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Flight Record 22

Wofford College 40th College Training Division

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FLIGHT RECORD



Vol. I—No. 22

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

April 14, 1944

"D" DAY CAST ITS SHADOW ON WOFFORD

GROUP STAFF

We are back again with the minute biographies of the members of the Group Staff and, as usual, we will start at the beginning with the biography of the Major.

Major

The Major, George J. Simpkins, is a native of New York City—you know the state. His last formal education was received at a West Point Preparatory school set up by the Army. He attended this school at Mitchell Field while serving three years with the Air Corps. While at this station, he played with their well-known basketball team, a team which was the champion of that territory. After finishing his three-year hitch with the Air Corps, the Major returned to civilian life and went to work for Eastern Airlines. While working for Eastern, he was attached to the supply division in the purchasing of maintenance supplies department.



In this training at Wofford, the Major has found P. T. to be the most distasteful of all subjects, but in his estimation the flying in the "E" quintile makes everything else very much worthwhile.

The Major is a married man, and is rightfully proud of his eleven-months-old daughter.

When he finishes his training, the Major hopes to fly the heaviest bomber they have, and that at present is the B-29. Good luck, Major; we hope that there are no more scares like last week's.

Adjutant

A/S Ronald E. Swain, our Group Adjutant, is from Melrose, Massachusetts, where he attended Melrose High School. After graduating from high school, the Adjutant went to work to learn tool and die making. After three years as a tool and die maker, he was called



The Group Staff (left to right)—Front row: Major George J. Simpkins, Adjutant R. E. Swain. Rear: PRO H. Sorkin, GSO A.C. Schmidt.

into the Army, where he volunteered for the Air Force. This put him in a tough spot not so very long ago when men who had volunteered for Air Crew Training, after induction, were transferred to air combat training. Although the transfer has not yet been consummated, it is practically definite to come about before this issue goes to press. It is with deep regret that we see our friend the Adjutant leave us for air combat training.

The Adjutant is another married man, and he is very boastful of the merits of his 17-months-old son. The Adjutant is very fond of yachting and hunting, and without a doubt he will be breaking his son in along these same lines when he returns from the wars to settle down once more. Here, too, is another man who does not extol the virtues of P. T. In fact, he is almost allergic to the very mention of the subject.

With his dislike of P. T. and his love of flying, the Adjutant sees eye-to-eye with the Major, but when it comes to planes they vary in choice a great deal. Mister Swain wants to pilot a P-51, and the yearning persists in spite of the bad breaks. Good

(Continued on Page 3)

Not too long ago the entire detachment was roused from a sound sleep to be marched to the chapel. It seemed, at the time, that there must be a mighty important reason for thus being rudely roused from our slumbers. Most of us were disappointed, not to say disgusted, to find that this early morning session was only to classify us as to our mode of entry into the Aviation Cadet program. Little did we realize the portent of this momentous meeting; all we could think of was that some prize dope had gotten us out of bed just to make a nose count.

On Monday afternoon, April 3, at 1330, we were to learn just what this meeting had meant. It was at this time the entire detachment was again called to the chapel for another meeting. The time of this meeting was enough to arouse considerable comment, for it is very seldom that a meeting of this nature is permitted to interfere with the academic schedules. Rumors were a dime a dozen, or cheaper, and as the time for the meeting drew nearer the fears of everyone became more and more apparent. The men had been doing some mental arithmetic, and by adding these facts: the Air Corps was releasing 36,000 men to the ground forces, and the 40th C. T. D. was closing on the 30th of June, the conclusions reached were far from satisfactory.

The fears of the men were not groundless. In a quiet way the men were segregated into the same groups that they had been placed in on that eventful night not far gone, then all except two of these groups were sent

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OFF THEY GO

While still in the process of setting up the paper, we have been notified of the fact that half the men are being transferred to other branches of the armed forces. It is indeed a sad day for these men who have been working so hard for the chance to wear a pair of silver wings. They will be deprived of the opportunity, and through no fault of their own. In spite of the great disappointment these men are feeling at this time, we are sure that they will make the best of a tough situation and come out of the training they are to experience, in a short time, with flying colors.

It can truthfully be said that these men will be better trained for the job they are about to do than many of their predecessors. These men have the added advantage of having gone to a college training detachment. The knowledge they have gained here can never be taken from them.

We wish to extend to them our warm hand and our praise for the spirit they have shown ever since the word first came of their transfer. For with a spirit such as these men have shown they can never go wrong.

Golden Oaks

We all feel a definite pride that our Commanding Officer has received a promotion. It is the only logical climax to the capable skill and sympathetic understanding he has used throughout these trying times. We are glad that we are here to witness this well-deserved order from Washington. Congratulations, MAJOR Hexter! M-m-m . . . when Student Major Simpkins said the words, Major Hexter replied, "I'm glad we're now of equal rank."

FLIGHT RECORD

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

Vol. I April 14, 1944 No. 22

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Editorial

The Honor System, or better known as the Honor Code, stands for just what the name implies—"HONOR." This is a small word with a great meaning. To many of us, honor has been just another word found in the dictionary, but in time we shall all come to learn and respect the word honor.

The Honor Code of the Cadet Training Program was originated in West Point, the top officer training school of the world. Since the cadets are all potential officers, they have adopted the Honor Code.

An officer has a great responsibility, in that he is a commander and leader of men. Though the command of an officer may be small, the responsibility for the safety and well-being of these men lies with him. A false report from an officer can sometimes save his personal reputation, but there are also times when it can send his command into danger when it is ill equipped to meet such danger.

Many of us do not respect honor as it is known here because we fail to realize that honor and responsibility are synonymous in the Army. If a man cannot prove himself capable of assuming responsibility, it is usually because there is not the sense of honor within this man to make him strong enough to assume this responsibility.

To realize this, we must first accept the Honor Code as a habit—and not something to be put aside whenever it is convenient for us to do so.

Lately, a few flagrant abuses of the Honor Code have become apparent. Due to the lack of definite proof, men whose breaches of the Honor Code have been obvious, have managed to avoid payment for their transgressions. These few men, who refuse to accept and abide by the Honor Code, will some day realize that they have deceived no one but themselves. We are sure that when a man is called front and center, before the whole detachment, during a retreat formation, to be punished for a breach of honor, it is neither pleasant nor does it show any cleverness on the part of the person involved.

We have no desire to threaten anyone, nor do we want to create a feeling of animosity between the officers and the men. It is our sincere hope, however, that all who read this will give the Honor Code a great deal of thought and accept it as an honor and a privilege, rather than as an obligation that we must suffer under and tolerate as part of the Army way of life.

More Men Leave

Tomorrow more than three score men will leave this post. Some will journey to Buckingham Army Air Field for their training in flexible gunnery, while the remainder will join the Engineers in Camp Sutton. Yes, these latter men who had hoped to fight in the air will have to learn a different technique. From now on they will have to crawl forward, hugging the ground. With the advance troops, they will clear the roads and build the bridges that will be used as highways to victory. Several of the men may have expressed their doubts as to how they will be received by the ground force. Well, have no fears. The Air Force command is fully aware of the situations that may arise. So with the best interests of the men

foremost in his mind, one of our own commissioned officers will travel to Camp Sutton to go into all the details thoroughly and personally, to make certain that the proper authorities fully understand just why the training of qualified men has been discontinued and why they are being returned to the ground forces. Every human effort will be exerted to insure, for the men shipping, an eager reception and a complete understanding of their problems. The new commander will know that the men he is receiving are not raw recruits, but soldiers . . . soldiers who, although not yet baptized under fire, realize well much of the ache and disappointment of warfare. We all wish them luck—and good hunting. —H. S.

Without Prejudice . . . For The Convenience of the Government

Hearts may well have been heavy but heads were high as the first contingent of "Relieved Trainees" marched away from Wofford behind the Detachment Band. And now, the balance of the Detachment are proving whether they can "take it" in the soldierly sense of the word. Despite the mental unbalance resulting from classification routine, Trainees who know they will shortly leave and Trainees who are confident of the precious opportunity to continue Air Crew training are alike settling into normal routine of study, class, drill, etc.

The reason for the change of signals is the slackening need in the Air Force — the growing need in other branches of the Service. In the words of General McNair: "It takes the man with the rifle, the bayonet and the grenade, dragging his weary feet after him . . . to get in there with guts and brains. He has to put the finishing touches, the copper-riveted handiwork, on the craftsmanship of the air force, the artillery and the tank corps."

Fortieth CTD men have that intestinal fortitude. They also have discipline—the basic quality of good soldiers whether they be in the Air, on the Ground, or in the Service Forces. Fortieth CTD Aviation Students have demonstrated their discipline by their attitudes: they may not like an order, but they obey; they may gripe about an order but they obey; they may suffer severe losses—either psychic or physical—but they obey.

If or when new orders arrive, A/S of the 40th CTD will be advised promptly. In the meantime, 40th CTD A/S will stay in there and pitch. They will continue to merit *their* self-respect and *my* respect for them.

A. N. HEXTER,

Major, A. C., Commanding.

Farewell

It is good-bye to the 40th C. T. D., but not the kind of farewell I have always wanted. To be Student Major of these men will live in my memory always. Especially because my fellow officers and non-commissioned officers did their utmost in carrying out orders and endeavored at all times to be model aviation students. I know when I say this that I speak for every last one of us. That little patch on the right sleeve was damned important to us. We aimed and studied for the day that we could wear the silver wings on our chest. Some of us will still get our wings, though not as pilots. We will still fly with the greatest team in the world as aerial gunners. My greatest sympathy lies with the men that will go back to the ground forces. These men are to be admired for their

Activities of the Wofford Wives' Club

The Wofford Wives' Club is composed of the wives of the Air Crew Students stationed at Wofford.

This club serves many varied purposes. First, it tends to bring the girls from all parts of the country together, and helps them to get over that first homesick feeling.

Wofford wives are for the most part "widows," due to the exacting schedule of a College Training Detachment.

To keep themselves busy, the club sews garments for the Red Cross, donates blood, rolls surgical dressings, and operates a room service for the Detachment.

The club holds a sewing circle on Monday night, on Tuesday night a social meeting is held. The club has two different hostesses each week, to take care of the entertaining and refreshments for each meeting held. On Wednesday, the club gets together at the Herald-Journal building and rolls surgical dressings for the American Red Cross.

During the past three weeks, the girls have served, three days a week, as agents for the students who wish to secure rooms for their wives and families. This service has been reduced to one day a week—Wednesday—until further notice. Any boy wanting to reserve a room can go to the Infirmary on the designated day, between 12:20 and 1:20 o'clock, and receive information about the rooms that are available.

In addition to these varied activities, the girls always come to the aid of the dance committee by helping to decorate the Field House for all dances.

The present officers of the club are: President, Mrs. Mae Lyons; vice-president, Mrs. Lessie Willingham; secretary, Mrs. Sally Towers; treasurer, Mrs. Ruth Zittle.

The club is supervised by Mrs. A. N. Hexter and Mrs. S. L. Goldstein, who have done a splendid job of making all new and old members feel at home.

All new wives are urged to attend these meetings and partake in the many interesting activities.

LESSIE WILLINGHAM,
Secretary.

skill and tenacity in fighting their way up from the Infantry, Artillery, Cavalry, to the Air Corps. I wish them the best of luck, and hope I am fortunate to serve again with them, or with men of their calibre. To the men we leave behind: Be proud, and "stay on that beam." You are the men who will go "into the wild blue yonder." Never relax a minute, yours is the finest heritage. Always remember, we will be there in spirit with you, so do not let us down.

GEORGE J. SIMPKINS,
Student Major.



The Squadron Commanders (l. to r.)—Front row: Captain Misenheimer, Captain Swenson. Rear: Captain Willingham, Captain Carr.

SQUADRON COMMANDERS

We bring to your attention the men who have, for the past month, been the leaders of the various squadrons. These men have earned the respect of their men and of their fellow officers for the masterful way in which they have taken over the responsibility of leading a group of men and they have done a fine job. These are the squadron commanders:

Captain Charles H. Misenheimer is our youngest squadron commander, being only nineteen years of age. He also is our only eligible bachelor among the commanders, but rumor has it—not for long.

Captain Misenheimer left his home in Richfield, N. C., after graduating from high school in 1940, to attend the University of Tennessee for two years. While there, he was active in athletics, receiving letters for basketball and baseball.

Later he entered the Merchant Marine and went to sea as a second assistant engineer. During his eighteen months on the sea, he visited Alaska, Trinidad, South America, and the South Sea Islands. He has also been in every state in the Union except six, and he intends to visit them as soon as possible.

It was on his last liberty that he decided to take flying seriously, so he started his flying with the CAP, at Logan Field, Maryland, piling up a total of 135 hours in his log. He received his private pilot's license in July of 1943 and entered the Army in August.

His basic training was taken at Greensboro, N. C. During his stay at college he enjoyed the physical training more than anything else.

His advice is to take it more seriously, because it has already proven its value to the flyers who have been forced down in the wilds and have to fight their way out.

One thing the Captain regrets is the lack of more flying instruction here at the school and also the lack of free time.

It looks like the sea will get Captain Misenheimer back when the war is over, because he still has that salt water in his veins, but maybe awhile in the air yet will change his mind.

Captain Harry Eugene Willingham, Jr., "B" Squadron Commander, is from Atlanta, Georgia, so this is almost home for him.

In civilian life he owned an auto tire business, but the war put that on the shelf. His ingenuity took over here, and he converted the storage garage into a night club.

The Captain has always been a flying enthusiast, making his first flight in 1937 in a home-made job constructed of odd parts.

He qualified for R. C. A. F., but when the Japs bombed Pearl Harbor and the United States declared war, Canada refused to accept him. This led to his enlistment in Reserves, where he received Instructor Training in Cubs. He completed Primary, Secondary CPT and has a Commercial Pilots and Instructors' rating, not to mention a "little black book" with 500 flying hours recorded in it. His ambition is to pilot a P-51 or B-29, and if past experience in flying will help, we are sure he will realize his ambition.

Captain Franklin Nelson Swenson is our executive type, having been employed by Federal Reserve Bank of New York in the Foreign Exchange Division. He is twenty-six years old and, incidentally, was celebrating his second anniversary of married life on the night of the interview.

Before entering Cadet Training, Captain Swenson served in Field Artillery, 100th Infantry Division, at Fort Jackson, S. C., for a period of eleven months. His longing to fly and the possibilities offered by the Air

Crew Training finally succeeded in pulling him away from his gun and he applied for transfer. He was sent to Miami Beach for classification, then to Wofford.

He believes this college training is a real opportunity for young men to improve their mathematics and also gives them the necessary military discipline, as well as the privilege of associating with the other gentlemen of the detachment. In his opinion, the friends he has made here will be among the best he will ever meet in all his life, and he is proud to be one of us.

The opportunity of becoming a student officer is one to be taken advantage of, according to the Captain, as it gives one experience in developing poise and directing groups of men. His only dislike was the lack of free time, which can be understood.

His advice to anyone of the troupe who is privileged enough to stay and complete his training is to take it seriously and get all you can out of it, as it will mean a lot to you later on in flying training.

For post-war plans he intends to return to his home in Bloomfield, N. J., and take up his hobbies of stamp collecting, amateur dramatics, glee club, tennis, swimming, and dancing. In other words, lead a life of ease.

Captain Francis Edward Carr hails from Clifton Heights, Pennsylvania, with twenty-four years in the battle of life and one year in the battle of matrimony. (This is not a quote.)

In civilian life, Captain Carr was a lineman for the Philadelphia Electric Company. In his spare time he amused himself by tearing old cars apart and rebuilding them, but his mechanical tendency didn't stop there. He also liked to work with his model railroads. As for sports, he likes a good game of football or baseball, and he is just the type and build of a real football man.

He took his Basic Training at Greensboro, N. C. Also went through the Psycho-motive, Physical and Aptitude Tests for Air Crew Training at this camp.

The best part of the college training, according to the Captain, is the flying. His favorite thrill is the spin, but he also adds a word of warning about heading for the hangars on a take-off. He says this might have been his obituary if he hadn't pulled up in time. His biggest hope was to fly a bomber—"the bigger the better"—but claims his plans are all upset now and he regrets very much having to leave the 40th C. T. D.

His advice to the men he leaves here is to take advantage of the training offered here, because it's the best the Army offers. "And, men, stay on the ball!"

As for the post-war plans, it seems Mrs. Carr is his biggest interest. He intends to take a good month's vacation to get re-acquainted with her. He hopes to have a nice home and a family, and as he puts it, "live happily ever after."

GROUP STAFF . . .

(Continued from Page 1)
luck in whatever you are assigned to, Mister.

G. S. O.

A/S Anthony C. Schmidt is a man from the Quaker City, good old Philadelphia, Pennsylvania. A graduate of Saint Joseph's Preparatory School, he later studied for an aircraft and engine license. This he earned, and subsequently went to work for Jacobs Aircraft Engine Co., where his experience along these lines stood him in good stead. For three long years he worked for Jacobs in Pottstown, Pa., and then he was honored with a letter from the President. This letter did not make him any too happy, for it was while working in Pottstown that he met Miss Catherine MacIntyre. And when a man feels the way he feels about "Katy," no interruption is going to make him happy. Oh, yes, he and "Katy" are engaged, and as soon as this mess is over they intend to tie that fatal knot.

Everyone on the staff seems to have an aversion for P. T., and Tony is no different. In fact, he is just like the others—he dislikes it. His two main interests while at Wofford (or anywhere else) were eating and flying. In his own words, "I live to eat"—our error? "I eat to live and live to fly." A heavy bomber man, Tony wants to fly a B-17 or a B-29. Good luck.

P. R. O.

Finally we come to the Public Relations Officer, A/S Harold Sorkin. Famous on the campus for his cartoons, which appear in the FLIGHT RECORD every edition, Mister Sorkin is a native of New York City. He is a graduate of New York University. In civilian life, Harold worked as a tool designer, which may explain his flair for art. His business is art, in a sense, and his hobby is also art. He has spent many hours of his free time sketching his roommates in charcoal. Before entering the Air Crew Training program, the P. R. O. was with the 100th Division for a year, and was serving as a staff sergeant in Battalion Intelligence.

We nearly forgot to mention another of Harold's hobbies—that is his hobby of flute playing. He serenades his roommates while sitting cross-legged on the floor.

He despises shining his shoes, and is filled with an unholy delight when watching the men fall out for these after taps fire drills.

Unlike the other staff members, Harold hopes to get his wings as a Navigator. We wish you all the luck in the world, sir, and may you always get the ship home to the right base.



GOLFER IN OUR MIDST . . .

All of us know what a grand job the men from the ranks of the sports world are doing. With us at Wofford there is one of these. His name is Johnny Palmer. Johnny is a golfer, and one of the best.

He started his golfing career as a caddie and learned by watching the mistakes that others made. He first took to golf at the age of twelve, and since that time he has been winning fame as both an amateur and professional golfer.

Before entering the Army, Johnny played with many of the great men of golf. To name a few, there was Sam Snead and Wilford Wherle, not to mention P. G. A. manager Fred Cochran, who named Johnny as one of the leading rookies of the nation for the 1943 and 1944 season.

Johnny was still in knee pants when he won his first big tournament—only 17 years old. He entered the Carolina Junior Tournament, slugged his way into the lead, and held on until, when the final totals were in, the winner was announced as Johnny Palmer.

In 1938, Johnny turned professional and entered the Carolina Open. It this contest he finished ninth, and then a year later, in the same tournament, he finished in fifth place. In 1941, he reached the top in this tournament by placing first. Besides winning the Carolina Open in 1941, Johnny scored other triumphs in this same year.

In the National Open qualifying rounds, he was low scorer for the Southeastern section, with a score of 150 in. In this tournament, at Fort Worth, Texas, he tied for 20th place with Ralph Guldahl and Clayton Heffer. The following year Johnny played in the National Open at Atlanta, Georgia, and placed 24th. In the Tam-'O-Shanter Trials in Chicago he was second low qualifier in a field of one hundred entries, and he went on to place

23rd in the Tam-'O-Shanter which followed.

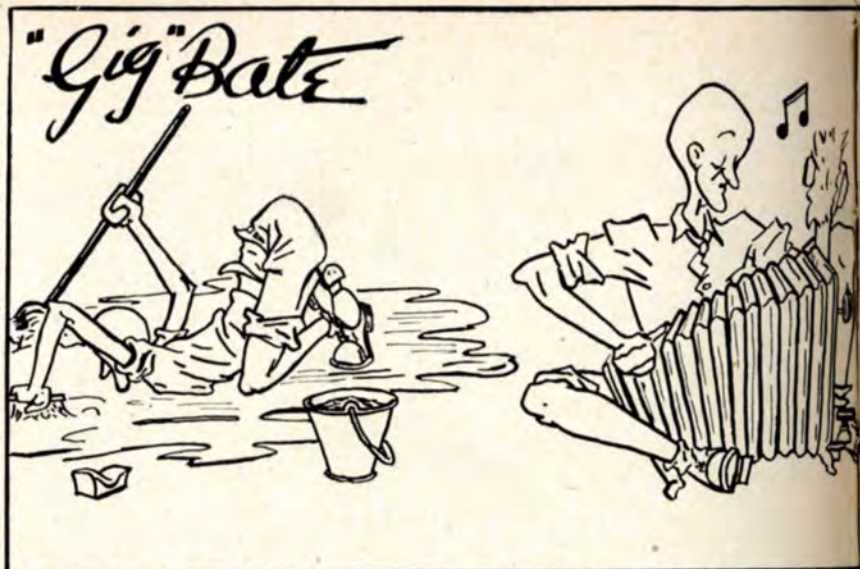
In September of 1943, Johnny's golfing career was interrupted by a letter from the President of the United States, who asked that he participate in this war. He intends to go back to golfing as soon as he can after being released from the Army, but until that time he is training to become a flyer in the AAF. He hopes to fly a B-24, or rather he was hoping to fly a B-24 until last week, when the shake-up came; but no matter what the Army wants Johnny to do, we are sure he will do it with the same skill that won him fame as a golfer.

A married man and a former employee of the Carolina Aluminum Company, Johnny hopes to return to his wife, his golf, and his job just as soon as the Unholy Two of the Axis will permit. We know that it is a "tough situation" about your flight training, but we also know your heart is still in the fight, and that is what really counts, so keep slugging in there, Johnny; we will be looking to hear from you.

Which One Would You Fire At?

NOT AT No. 1! It's the AAF's B-24 "Liberator," a high-wing, four-engine heavy bomber. This famed plane has wings of wide span and full taper. The nose of the deep fuselage projects well ahead of the engine nacelles. It's tailplane is rectangular and has twin rudders.

FIRE AT No. 2! It's the Nazi's Fw.200K "Kurier," a low-wing heavy bomber powered with four engines. The long, pointed nose of the fuselage forward of the underslung engine nacelles. Its wings are equally tapered. The tapered tailplane has a single rudder.



Graduation Dance

ATTENTION! All you rug-cutters and hepcats! Read these joyous tidings and get out your tails for the gala affair!

That is approximately the way a dance would be announced back in the days of sport coats and gabardine pants. But times have changed and you are in the Army now. When you come right down to the facts, it doesn't make such a big difference to us. What if we do wear an olive drab suit instead of our "tails" or "glad-rags?" What if some of us do have to wear those five-pound G. I. barges instead of the nice, soft civilian shoes? All these slight changes in our usual get-up vanish, as far as we are concerned, when we get out there on the floor with a beautiful specimen of femininity in our manly (made so by Petoskey) arms. With the lights dim, and soft music in our ears, we seem oblivious of the world about us.

This brings us to the point of our story. On April 14th, the graduating class of 43-M will be given a gala send-off. We realize that some of the men may not be with us at this time, and for this reason we should do everything possible to make this the best dance ever held in the Field House of Wofford College.

If you do not know any girl that

New Staff

The Editor of the FLIGHT RECORD takes considerable pleasure in announcing the new staff for the FLIGHT RECORD. Whether or not this will be final lies solely in the hands of the powers-that-be at Maxwell Field, Alabama. The new Editor will take over on the 15th of April and continue until such time that he leaves this detachment. The new Editor is A/S B. E. Wright; his Associate Editor will be A/S J. C. Nelson. It is our sincere belief that these two men will produce another of the successful papers of this detachment.

So long, and good luck to both of you. To the others of the detachment, and the remainder of the staff, keep plugging. Let us stay the best.

E. W. B.

you would like to escort to this dance, do not fret. Limestone College has always supplied an abundant amount of beautiful damsels, and we do not think that they will let us down in a crisis such as we now face.

So, don't be bashful. Turn out for this big dance on April 14th and bring your bashful buddies with you. We will expect to see you there.

A. J. B.

Male Call

by Milton Caniff, creator of T



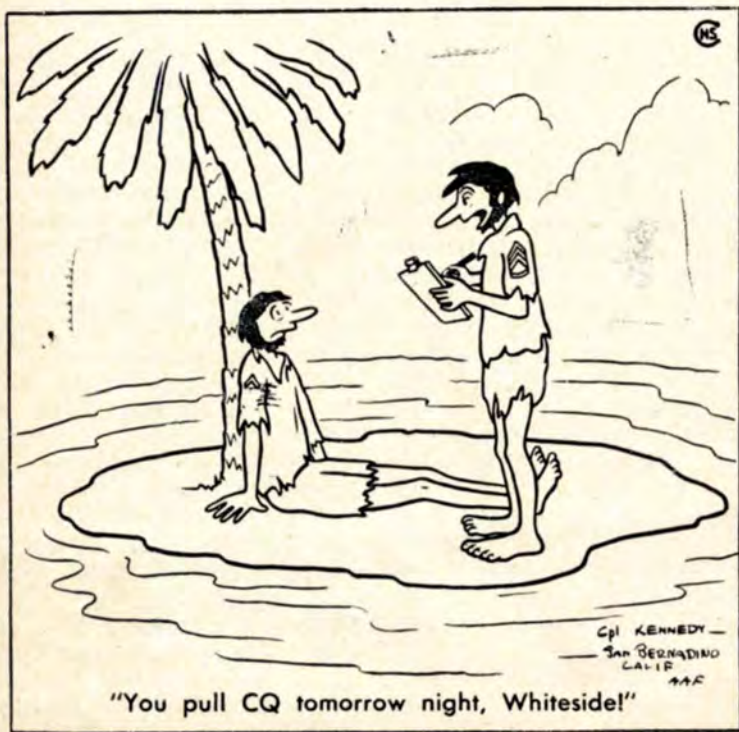
HMMM - VELLY FANCY PLESENT, MISSY LACE! BIG COST!

YOU SAID IT... I'VE GOT AN IDEA...

HIYA, GENERAL? WHAT DO YOU HEAR FROM THE WIFE AND KIDS?

THEY'RE SWELL, MISS LACE!

THAT BE PLAYING TACKLE LONG.



"You pull CQ tomorrow night, Whiteside!"

Cpl KENNEDY - SAN BERNARDINO CALIF AAF

FLIGHT RECORDINGS

By Sorkin and Baylis



Dean Norton, while being one of the most important figures on the campus, is at the same time one of the least seen. We decided, after our interview with him, that it was indeed unfortunate that the aviation students at the 40th C. T. D. were unable to become better acquainted with the Dean, for his life's adventures, his method of thought, and his hobbies would be of benefit and interest to all.

It is rather hard to feature a potential newspaper cartoonist as the dean of a college, but that is where the Dean aimed when he began his education. The Dean attended Millsaps College, in Jackson, Miss., with every intention of becoming a cartoonist. In his senior year at Millsaps, he became deeply interested in the social sciences. As a result, his senior year was devoted to the study of social sciences, so that he might be prepared for graduate work along these lines. He graduated from Millsaps in 1919, obtaining a B. S. degree, and continued his education at Emory University, in Atlanta, Georgia, where he earned his M. A. degree in 1920. He later obtained his Ph. D. from the University of North Carolina, in 1927.

The Dean began his teaching at Lon Morris College in the capacity of dean and professor of social sciences, in 1920. Later he became teaching fellow and instructor of history at the University of North Carolina. He first came to Wofford College in 1925, as a professor of political science and sociology, and in 1942 he took his present position as Dean.

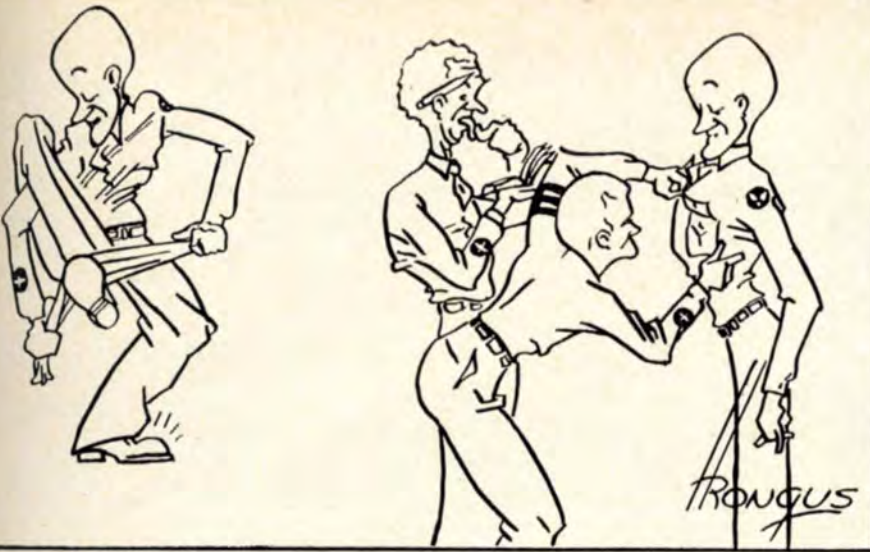
Perhaps one of the most interesting aspects of Dean Norton's life is his wide travels. In the hectic thirties he made three trips to Europe. This in itself would be adventure enough for most of us, but the Dean did not stop at this point, for not long after his trips to Europe he made a trip to Africa. This trip was made for the purpose of studying the Bantu tribes of the Union of South Africa and Rhodesia.

You will find the Dean's thumbnail autobiography in a big little book bearing the title of "Who's Who in America." Here is a partial list of his rather impressive array of achievements: Member of the South Carolina State Planning Board; Member of the Board of Trustees of Lake Junaluska Assembly; Past President of the Spartanburg Community Chest; Phi Beta Kappa; Sigma Upsilon; Alpha Psi Delta; Mason; and Methodist. In addition to the above named honors, you will also find that he is the author of "The Democratic Party in Ante-Bellum North Carolina," and a contributor to numerous scientific, historical and religious periodicals.

When it comes to hobbies, the Dean has two which he cherishes above all others: weather permitting, you will find him trudging the greens of the local golf course in pursuit of his outdoor sport. Indoors, he still follows his artistic bent, which he put aside in favor of social science as a life work. Needless to say, the Dean is quite accomplished in both of his hobbies.

Politically, as could be expected, the Dean is a Democrat in name only. His vote is for the man, not for the party. Incidentally, he believes that Dewey stands an excellent chance of being nominated.

B. E. W.



G. I. Inspection

On Monday, the 27th of March, two inspecting officers arrived from Maxwell Field to give the 40th College Training Detachment its annual "G. I." inspection. Captains M. W. Sill and W. L. Hutcheson, the inspecting officers, flew here in a AT-6 Trainer. Capt. Hutcheson recently returned from a tour of duty in the Pacific theatre of war. Training, housing, administration, mess, personnel, etc., were the subjects of the inspection here. The official outcome or report has now been received—the general rating is "excellent." Said Major Hexter, "The post passed remarkably well, considering that no steps were taken to temporarily increase efficiency."

While here, Capt. Sill interviewed some of the cadets, in order to get their conception of the life in general, both on and off the campus. A typical example follows: One A/S was asked what he thought of South Carolina. After receiving an answer evidencing an unbelievably pleased attitude, Capt. Sill exclaimed, "Where are you from?" You guessed the answer. The A/S was Group Supply Sgt. L. O. Purvis, from South Carolina.

Another incident was this: While Major Hexter, Captains McCue and Sill were passing the Student Major's

Alumnus—Cadet—Furlough

"Yes, Wofford looks just about the same. And that corner room—second floor of Carlisle . . ."

Aviation Cadet Rolland Yancey was graduated from here last November 13, was classified PILOT, is darned happy about it, and has completed Pre-Flight. His words of warning to those of us who follow him are, "Beware of P. T.! It gets rougher as you get into it." Then he started a dissertation on the virtues of cross-country trotting. (We can skip that—we've heard it extolled before.)

To put all of the eight-weeks Pre-Flight course into one sentence: "If you can handle Wofford academics, you'll have no trouble. I've found that a place is always easier than the advance publicity portrays it."

As he waved a farewell, Yancey attempted to plant the idea that cadets do think of matters not connected with shined shoes and polished brass. They are human. His words? "Now to get a date for tonight."

room in Carlisle Hall, Capt. Sill exclaimed, "What does that mean?" pointing to the "Knock and Report in the Proper Manner." He was soon told the reason for it being there.

of "Trand the Pirates"



Scents-ible Approach





Pictured above is Major A. N. Hexter cutting the cake at the First Anniversary Dance, while Lt. S. L. Goldstein looks on.

Anniversary Dance A Success

The reputation of the 40th CTD's social calendar reached an all-time high with the First Anniversary Dance last Friday, March 31. As the last dance ended and the guests began to leave the Field House, the officers and men of the detachment had the satisfaction of knowing that they had terminated a year of success and achievement with an equally successful anniversary celebration.

The dance was formally opened with a grand march led by the student Major, Jack Simpkins, and his guest from Limestone College. To the observer the execution of the march amid the orange and black theme of the Field House was all that could be desired.

The evening reached a perfect climax with the appearance of the four squadron commanders bearing the anniversary cake, to the accompaniment of "Happy Birthday." The three-layered, white masterpiece of bakery skill was a thing of delight to both the casual observer and the gourmand. Major Hexter, the post's commanding officer, did the honors.

Symbolic of the past year of fulfillment, the cake represented achievement in a number of respects. First, and most important, the detachment has met the required academics ordered by the Air Corps for Air Crew Training. Thanks to Dean Norton and the teaching staff of Wofford College, these essentials have been taught in a most satisfactory manner. In many instances these essentials have been supplemented by advanced work in order that the further stages of Air Crew Training might be made easier.

Second, the detachment has met specified athletic requirements for this stage of Air Crew Training. Thanks in this case goes to Coach Ted Petoskey and his staff. Their success is indicated by the comparison

of the PFR of the Aviation Student when he first enters Wofford and then again when he leaves. A fifty per cent increase may be expected.

Third, the detachment has met the military requirements for College Training Detachments. The success of this detachment's graduates in becoming officers in further stages of their training is one indication that military instruction has been successful. Perhaps more indicative of success in this respect is the rating of "Excellent" given this post by the Inspector General's office only a few weeks ago.

And, finally, the Aviation Students at this detachment enjoy a fine reputation—particularly when it comes to their social affairs. The success of the dances and other social functions can be attributed mainly to the incomparable Southern hospitality of the city of Spartanburg.

Yes, the anniversary cake represented a lot of hard work and a lot of achievement, and in retrospect the officers and men of the post can say that they have "taken their objective."

Special thanks to the Wives' Club for the decorations; to Sgt. Raab for the music; and to the guests from Limestone College for their help in making the party the success it was. A good time was had by all.

40th C. T. D. Closes

Along with the announcement that the 40th C. T. D. was to close its portals on the 30th of June there came another announcement of nearly as equal importance. President Greene of the faculty of the college announced that in July the doors of Wofford would again be open to civilian students.

This announcement was made shortly before anyone was aware that the aviation students would by that time have left the campus of Wofford. The closing of the 40th C. T. D. came as a surprise to everyone on the campus, including the members of the

"D"-Day

(Continued from Page 1)

to different rooms, where the meaning of the meeting was explained to them.

In the chapel there remained two groups, one consisting of men who had transferred to the cadet program from other service branches, and the second consisting of men who had volunteered for air crew training at their induction center or at the reception center.

These groups were shocked into a stunned, gasping silence when Captain Hexter announced that they were to be relieved of their duties as air crew trainees and returned to their original branches of service or transferred to combat crew training.

Many of the men had questions, and after reading the letters notifying them that they were relieved of duty, Captain Hexter answered all questions as well as possible with the small amount of information he had on hand.

Later that same evening Captain Hexter received from Maxwell Field an order rescinding the previous orders. The men were at once informed of this change in orders and ordered to report for classes as usual.

It is interesting to note the spirit in which these shocking orders were received. While most of the men were downcast and disappointed, they took the bad news on the chin without whimper and, as the import of the announcement began to sink in, there came to the men a terrific urge to

business board of the college, and to many of the students it was a foreshadowing of events to come; for only two days later the general move to disintegrate the present student body began. It was to this end that events were moving when this issue was on its way to the printers for the final printing of the paper. We dislike leaving a story hanging like this, but we are unable to find anyone who can make a prediction as to the final outcome of the situation other than to say after June there will be no 40th C. T. D., and that civilian students will once again roam the corridors of Carlisle and Snyder Halls.

Easter Story

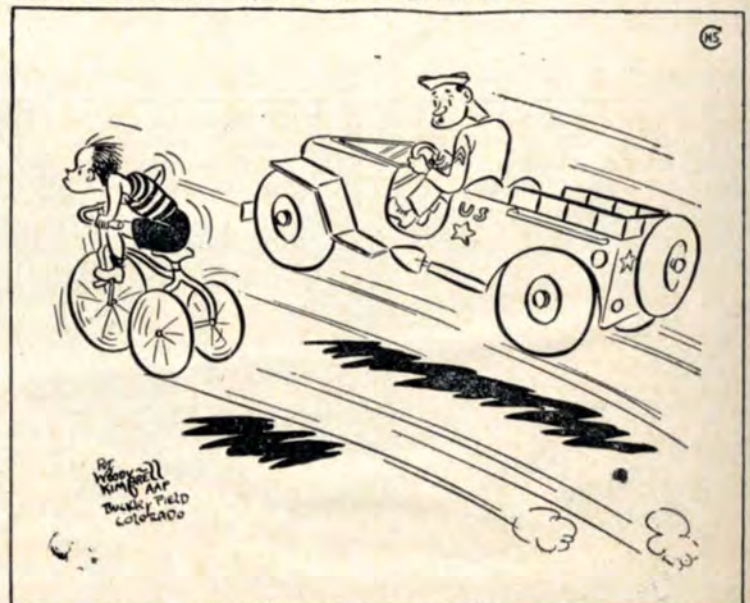
On Easter Sunday of the year 1943, an Aviation Student from Wofford College was attending a service at the Catholic Church on North Dean Street in Spartanburg. The service was progressing along normal channels and the A/S was really finding that it had a direct bearing upon himself, when the time came to pass the collection plate. The A/S reached into his pocket for some money and to his consternation and embarrassment he found that he had no money with him. Circumstances, as you can see, forced him to ignore the collection plate and its bearer but this man did not forget the incident. Shortly before Easter of this year there came to the Rectory of the church a letter from this student, who is now a flying officer, and in it was a note explaining the small sum of fifty dollars that was also enclosed in this same envelope.

This ends our little story, but it does not end without leaving with us a feeling of pride for the student and for the spirit that he has shown by this contribution. We feel that the spirit of this man typifies the spirit (in example) of all the Aviation Students and Cadets throughout the nation.

fight to keep the privilege they had fought so long to attain. There were gripes, and plenty of them, but most of them were based on sound reasoning.

The officers of the post have been making every effort to see that each and every one of us is fairly and squarely treated, in accordance with these orders, and they have every intention of continuing with this policy.

Any changes in the present situation will be brought to the attention of the men as soon as definite word is received. Meanwhile, let us do our part by cooperating in every way possible, which means stay on the ball more so than ever before, and show them just what kind of men we are when the chips are down and the cards are against us.







What's Your PFR, Mister?

The letters PFR have become, or will become, almost as personal to us in the months at Wofford as our own initials. By our PFR (physical fitness rating) we know, and others know, whether we are in bad, good or excellent physical condition. When the PFR system was set up, it was found that sit-ups, chin-ups and the shuttle-run were the most satisfactory indicators in determining the fitness of the human body. In order to reach a high state of physical well being, or to put men in tip-top physical shape, an extensive physical training program was inaugurated. Men who were experts in the business of building men were selected to carry out the program.

These chosen men are again shouldering the responsibility of turning out men who are not only strong in body, but in mind as well. The training is designed to produce men who are schooled in team-work and whose agility, coordination, endurance and mental alertness make them as nearly unsurpassable as any human can be.

One of these able training men is none other than our own Coach Petoskey. Coach Petoskey is a man who really takes his job seriously, and who gets the job done, in spite of us. Most of us who have "studied" under the coach's tutelage know just how thoroughly he does do his job, and we can give evidence of this through our aching muscles.

Petoskey, with the aid of his two able assistants, plans and executes the physical training program here at Wofford. The P. T. program is divided into three general categories—mass calisthenics, wind conditioning, and that practically non-existent Play-Day.

Mass calisthenics takes up about 33 per cent of the total P. T. time, and includes many varied exercises which are designed to strain all the muscles of the body. The purpose behind mass calisthenics is to reach and develop every muscle of the body. The muscles of the upper trunk, arms, legs and neck need to be strong in order to pilot a modern fighter plane or bomber. Coordination is necessary in flying. Therefore coordination exercises are given along with the mass calisthenics. To many of the men in "E" quintile these exercises have already proven their value many times over when flying one of the "souped-down" Cubs at the local airport.

Forty-four per cent of the P. T. time is spent on the wind-conditioning

O-o-o-o H!

By Sorkin

Permanent Party Basketball Champs

On Tuesday evening, March 21, the Permanent Party came back with renewed vigor to regain from Squadron "C" their title as basketball champs.

With two minutes left to play, and the score tied, they surged ahead, to win with a score of 43-40.

In a previous encounter, Squadron "C" had come up with the winning honors and there was an unusual amount of rivalry, since "C" had been the first team in several months to compare with the Permanent Party's well matured teamwork and cooperation.

On Monday, March 27, the team beat down a challenge from Squadron "D" with a score of 40-34.

High scoring credit goes to Assistant Coach O'Shields, the team's very maneuverable center, with equally fine showings from Sgt. Rumore, right guard; Sgt. Rhea, left guard; Lt. Waby, left forward; and Lt. Goldstein, right forward.



Each night that I retire, to get my well-earned rest,
It's just another training period for my physical training test.
Into my dreams Petoskey creeps and my training has begun.
It's sit-ups, chin-ups, obstacle course, and then that shuttle-run.
I see that scowling face; horror has me in its grip.
Is a character in a nightmare permitted to carry a whip?

W. HAY, 43-M.

of the men. This consists of cross-country running, relay races, the obstacle course, and last but far from least, the "Burma Road." These activities serve to build up the respiratory system (it says here) and increase the lung capacity, which is so all-important in high altitude flying. Running gives a cadet endurance, and as Coach Petoskey puts it, "It develops those legs for the time you might land in enemy territory and there just won't be a cab in sight."

Now we come to the most cherished and least experienced part of the P. T. program—PLAY-DAY. This constitutes about 20 per cent of the time, and the remaining 2 or 3 per cent is used for testing purposes. On play day, the student has a choice of baseball, volleyball, basketball or football. There is also equipment for tumbling, boxing and wrestling.

When asked how the physical fitness ratings of the 40th C. T. D. compared with that of other C. T. D.'s, Coach Petoskey just grinned and said, "No comparison." This was not an idle statement, for the 40th C. T. D. has

in the past attained, and still maintains, a very high physical fitness rating average. Wofford is, beyond a doubt, up there at the very top. And Coach Petoskey intends to keep it there. Averaging all the PFR's of past quintiles shows an average of 69.14. If yours is below this average, you know now how much you will need to train in order to put yourself up in at least the average group. Everyone should try to make an even higher rating, and we believe that it is possible for every one to better this standing average.

You had better put all you have into the training program, for as the coach says, "When the going gets tough, don't quit. You won't be able to quit when you get over there."

SPRING SPORTS

With the increased sports activities of late it hasn't been hard to see that spring and the sports season had come to the 40th C. T. D.

It promises to be a banner season, with an entire squadron baseball tour-

Baseball Tournament Opens

The baseball season of the 40th C. T. D. officially started with the opening of the inter-squadron baseball tourney.

First games to lead off were played Sunday, April 2.

Quintile "C" proved victorious over Quintile "B" with a score of 9-4, and Quintile "E" trouncing "A" quintile with a score of 17-4. Both were hard fought games and gave the team managers an idea of the ability of their players.

On hand to give moral support were the team sponsors, namely: Coach Petoskey, Assistant Coaches McCulloch and O'Shields, and Lt. Goldstein, Plans and Training officer, sponsoring "Quintiles "E," "B," "D" and "A" respectively.

B. L. W.

ment already under way. Similar tournaments are being planned for track and volleyball teams, and each squadron is urged to form teams for each of these tournaments.

Available to the men in any of their free time is the use of the Field, the basketball and volleyball courts, and also equipment for baseball, basketball, football, volleyball, badminton, and boxing. Everyone is urged to make use of this equipment in their free time, since this play time is also part of their physical training program.

B. L. W.