

4-14-1941

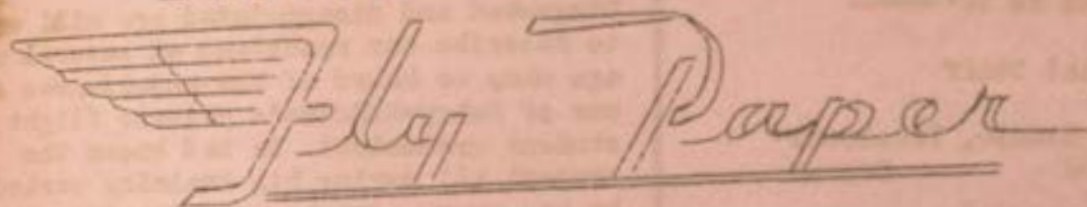
Embry-Riddle Fly Paper 1941-04-14

Embry-Riddle School of Aviation

Follow this and additional works at: <https://commons.erau.edu/fly-paper>

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Embry-Riddle Fly Paper by an authorized administrator of Scholarly Commons. For more information, please contact commons@erau.edu.

EMERY-RIDDLE CO.



"STICK TO IT"

Vol. 1

April 14, 1941, Miami, Florida

No. 26

CARLSTROM FIELD DEDICATION by G. Dale Delanty

Dedication ceremonies at Carlstrom Field on April 4th and 5th were both impressive and festive. Naturally, the weather had to act up as it always does, be it Florida, California or Iowa, whenever there is to be a special event. Undaunted, though slightly dismayed, those in charge carried out a well-rounded out program, beginning with a dinner dance Friday evening at the mess-hall. Primarily arranged for the cadets in honor of General Weaver, Commanding General for the Southeast Air Corps Training Center, inclement weather held the General at Maxwell Field, and his charming wife acted in his place as guest of honor. The strains of music, fine food excellently served, and gay surroundings all made for a congenial and festive party.

Saturday morning found one and all at the field for the official dedication, a tour of inspection, and a luncheon. Highlighting the affair was the christening of the field with a bottle of orange juice by queen of the Arcadia Rodeo, Emma Marie Vance. A great many dignitaries were present including General Weaver, General Tinker, Major Smith, novelist Rex Beach, cinema actor Fred Stone, Sally Rand and Middleton De Camp, aviation director for Standard Oil of Kentucky. Also present was Col. Young, representing Gov. Holland. The general public was invited to attend, and they, along with the invited guests, heard Mr. Riddle,

EMBRY - RIDDLE

FLY PAPER

'Stick to it'

Editorial Staff

John Paul Riddle, President
Bud Belland Editor

Associate Editors

Webster Wiggin	Seaplane
Ad Thompson	Division
Thomas Halpin	Technical
Don Watson	Division
Cap't. Len Povey	Riddle Aero
Kay Bramlit	Institute
Dale Delanty	Carlstrom
	Field, Arcadia
Lt. Van H. Burgin	Municipal
Bob Johnston	Airport
	Land Division
Charlie Ebbets	Photographer

EDITORIAL

"WE'S REQUESTED"

Disgusted and disappointed are mild words to describe our reactions of several weeks ago when we heard of the experiences of one of Embry-Riddle's private flight student graduates! We had known the student all during his training period, - he had every advantage of the finest ground schooling available; he was "given the works" on maintenance fundamentals and line inspection of his ship; he had competent flight instructors; and right on schedule passed his written and flight tests with excellent grades.

BUT, - as soon as the CAA told him he was a PILOT, what happened? He began cruising the cow-pasture fields looking for "cheap" flying, - he, who wouldn't smoke cheap cigarettes, or eat poor food or buy a second hand automobile. Well, he found a plane at a price which hardly paid for gas, oil and depreciation, - leaving nothing for insurance, repairs and the everlastingly important maintenance and inspection. And he rented the plane for a two hour flight from an operator who didn't even ask to see his pilot's license!

After about 30 minutes of his projected two hour flight, the student "happened" to notice that he was nearly out of gas,

and with the aid of Lady Luck managed to get back into his field. What kind of funny business is that? Certainly the student wouldn't have started driving his car to Jacksonville without checking his gas. Is an airplane any different? And in case he had crashed, - who would be responsible--- the flight training organization, the student who "will not think or the "jerry" operator who releases unsafe planes? Clearly the fault lies with the unthinking student and the unsafe operator. Embry-Riddle's hands would have been clean of any blame. But as an outstanding school of Please turn to WE'S REQUESTED" - EDITORIAL top of Page 11

continued from Page 1

General Weaver, General Tinker and Capt. Donovan extoll the past of Carlstrom Field and rededicate it to a more prominent place than ever in the interest of national defense. In charge of the presentation of speakers was our good friend George Stonebreaker who is MC at the bi-annual Arcadia Rodeo.

Following the events at the field, everyone went to the Rodeo grounds where Ed Wells staged a small edition rodeo. With George Stonebreaker officiating at the microphone, things got off to a fast and furious start. The first act was a steer riding event, and those who were witnessing a rodeo for the first time saw the first rider knocked unconscious. No sissy affair, this amateur rodeo was rougher and tougher than any pro event in the country. Besides the steer riding, there was bronc-busting, bulldogging, baby steer riding by very game young boys, and a swell performance of rope twirling by Fred Stone. Mr. Stone closed his act by stretching his chewing gum into a long strand and proceeded to twirl it in the same fashion as his lariat. Following was a brother team from the local high school, who put on as nearly a professional act as one could hope to find. All in all, those of the party who had never seen a rodeo were amazed at the daring and courage of those men, and what a rough and tough affair it is. All the performers in the show were amateurs, and donated their services for the benefit of the dedication ceremony. Needless to say, the show was well received and greatly appreciated. Hats off to Ed Wells and his gang! Many of the performers work at RAI.



Immediately following the rodeo, the official party and members of the organization went out to George Stonebreakers ranch for another one of these swell barbecues. George really did himself proud on this one. About 300 lbs. of ribs, 25 gallons of baked beans, 4 gallons of pickles, and 300 individual cakes with RAI printed in vari-colored icing were consumed, which gives a hint of the way George entertains. Not taking any chances on anyone not enjoying themselves, he provided a Negro quartet to sing typical negro songs during the entire evening. These barbecues are indeed always entertaining, and demonstrate the Esprit de corps existing among those connected with the field and the local people.

* * * * *

Sunday morning found the instructors engaged in a soft-ball game with the cadets. The final score was 27 to 7, in favor of the Cadets, in case you need be told. It was a full length 9 inning game, with the instructors well winded and tired. We aren't making excuses, but those cadets are

continued on page 4



young and tough. They have an excellent pitcher, who gave us much trouble. (Yes, we played. We came to bat once and promptly struck out with the bases loaded.)

* * * * *

There was quite a contingent from Miami, and with all the private ships lined up alongside the bombers of the Army, there was quite a line-up. Several news photographers from Miami and Tampa were present, and with the ever-present Charlie Ebbets, they made quite a display with their flash-bulbs. Charlie told us that he alone shot something like 37 pictures over the week end.

* * * * *

STUFF AND THINGS

Seen and heard during the dedication --- G. Willis Tyson riding in the grand parade at the rodeo. We suspect, from the speed being made, that G. didn't take "Old Nellie" out of flat pitch. --- Johnny Cockrill, Harry Lehman, and Bob Lape being paged for the steer riding event. Where did you boys disappear to about that time? --- Geo. Ola, suffering from a bad case of high blonde pressure. --- Some of the cadets showing the older hands how this dancing problem should be handled. --- Warren North and Johnny Cockrill, the two man welcoming committee for Sally Rand. --- Jack Hunt, Wy Ellis, and Clite Huff doing the pitching for the instructors. --- Sid Pflueger tricking the gang into moving the chairs over to the speakers stand. Standard Oil Company being well represented by Mr. and Mrs. Mc Murray of Miami and Mr. Denease of Arcadia.

Pre-dedication notes

Latest to join the instructors class are Mr. Cochran, and "Red" McKendry, from Spokane, Wash. Come on in, boys. We guarantee the water to be excellent.

* * * * *

Last Monday saw the swimming pool again taking a very prominent place, when Flying Cadet John S. Williamson, Jr., a former CPTP graduate, was the first to solo out of the class. As the boys were marching past the pool on their way to the mess-hall, they stopped, right-faced and promptly tossed the highly elated Mr. Williamson in, clothes and all. While all this was going on, Capt. Donovan and "Squire" Gates got their heads together and decided that Earl Martin had eluded the justice due long enough, whereby they tossed him in too. Earl, you know, had it coming for pullin the surprise wedding.



Remember the big diamond we told you about,---? Come Thursday, the 17th, the Big Day, Peggy O'Donnell will be no more, but will emerge under the new name of Peggy Patton. A pretty girl and a pretty name. Good luck and best wishes from all the gang.



POST PRESS PARAGRAPHS

Visiting at the Technical School Monday morning as the guests of Lee Malmsten were Mr. and Mrs. E. E. Hilbrant of Frostproof and Mr. and Mrs. Bob Ohlinger of Babson Park. The boys were looking the school over with the idea of taking the Line Maintenance Course. (P. S. They both signed up.)

Bob Siegwald got his instructor's rating last week after what seemed to be the longest flight exam on record: - 2 hours and 10 minutes in the air, - and about two hours of questioning on the ground. That fellow ought to be good! Congratulations, Bob.

And congratulations, too, to Jack McKay who made his first solo flight exactly on the 8 hours required minimum.

TODAY'S SAFETY THOUGHT

Here lie the bones of Student O'Day.
He died maintaining his right of way.
He was perfectly right as he glided along,-
But he's just as dead as if he'd been wrong!


Gardner Royce, on his first visit to the Technical Division in a couple of months, - "Some change! It really looks like business!"



ADD STICK-TO-IT-IVNESS

Eugene (Duke) Boyle, who got "washed" on the present primary CPT program has come back with a bang and taken a regular private pilot's course, out of his own pocket. We can't say too much in favor of fellows like that. Congratulations, Duke!

* * * * *

 Felix (The Flash) DeFrancisco is going steady, again!

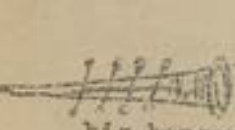
* * * * *

Sam Lightholder, sick for the past two weeks with blood poisoning, is back in the ranks flying his secondary course. Jean Ogden, who has also been absent for the past ten days, is also back with us again.

* * * * *

Billy Watson, who helped handle the dispatching on last summer's flight program, is back at the University of Miami. Come out and see the boys, Billy.

* * * * *

 John Brennan, primary CPTer is one of the U of M's drummer boys. It's his suggestion that we have a big hangar dance at Municipal for all the boys and girls as soon as this program is completed. He'll got the orchestra, -- "cheep".

* * * * *

Visiting the Tech Division on his day off was Flight Instructor Bill McDougall who brought the "Mrs." in to see the school. Same story applies to Jimmie Cousins, - without the wife, of course.

Jimmie Cousins and Bill McDougall are teaching Aircraft Operations classes at the University. In a recent class, Mack was explaining how altitude affects altimeters, and how they should be set on "Q" at sea-level. At which point Bill Jaster wanted to know at which sea level they should be set. McDougall very carefully explained that there was only one sea-level, - and was taken completely off his feet when Jaster insisted, "Well, there're Seven Seas, aren't there?"

* * * * *

The boys at Municipal base are learning all too fast from our cowboy cousins at Arcadia, ---already a pretty strict set of rules about smoking, etc., have been formed, and woe unto the feller who breaks them. All the nickles, dimes and quarters are being placed into a fund which will be applied towards the monthly pilot's dinner.

* * * * *

Looking like a sure patient for a leprosy colony, flight instructor Jack Wantz has requested Purchasing Agent, Bruzz Carpenter to get him a large sized beach umbrella to be fastened over his cockpit on the Fairchild. Flying this low wing job day after day, Jack no sooner gets over one case of sunburn until the next skin peeler takes over. Incidentally, Jack had a birthday last week. Happy birthday, fellow!



* * * * *

Nothing is so irritating as to get "Half" a story, - but here it is: Jim Sawyer told us that Mark Trammel lost his tobacco pouch and couldn't work for three days. And that's all! But everyone in Maintenance department, including Mark, thinks it's funny, so you figure it out! (Word has just reached us that Mark has just been called in to the Naval Reserve with orders reading to be in Jacksonville on the 20th.)



BOB BETRAYED BY BEVY OF BEAUTIFUL BABES!

Bob Johnston landed Wednesday morning to find his own, pet private office locked against him, - taken over as a dressing room by the 15 beautiful girls brought to Municipal by Ham Wright, City of Miami publicity director, to be used in filming a super colossal epic on the Embry-Riddle flight training program. But, we suspect, Bob wasn't too mad, nor were any of the other pilots who were called upon to pose with the lovely ladies.



Handling the cameras for Universal Newsreel was ace cameraman Floyd Traynham who was given able assistance by Leonard Bourne, Joe Gibson of Pathe and Harry Walsh of Miami News Service. Compliments to the camera laddies for what should be a nice bit of Embry-Riddle and Miami publicity. According to the usual schedule, these shots should be released in Miami about this week-end. A notice of date and place of showing will be posted in operations office at the various bases.

* * * * *

MORE SOLO

Marion "Dave" Smith, the flying school teacher from Albany, Ga., made her first solo flight at Municipal last week, and was so pleased that she began to laugh and laugh, just like little Audrey. Other solos include Dotty Ashe and Lester Edward Murdock at the seaplane base, and Joe Bonanno and M. DeBear at Municipal. Sue Clark got her private ticket at the "Duck Pen" and is flying right on for her next rating.

* * * * *

In the rapid shift around of CAA Inspectors, the latest to be assigned to the Miami district is Jimmie Mall, an old timer in the aviating business who is well known to many local pilots. One of his first jobs here will be to find a new secretary to replace Francis Reed who is leaving shortly to be married.



That's Sally Rand's idea
Of a camouflage
finish



SOCIETY NOTES

Alice and Camille Guyton, vacation time fliers with Embry-Riddle, threw one of the better Easter Vacation parties at their home Monday evening when they entertained over a hundred of the local and visiting younger crowd. Aviation interests were well represented by the presence of Mr. and Mrs. Paul Scott, Intercontinent Aircraft; David Shackelford and Jack Barco, aircraft and sheet-metal students at the Embry-Riddle Technical School; and Jack Mc Kay, primary flight student at our Municipal base and son of Embry-Riddle attorney John Mc Kay. And young Tommie Guyton, not to be outdone by his flying sisters, will soon appear at our land base to take his first crack at some flying lessons. A very nice party, and many thanks to the Guyton girls.

* * * * *

Everyone regretted the unfortunate crash of EAL's Flight 14 at Vero Beach last week. However, an orchid to Pilot O'Brien for doing a nice job in a bad spot. Latest report is that all persons aboard the plane are recovering. A news angle behind the news was that our old friend Bert Strook, a passenger on that plane, had been secretly married to Margaret Graham, Newburg, N.Y., on the Monday before the crack-up. Lt. and Mrs. Van Burgin flew them up to Ft. Pierce where they were married by Judge Danes. Congratulations to the newly weds, and we're mighty happy things turned out all right.

* * * * *

"FUN FLYING FLOATS"

"For Fun Fly Floats" was just a slogan to this writer until last Friday morning when "Captain" Webster Wiggin gave us our first flight in one of the Cub seaplanes at Embry-Riddle water base. But now, with all due respect to the good, old-reliable land planes and Municipal land division, we begin to understand why people go "nuts" over the little seaplanes.

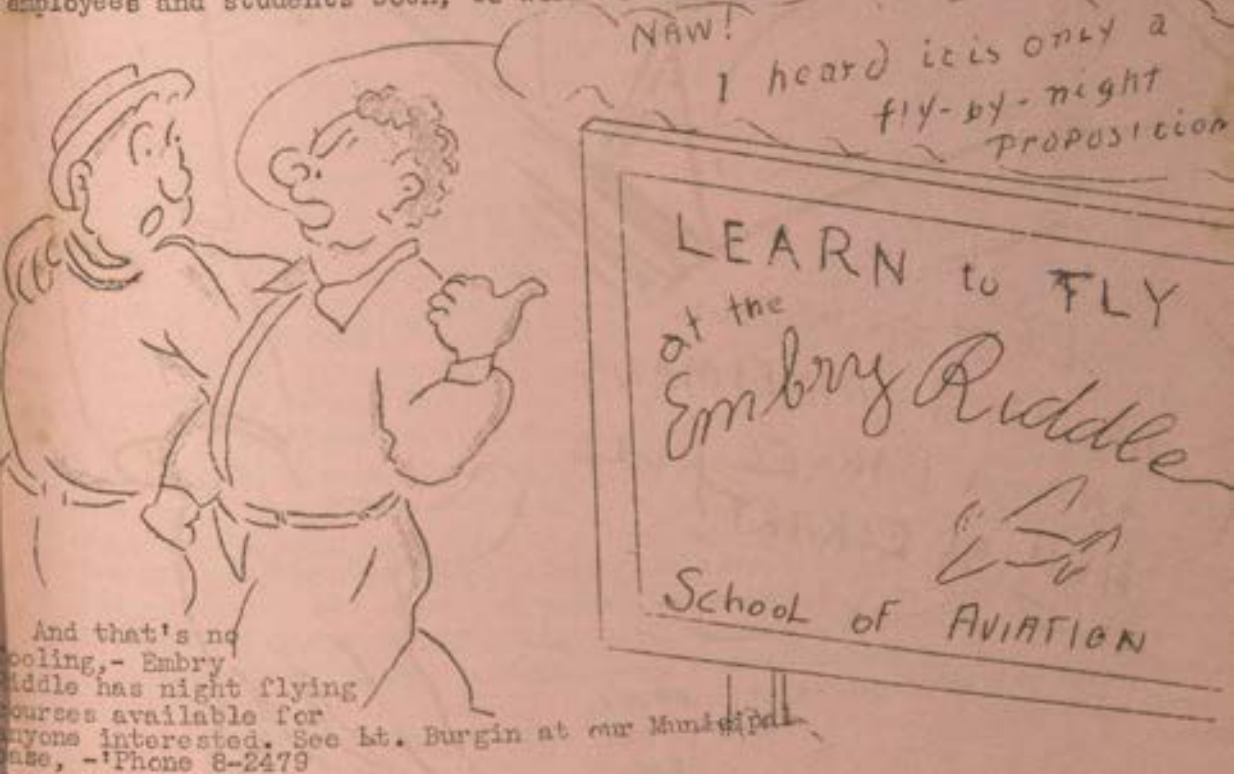
Aside from the apparent greater smoothness of take-offs and landings, due to the weight of the ship, there is a more intimate quality about flying the float jobs. Perhaps it is because one can fly so near the water with the feeling that there is always a landing "field" available, - and the fascination of watching the darting fish and the longing waves of shore-bound yatchmen. Then, too, there is the ever changing beauty of the tropical water as one flies over the deep channels and shallow bars; and the swift moving cloud shadows on the waves. Essentially no different from land planes, seaplane flying still gives one an indescribable "extra" thrill. If you haven't flown a float job, try it someday soon, - just "for fun, fly floats!"

"WE'VE REQUESTED" - EDITORIAL - continued

aviation and in the interest of safe private flying, it appears that Embry-Riddle must take upon itself the added burden of teaching its flight students to THINK!

How this can be accomplished we don't know. It is up to the instructors at our various bases. Already Embry-Riddle has the reputation for being strict, and we pride ourselves on the boast that we've never graduated an unsafe pilot. Perhaps the solution lies in an even more strict attitude, with more primary washouts, and the drilling and repeating of our safety addages of "Constant vigilance is the price of safety. Be alive when you arrive," and "if there is ever any doubt in aviation, the answer is NO!"

What we do know is that our Bosses Riddle, Povey, Halpin, Burgin, Wiggins, are idealists. Above everything else, even financial remuneration, they want the finest aviation training organization in the world, and it is up to us, employees and students both, to work to that end.



$360 = 360 = 900$
 $7500 \quad 9300$
 36000

