after his hair-tearing act. This action occurred upon his discovering that he was to be quarantined for that week-end!

Four men eagerly volunteered for a detail and returned to tell that their work took them through town. These men wore the expression of the cat that stole the milk. We'll wager some Southern belles have already taken these boys in hand.

Squadron A wants to say "Thank you" to the Mess Officer and his assistants for really swell chow. Some of the men are from the infantry, some from artillery, and the rest from other branches of service. These men are all of the opinion that they are fed better as aviation students than they had been since their induction into the armed forces.

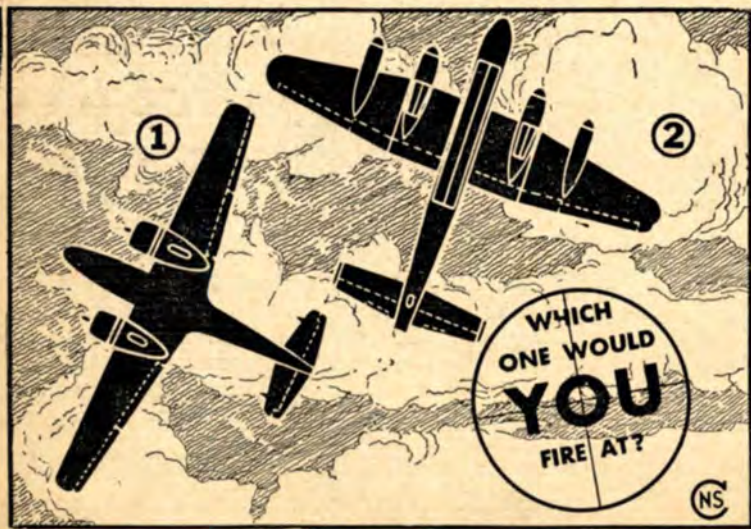
While we are in the festive mood, suppose we offer our congratulations to the men of Squadron A who have recently had or will shortly have birthdays. Ted. Grossholz celebrated his on the 7th of this month, while Charlie Johnson had his but today, the 10th. A. E. Queally is to do his celebrating on the 14th, and Elmer J. Fulkenson, not to be outdone, will follow in the same trend four days later, on the 18th. Happy birthday, fellows!

Also celebrating is ex-sergeant Gilbert, who has been chosen by his buddies to represent them on the Honor Council. We are all rooting for him, for we know he will do a grand job.

Dewey Griffin, originally of Plant City, Florida, is to be a proud papa any day now. We are all waiting for those cigars, Dewey.

Male Call

by Milton Caniff, creator of *Andy*



Class 43-E Excellent Group

Final PFR tests taken by Quintile E men last week show an average increase of approximately 20 points per man when compared to the first test taken upon their entrance to Wofford.

Five months ago only a select few were able to make their way into the "Good" column, yet at the completion of their physical training here 24 men were in the "Excellent" group and many more of the former "puddle-butts" pulled their averages up into the "Very Good" class.

The men obtaining the "Excellent" rating include:

	S*	SR* Sec.	C*	PFR
Hugo, G.	114	47	20	93
Matthews, R. E.	114	48	22	93
Sharp, F. A.	102	48	23	93
Kaplan, S.	114	53	19	90
Pratto, A.	102	47	18	90
Schilling, L. M.	114	47	18	90
MacGillivray, D. C.	102	47	16	85
Privett, S.	108	50	16	85
Pound, C. R.	108	48	17	85
Sengl, J. E.	114	49	16	85
Hanson, C.	114	53	17	83
Schuessler, R.	114	47	14	81
Pullen, J. H.	114	48	14	81
Price, C. M.	114	49	14	81
Long, L. A.	114	48	14	81
Schorb, R. H.	114	48	13	78
Nickerson, D.	102	46	12	78
Sell, G.	78	51	18	78
Seay, E.	57	48	20	78
Preston, J. H.	114	51	14	78
Cardinal, A.	102	50	15	78
Sedlock, J.	108	48	13	78
Sellers, W.	114	49	13	78
Shambo, R.	114	51	14	78

*S, Situps; SR, Shuttle Run; C, Chins.

Track seems to be the specialty in which Quintile E excelled, and it was due in a major part to their efforts that the innovation of bi-weekly track meets at Wofford were greeted with such success.

Physical Training Program Explained

There is stationed at every post under the Air Corps training program an expert in physical education. It is from this man that the physical training program gets its incentive, its quality of enthusiasm, and upon him depends the whole success or failure of the training which the government is attempting to give its future flyers.

He is selected only after exhaustive examinations to insure that he is not only letter perfect in his work but also that he will make the type of counsellor and confident to his charges that the government desires.

Here at Wofford we have just such a man in Coach Fred Petoskey.

According to Coach Petoskey the Aviation Student physical training program is divided into three main categories as follows: mass athletics, conditioning, and individual skills.

Mass athletics entails 34 per cent of the total program. It includes calisthenics, coordination exercises, wand drill, weight lifting, and similar activities. This is said to be the backbone, as it were, of the entire course.

Conditioning takes up 44 per cent of the time. Wind sprints, cross country, obstacle course, and Burma Road are included in this part of the program which seeks to build endurance and good wind.

The last 22 per cent is devoted to individual skills. This is built around games such as volleyball, softball, boxing, and the like.

The aim of the total course is to see to it that every muscle receives the utmost in training to act not only with strength but also with smooth coordination.

As proof of the accomplishments obtained so far it can be pointed out that the physical fitness rating of the men in the program jumps more than 20 per cent in the short period of the first five months.

Physical training specialists, in

The Wolf

by Sansone



perfecting this system of physical training for prospective officers of the Air Corps, decided on the particular program, which was adopted only after a careful consideration of just what was desired of the men to be trained. They felt that each young man must possess, in addition to mental alertness, a high degree of physical fitness if he was to be able to do what was to be expected of him.

The college training and the other instruction which the trainee receives all through his career as a cadet assures the proper level of intellectual qualification. Much more time however had to be given over to the physical side of the picture.

To fulfill the duties of a pilot, navigator, or bombardier the student must have more than ordinary endurance.

Although many of the boys came into the Air Corps direct from the athletic life of high school or college many more came from sedentary occupations where they had allowed their bodies to become soft with the result that they tired easily.

Today, however, in the Air Corps one of the first things handed to the student is a complete set of gym togs.

Almost immediately he is introduced to the physical training program.

At the start there are short periods of approximately 60 minutes devoted to rebuilding his muscles and as he progresses the time is extended in other schools along the way toward completion of the training until when his wings are at last given him he can well be said to be very nearly a perfect physical specimen.

ofry and the Pirates



Go West, Young Man



and rudders. FIRE AT NO. 1! It's the Japanese Mitsubishi "Soyokaze," a mid-wing, medium bomber powered by two radial engines. The nose of the long, thin fuselage extends well forward of the engine nacelles. Its wings are straight on the leading edges and swept forward on the trailing edge. The tapered tailplane has twin fins and rudders.

WOFFORD
WELCOMES
The C. T. D.'s
of
Erskine
Clemson
Furman
Presbyterian

Answer to Plane Test

QUINTILE E MEN

Since Quintile E will soon be leaving, let's broaden our memories for an excellent group of student officers—

John R. Dillon, our student Major, comes from East Orange, N. J. Every aviation student appreciates the many things he has done for this Detachment. He has shown us, in numerous ways, fine examples of leadership and ability. A/S Dillon has had four years of service, serving in both the Marine Air Corps and the Army Air Corps. He says, "I believe that the opportunities afforded all men who want to fly for Uncle Sam are innumerable. No one who has the desire to fly should pass up this chance of a lifetime."

John J. Seimetz, our adjutant, is from La Porte, Indiana. He was attending Indiana University before joining the Air Corps, taking a business course. He wants to finish his business with courses in Tokyo. A/S Seimetz has handled his job like a veteran and we salute him for his fine work. Uncle Sam needs more like him.

Robert C. Schad has had the difficult job of getting the new squadron "on the ball," but has done an excellent job. His home is in Cincinnati, Ohio. He had his own private business there but just can't seem to find any privacy any more. A/S Schad has been in other branches of the service, but likes the Air Corps best.

Raymond Thomas has been aiding A/S Schad with the new squadron. His home is in Dry Ridge, Ky. He says, however, "The bootleggers manage to keep the ridge pretty wet." A/S Thomas was an assistant foreman in a flying school at Columbus, Miss., before joining Uncle Sam. He has dreamed of flying since he was big enough to walk.

"Deak" Price, who is known quite well by Squadron B, comes from Tampa, Florida. He will always be remembered for the night lectures to Squadron B. He kept after those men until he got them "on the ball," and they appreciate it too. As a matter of fact, they've gotten "open post."

Charles F. Heath has made quite a name for himself here and has really been a regular fellow. He is from Columbus, Ohio, and was attending Ohio State University, majoring in accounting. He hopes to account for a big loss of "Zeros" in his future business, and we are sure his assets will be great.

Edward A. Selz, whom we all know, comes from Dayton, Ohio. He was an apprentice tool designer in civilian life. He didn't like defense work, so he decided to get on the offensive as a pilot. More power to a swell guy!

"OFF THEY GO"

A Toast to the Host of Those We Boast

Cardinal, Albert A., Fitchburg, Mass.; Carey, Thomas A., Jr., Worcester, Mass.; Carter, James A., Cos Cob, Conn.; Chapman, Milton C., Jr., Westbrook, Maine; Clark, Maynard, New Hope, Connecticut; Conley, Gerald J., Lowell, Mass.; Connerton, Peter J., Middletown, Conn.; Daum, Charles H., Jr., West Haven, Conn.; Delesdernier, Edwin W., Meriden, Conn.; Dillon, John R., East Orange, N. J.; Dubose, Jack L., Tampa, Fla.; Egan, John J., Brookline, Mass.; Farah, James, Lowell, Mass.; Fitch, Donald P., East Hampton, Connecticut; Gerber, Thomas W., New York, N. Y.; Gorman, John F., Roslindale, Massachusetts; Hanson, Charles H., Rochester, N. H.; Heath, Charles F., Columbus, Ohio; Hemmer, James A., Zanesville, Ohio; Heywood, John, Jr., North Adams, Mass.; Hugo, George L., Jr., New Haven, Conn.; Janeczek, Walter, Dickson City, Pennsylvania; Kaplan, Seymour M., Brooklyn, N. Y.; Kaweck, Bernard J., New Britain Conn.; Long, Lyle H., Falmouth, Mass.; Lux, Paul A., Middlebury, Conn.

MacDougal, Donald A., Winthrop, Mass.; MacGillivray, Douglas C., Brighton, Mass.; Magadini, Charles R., Great Barrington, Mass.; Matthews, Robert E., Burlington, Vt.; McCormack, Thomas F., No. Ferrisburg, Vt.; McKee, William E., Montpelier, Vt.; McNamara, Paul K., Bridgeport, Conn.; Morrison, Archie T., Jr., Braintree, Massachusetts; Muchnick, Jerome, Brooklyn, N. Y.; Mueller, Francis J., Springdale, Conn.; Nickerson, David A., Sharon, Mass.; Noyes, Donald P., Marblehead, Mass.; O'Connell, Daniel V., Jr., Belmont, Mass.; Olson, Lloyd M., Superior, Wis.; Parker, Robert S., Manchester, N. H.; Pound, Claude R., Gaston, S. C.; Power, Dewey R., Danielsville, Georgia; Powers, Robert E., Indianapolis, Ind.; Pratt, Melvin, Dearborn, Mich.; Pratto, Albert D., Detroit, Mich.; Prease, Robert E., Akron, Ohio; Preston, John H., Dayton, Ohio.

Preston, Leonard L., Lexington, Ky.; Price, Charles M., Jr., Tampa, Fla.; Priebe, Edward O., Detroit, Mich.; Priest, Harold H., Jackson, Ohio; Pritchett, William C., Archer, Fla.; Privett, Staley C., Pomona, N. C.; Prophett, Charles C., Rome, Ga.; Prouty, Eugene J., Hill Point, Wis.; Pullen, John H., Clewiston, Fla.; Sabin, Arnold P., Muskegon Hts., Mich.; Saizan, Joseph O., Louisville, Ky.; Sanders, Richard G., Detroit, Mich.; Sappe, Felton E., Gordon, Ga.; Scarlett, Ralph L., Jr., Avon Lake, Ohio; Schad, Robert C., Cincinnati, Ohio; Scherzinger, John E., Duluth, Minn.; Schilling, Lewis N., Jr., Columbia, S. C.; Schinaman, Robert E., Cincinnati, Ohio; Schlosser, Charles W., Miamisburg, Ohio; Schmall, Tommie, Louisville, Kentucky; Schmidt, Richard F., Kenosha, Wis.

Schneider, Richard B., Columbus, Ohio; Schorb, Robert H., Jr., Columbia, S. C.; Schuessler, Robert W., Cincinnati, Ohio; Schwepe, Raymond G., Lorain, Ohio; Scott, William M., Forest, Miss.; Seay, Edward E., Jr., Turkey, N. C.; Sedlock, John W., Jr., Cleveland, Ohio; Seff, Robert E., Akron, Ohio; Seimetz, John J., LaPorte, Ind.; Sekowski, Norbert J., Chicago, Ill.; Sell, George J., Chicago, Ill.; Sellers, William T., Shallotte, N. C.; Selz, Edward A., Jr., Dayton, Ohio; Sengl, Joseph F., Dayton, Ohio; Serapin, Kenneth E., Phoneton, Ohio; Sestito, Joseph, Fairmont, West Virginia; Shafer, Bernard L., Cincinnati, Ohio; Shambo, Richard E., Joliet, Ill.; Shannon, Donald L., Michigan Center, Mich.; Sharp, Frank B., Nitro, W. Va.; Sharpe, John T., Chicago, Ill.; Soloby, Andrew, Bangor, Maine; Sorelle, Roland R., Acushnet, Mass.; Thomas, Raymond, Dry Ridge, Ky.; Ward, William H., Jr., Pensacola, Fla.

QUINTILE E MEN

John "Gig-happy" Heywood, Jr., is a "Yankee" whose home is now in Greenville, S. C. He was an airplane mechanic in the Glider Corps before entering the service. John likes to keep his platoon "on the beam" and he says that "gigs" are the best method.

Lewis "Optical Illusion" Schilling hails from Richmond, Virginia. He was attending the University of South Carolina, majoring in commercial art, last year. Lewis gave this up to learn the art of flying. He says, "I like the Air Corps because of the high morale and swell cooperation of officers and men."

James Farah comes from Lowell, Mass. He was a shipfitter in civilian life and states, "As long as I can fly, to hell with shipfitting!"

Donald MacDougal, from Winthrop, Mass., boasts, "I'm proud to be a member of the U. S. A. A. F. My one ambition is to obtain that pair of silver wings and hit Tokyo."

Melvin Pratt was an aircraft engine assembler in civilian life. He is from Dearborn, Michigan, and says, "I have assembled the P-47 engine, but flying is my goal."

William E. McKee comes from Montpelier, Vermont. He attended The Citadel, the military college of South Carolina. He gripes, "I have had enough of South Carolina."

Robert W. Schuessler was majoring in aeronautical engineering at the University of Cincinnati. His home is in Cincinnati. He claims, "The Air Corps can't be beat!"

Paul A. Lux, from Middleburg, Conn., was attending Dartmouth College and says, "I'll know after Nashville."

Robert S. Parker comes from Manchester, N. H., and has always had a desire to wear a pair of wings. He proudly says, "I'm glad I am in the Air Corps and not the Infantry."

Our Story - - The History of Quintile E

We began to assemble. Some at Miami Beach, Fla., and some at Atlantic City, N. J. Ours was a policy of silent awe and soft footfalls. We were in the U. S. Army. Not only the Army but the most glamorous branch it afforded.

We wore our hats at an ungainly angle, like an inverted wedge. We got our hair (laboriously trained waves and all) cut to the length of an Army night's sleep (short as Hell) and most of all we learned what stripes meant. Especially when worn on an Army sleeve.

The trees were just beginning to break out in little green buds when we landed here. One could stand at the window of Carlisle Hall and see people (envied civilians) walking along the walks in front of Snyder.

A few weeks later another group arrived from Atlantic City and each month thereafter some of the new bunch (Yankees mostly) moved up into the original group from Miami Beach until finally, when we reached Quintile "E," we were composed of almost every bunch to arrive here.

We soon learned that the supposed "Extra Privileges" of being an "E" man consisted mostly of permission to keep lights on after taps, in order to catch up on a few million varied bits of paper work. Not to mention the fact that we had to set an example for all other classes in neatness, promptness, alertness, and military courtesy.

With these added duties we were more than ever glad for the relief of our dances and for the hospitality extended us by the people of Spartan-

burg.

Then, in addition, we were flying. And we loved it. Every thrilling moment of it.

So to you members of the Faculty, to you good people of Spartanburg who have done so much to make us happy here, you members of various church organizations whose homes and lives we have invaded, to you young ladies who have attended our dances and celebrations, to the personnel at the flying field, and to you wise and patient officers of this detachment, we offer our deepest and most heartfelt thanks and appreciation. You have given lavishly of your kindness and consideration, and we assure you that we hope that some day, in some way, we can do some small deed to repay in part what we have received here.