

4-28-1941

## Embry-Riddle Fly Paper 1941-04-28

Embry-Riddle School of Aviation

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# EMBRY - RIDDLE

## Fly Paper

"STICK TO IT"

Vol. a

April 28, 1941, Miami, Florida

No. 2

### STORY OF THE WEEK

Top News story of this week goes to C. W. Tinsley and Bill McDougall for the beautiful precision forced landing they executed when the vibration dampner on the rear throw of the crankshaft on cylinder #1 of the Fairchild began doing things which it definitely shouldn't. All of which sounds complicated but merely means that when the motor quit unexpectedly, the boys not only stalled the prop to prevent additional damage to the motor, but were successful in landing the ship in the exact geometric center of the only emergency field available south-west of "Slow-Roll Canal", right on the edge of the Everglades.

Congratulations to the boys for doing a sweet job, and the next time you flight students get tired of practicing forced landings, just remember Bob Johnston's old but ever applicable rule, "Constant Vigilance is the Price of Safety". Always keep your eye on an emergency field, and you probably will be always safe. (FOR R.A.I. ARGADIA NEWS; TURN TO PAGE 5.)



EMBRY-RIDDLE  
FLY PAPER  
"STICK TO IT"

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EDITORIAL

THE SPIRIT OF COMPETITION

Competition, age-old American method of stirring up interest and friendship in football, baseball and other collegiate sports, is getting a read work-out in the race between the Municipal Base and the Seaplane Base to be first to graduate a private pilot on the CPT program. Inasmuch as each flight student must follow a definite curriculum, and be able to execute each maneuver to the perfect satisfaction of the C.A.A. inspector, it becomes purely a game of skill based on flying ability. No contestant can be advanced beyond his actual ability to fly the plane, or it'll be "thumbs down" by the inspector and the contestant will be disqualified.

As reported last week, Jim Brickell, seaplane entry was leading in time, with 26 hours to his credit, while Joe DeValentine, Municipal entry,

trailed with 23 hours. Now, however, the time situation has changed completely, and we now find Joe leading with 32 hours and 20 minutes, while Jimmie has only 30 hours. The minimum time for a flight test is 35 hours, so it's still anyone's race, -with the winner buying "coke" for the loser and anyone else within running distance. Good Luck, boys.

And speaking of competition, -our friends in the Carlstrom Athletic Association are getting just a bit too boastful about their ability as bowlers. It was Boss Riddle himself who suggested that the Miami bases get together a team students and instructors, can the Miami gang get together enough good bowlers to challenge the RAI boys?

(Continued on Page 13)

Gardner Royce passed his instructor's flight test this week at Municipal. He has taken his Cub off floats and will use it as a land plane, based at Municipal. Other flight students to pass tests included Eugene Shepard who passed instructor's rating and Andy Anderson of Ft. Lauderdale who got his secondary instructor's rating.

\* \* \*  
SEEN AND HEARD - - -HERE AND THERE!

Estelle Platt, Ed China's Secretary, has been transferred from Arcadia to the main office in Miami. A very nice addition to the staff, we might say.

\* \* \*  
Up to Wednesday morning, Municipal operations manager Lt. Burgin had a total of 6,892 logged flying hours.

\* \* \*  
Mr. and Mrs. Ridley Tarbell, who had their Stinson seaplane at our Miami base all winter, have left for their summer home in Rockland, Maine.

\* \* \*  
Now it can be told- Max Husted, having successfully passed all physical and mental requirements, has transferred his affections to Pan American Airways, where he will be employed as a check pilot.

\* \* \*  
The passenger elevator in the main office at the Fritz building is just about finished, which will eliminate the "Toonerville Trolley" rides on the freight elevator. Contrary to some reports, the Otis people were not homesteading the elevator shaft.



\* \* \*  
At the Seaplane base, we found instructor Billy Barr giving welding student Charles Frue some actual field experience, welding a strut on ship #8.

\* \* \*  
Don't miss the April issue of DIXIE AIR NEWS. Pages 14 and 15 carry pictures taken at the Municipal base and on page 12 is a story on our present CPT program.

What is the story behind Bruz  
Carpenter's pet roach kept in  
a paste pot on his desk?

? ? ? ? ? ? ? ?

A FRIEND, INDEED!

Orchids, and yet more orchids to the fine man from Miami Beach, who prefers to remain unknown, who has made it possible for two deserving young men to enter the Technical School of aviation job training. It's his way of helping the national defense program, and while he won't let us give him direct credit by name, we do want to gratefully acknowledge his fine cooperation and spirit in the matter.

\* \* \*

Billy Jaster, after trying for eight months to get on with the Embry-Riddle company, has finally arrived, -he went on Friday morning as dispatcher at Municipal to take the place of George Nasworthy who is now with the Navy Air Corps in Atlanta. Bill, who took his flight training with Embry-Riddle, was so anxious to stay in Miami with the company that he even let his family go north without him, and, to say the least, he is "Very, very pleased!" Glad to have him with us.

\* \* \*



BEST LAUGH OF THE WEEK, - gets hung on Arthur O'neill. Arthur, a Student Councilor, was on his first duty shift on the 4th floor of the Technical School, when he saw a Distinguished Stranger come up the stairs. A.O., right on his toes, trots up to the Distinguished Stranger: Could I be of any assistance to you?

D.S.:No, thank you.

A.O. Are you interested in aviation?

D.S.:Yes.

A.O.:Could I show you around the school?

D.S.:Thank you, I'm just looking.

Which is a sample of the conversation for the next 15 minutes. When the D.S. finally left, Arthur sighed, "Gosh, that fellow was hard to sell. Who was he?" Yop,-you guessed it. 'Twas Boss Riddle, himself!

\* \* \*

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## NEWS FROM ARCADIA

---

by Dale Delanty

It is with extreme regrets that we learn of the passing of Tom Gates' Brother-in-law. Tom made a hurried trip to the home of his sister, accompanied by his wife and small daughter.

\* \* \*

Announcement was made during the week of the appointment of Clete Huff and Sterling Camden as assistant flight commanders. Clete and Sterling are from the original group of 12 instructors, and are well cersed in the Army set-up. Congrats, Clete and Sterling, from one and all! Your selection for the important post is well received.

\* \* \*

Ye editor and yours truly are deep in the throes of a friendly feud. We resent the subtle remark concerning the "No News" comment in a previous issue. "hereby, we return the compliment by agitating for a more speedy delivery of said paper. By way of adding insult to injury, we were summoned to the pilot room telephone today by Mr. De LaRosa, and he advised us that Ye Ed had consigned a shipment of the latest issue by special messenger. Mr. De LaRosa stated that he was forced to hide the copies in his Pullman car and enter town under the cover of darkness. We suspect that the border guards of DeSota county gave him no end of trouble.

We are, frankly, romanticists. We stated before, we hail from the West, and therefore, we would like to see the return of the Pony Express, transplanted to a new sphere. However, it would probably cause no end of comment to see Ye Ed dashing down Lincoln Road on a Sorrel, even though such a sight would be welcomed by the "cow-hands" around Arcadia. Therefore, we humbly submit no alternative. The ingenious system we have devised would be to send a smuggler up one of the various canals running into Lake Okeechobee, where the intrepid party would be met by some of the local Isaac Waltons, ostensibly out for a fishing party. They would then smuggle them in in an old kerosene can, or something.



How's about it, Ye Ed? Do you call the dogs off of your faithful (or faithless, you take your pick) Arcadia scribe, or do we continue to give you the business?

\* \* \*

Here we go again! Last Sunday Mr. Dykes and Mr. Pierce of Green's Fuel Co. in Arcadia were hosts to the gang at Arbuckle Lake, just beyond Avon Park last Sunday. The usual swell barbecue was held, along with fishing, swimming and boating. A swell time was had by one and all, with many thanks to Mr. Dykes and Mr. Pierce for one swell time.

\* \* \*

Friendly feuds seem to be the vogue lately. One of interest these days is the one raging betwixt and between Capt. Donovan and Lt. Ola. It seems that George was suffering in solitude with his high blonde pressure when the Captain stepped in to complicate matters. We don't know just how the score stands now, but are constrained to admit that the battle still rages. All of which causes us to regret that we are just plain civilian stuff.

\* \* \*

Newest arrival in the ground school department is Mr. Larry Walden, Jr. from Plant City, who is taking over the meteorology classes.

\* \* \*

### STUFF AND THINGS

We wonder -- What caused Sid Pfluger to sit in the bow of the boat at Arbuckle Lake and absorb all the spray?... Who thought up the idea of leaving Nick Tamposi in the middle of the lake with a stalled motor and then swimming off with the oars?... When Doc Nethery is going up for his private license? He promised a party if he passed... Who was Officer of the Day the other evening when all the shots were fired? ... What Kay Bramlitt, Statia Dozier and Dellzell Sammons were doing parked in an alley the other evening?... If Sgt. Barron ever gets tired of arguing?... If Joe Horton is keeping warm enough in his office?... What Jack Hunt does with his spare time?

\* \* \*

DICK HISS has been transferred from the Municipal stock room to purchasing, and from there to his final resting place in the auditing department, in the main office. And a correction is due on the spelling of his name. We thought it was HESS, and so changed it on all mailing listings. But we now find it is really HISS, like we used to do to the villain in the old "horse opera melodramas".

\* \* \*

Quite a story could be written about flight student Jack McKay who made his first solo flight last week only the minimum required 8 hours of dual. And now we find that he has enrolled at the Technical division as an Aviation and Aircraft ( A & E ) student, and as if that isn't enough, to keep him busy, - he has just been notified that he successfully passed his Florida State Bar examinations. Wotta guy! Could it be that instead of being an old fashioned "sea lawyer" he plans to become one of these here "air lawyers"??

\* \* \*

### ODDITIES IN OUR FLYING MEMORY BOOK

Comes the hard to believe but true story of the man who fell in and out of an airplane in flight! It happened in the spring of 1928 at Pensacola when the Navy boys were testing one of the first Brewster Trainers. Early one morning, Lt. Charles Bailey and Cadet Ensign Gordon Meyers took off on a routing training flight. After a slow climb, the ship was thrown into a loop, at top dead center of which Meyers safety belt broke, throwing him clear of the ship! And without a 'chute in those days! Automatically, Lt. Bailey completed the loop, and in a miracle witness by everyone at the air station, Meyers struck the ship just in front of the rudder, where he was able to cling until a safe landing was made. And to make a good story even better, Meyers received no serious injury beyond a bad scare, and when last heard from was flying with the Canadian National Railways.



One of the only three cases on record, this story was verified by Van Burgin who actually saw a similar accident occur while on duty in France in 1918.



Newest instrument flight student at Municipal is Jimmie Star who flies his own Rearwin down from Palm Beach every day to take instruction from Jack Wantz. Also advanced into instrument work is Geo. Hall who is taking his instruction on the Stinson 105. Instructor Wantz, incidentally, has been promoted to chief instructor on the secondary program.

\* \* \*

Among other new students enrolled are John S. Prescott, Jr., and Catherine Rawls Thompson, both of Ft. Lauderdale, and B. F. Bailey, Pompano, who are taking the commercial ground school course. Catherine, by the way, is Ted Thompson's very charming wife.

\* \* \*

LITTLE KNOWN FACTS ABOUT WELL KNOWN PEOPLE:  
Max "Speed" Marvin, Registrar Arthur Gibbons' assistant at Municipal, at one time worked at Fleischer Studios where he did announcing and "voicing" on the cartoons. Max is very emphatic in his denial that he was ever "The Big Bad Wolf" or "Donald Duck."

\* \* \*



Congratulations to Colleen Breslin for her first solo flight last week. Colleen, who is Bill Britton's kid sister, is a student at Barry College, and has earned every minute of her flying time by clerking in her family's drug store. Nice work, kid!

\* \* \*

#### FLIGHT #14 COMES HOME TO ROOST

Eastern Air Lines Flight 14, from Miami to Vero Beach, has been returned to the Technical School building where the students will use it in their shop work projects. As "Eight Dollar Eddie" China says, "We bought everything but the pilots".

Seen working on the ship the other day were sheet metal students David (the I-Q Wizard) Wiley, Miami, and Bill Gill, formerly of Egypt, Ga., who were dismantling a cabin section by drilling out the rivets with one of those new Thor high speed air drills which turn up a mere 14,000 revolutions per minute.

\* \* \*

### HIGH SPEED EXECUTIVE

The next man who claims he has too much work to do we are going to assign to follow our Boss Riddle around for a week, -if he keep up that long! Gulliver's Travels were nothing compared to the travel schedule maintained by the Boss. For instance, -last night we heard he was in one place and this morning he flew in from another place, carrying a paper bag containing his lunch, eaten while dictating letters, conferring with department heads and putting in long distance telephone calls. In the morning he flies to Tallahassee; back to the Miami office in the afternoon, and will take the evening plane out of town again! With a human dynamo like that giving us inspiration, little wonder that the Embry-Riddle organization is the fastest growing school in the country!



\* \* \*

Visiting at Municipal base this week was ERNIE GOLD, who took his flight re-rating with us last summer. Ernie flew a new Stinson Voyager down from Palm Beach to pick up a new motor for one of his ships. Also visiting was ex-flight student Charlie Roberts, now stationed with the Navy at Key West in the Communications Division. Charlie, you remember, is the lad who is qualified as a submarine service radio operator, and he still wants to fly instead!

\* \* \*

The Embry-Riddle Main Office Choir just completely disrupted the editorial department by singing a horribly off-key "Happy Birthday" greeting to comptroller George Wheeler. Okay George, Happy Birthday, - we can't sing, too!

\* \* \*

We finally found out why Clyde Ellis "missed the boat" last week, but in exchange for three news notes, we can't remember a thing!

\* \* \*

Spending her vacation in Miami is Pat Rexrode, wife of flight instructor "Rox" Rexrode at Municipal. Pat has her own business in Washington, D. C. and is able to get away for only a short vacation. Pretty tough on Rex.



WAISS

O.K. SO YOU PROVED YOU COULD LAND  
ON A KEY! ~ NOW WHERE DO WE GO?

## TRIALS AND TRIBULATIONS!

The fines for broken rules system at the Municipal base is really something! Ranging from a 5¢ fine for parking you ship wrong on the operations line to a whole two-bits for landing on the checkered flag, the total amount of the April fines up to the 23rd was \$3.15, with only Charley Barnhardt, George May and Bill McDougall on the absolutely perfect side of the ledger. The list of offenders and their indebtedness to the "kitty" runs like this: Burgin, 10¢; Cousins, 75¢; Eckert, 5¢; Ellis, 25¢; Garcia, 25¢; Janes, 5¢; Johnston, 45¢; Norton 25¢; Rexrode, 30¢; Tinsley, 35¢; Wantz, 25¢; and McCurdy, 10¢.

Among the many rules are missing flight appointments, take off or landing on checkered flag or down wind; not signing flight reports, smoking in hangar or near gas pit, flying over the Naval reserved area, not checking in 'chute, etc., etc.

Comes a postal card from Irwin Carter, "Dear Editor, Pinky (Dave Pinkerton) and I are now Aviation Cadets in the United States Marine Corps Reserve and are stationed in Jacksonville. How about sending us the FLY PAPER, -our address is Av. Cadet Irwin W. Carter, Room 213, Bldg., 704 U.S. Naval Air Station, Jacksonville, Fla." To be sure and faith, Mr. Carter, the FLY PAPER is even now enroute to you, and many thanks for the card. Much good luck to you and Pinky!



\*\*\*  
THUMB NAIL SKETCH - CHARLES INGRAM BERNARD, the Third!  
But Duke to you!

Probably the first time a blowout ever decided a man's future career happened back in 1924 when young "Duke" Bernard, just having finished a course in Commerce and Finance at Columbia University, was driving home from school, completely intending to go into a banking career. But the blow-out did occur, near Clarion, Penna., and right beside a pasture which had a brand new airplane parked in it. To make a long story short, the pilot of the ship came over and offered to help change the tire in exchange for a ride into Clarion, and what a ride it was. Duke found out that the pilot was Parker "Shorty" Kramer, who had bought the ship but didn't have enough money for gas for it. And "Shorty"

found out that Duke had \$300 in his pocket. The inevitable happened by the time they reached town, Shorty had the \$300 and Duke owned a half interest in the income of the ship! (At that time, Standard was the only manufacturer of Aviation gasoline, and you had to buy it in 50 gallon drums, cash in advance, which explains Shorty's desperate need for money.)

Thereupon, the boys began a barnstorming trip, selling rides at \$5 for a wing stand around the field or for \$25.00 they'd zoom the customer's house if it wasn't over five miles away. Within a month, Duke had his money back, plus \$125 profit in cash and an hour and 57 minutes flight instruction which qualified him for solo. As he tells of his first flight, "It was a good take off, but that seven bounce landing ended up pretty sorry". After a total of seven hours of such training, Duke bought his own ship at Ft. Wayne, and began an extended barnstorming tour of his own which led him far and wide and through jobs such as stunt man, instructor, test pilot, manufacturer, mechanic, sales-manager, and so forth (which covers a lot of territory!) until he ran up a total of 4,685 hours flying time. Lack of space prevents a detailed account of his many experiences, but among some of his prominent connections were Curtis-Wright, Fokker and the Westbrook Aero Corp. in New York City, which helped organize.

Duke came to the Embry-Riddle Technical School as coordinator of training, his job being to coordinate the class room theories with the shop experience, and to put the school on a factory basis. Every effort is being made to simulate actual factory conditions so that Embry-Riddle graduates will "feel at home" and be of immediate value when they hit the production lines in aviation factories.

"The trouble with most schools", says Duke, "is that the instructors so often have good theory but no factory experience. Here we are very fortunate in having instructors who have both the theory and actual experience. Which makes an ideal set-up."

The Duke is married, -his wife, "The Dutchess", has been flying for 12 years and has held a Limited Commercial ticket. They have no children, but plan someday to raise Stinsons!

\* \* \*

#### A PROMISE WELL KEPT!

Sue Clarke kept her promise to entertain the Seaplane gang before she left for the north. It was excellent dinner and evening of dancing at the Royal Palm Club. Among those present were...

Wiggie and Helen, Ruth Wade, Mrs. Roth, Ad Thompson and Sue. Oh, yes, Sue got her land rating at Municipal before she left for New York on Thursday morning.

\* \* \*

#### OPPORTUNITY IS KNOCKING!

With openings still available in the Line Maintenance Course, someone is missing a mighty good opportunity to take a quick route into aviation and an Aircraft Ticket, for a very reasonable cost. And what makes it all the more attractive, Embry-Riddle will guarantee to employ all graduates of this course in our own school, maintaining the ships stationed at Riddle Aeronautical Institute, Carlstrom Field! Get going, fellows, and get your spot on this course now. Full information is available at the sales department, Technical School Building-

Phone 3-0711

\* \* \*

#### ORLANDO BREAKFAST FLIGHT NEWS

The Alligator Flying Club sponsored a Flight Breakfast up at Orlando last Sunday to select a Miss Florida Aviation. Mr. and Mrs. Wiggin flew Ruth Shelly up at the Miami Entry, but Ruth got disqualified because she had already won too many aviation beauty contests! Anyway, everyone had a good time. Others present from Miami were Gordon Walters and Sam Belcher with Al Hansen and Mrs. Paris representing the Miami City Aviation Department.

Editorial (Continued)

"Lucky" Gibson will cooperate at his alleys. Let's get together on this, or we'll be "eating crow" for the rest of our lives.

\* \* \*



Going <sup>Places?</sup>  
with

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EMERY-RIDDLE  
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## IN YOUR LUNCH HOUR

Learn to fly a SEAPLANE!

The EMERY-RIDDLE seaplane base, located on the north side of the Miami County Courthouse, less than five minutes drive from my office building in the downtown area, offers an excellent opportunity for business and professional people to learn to fly without taking



hours of their valuable time! FLYING IS FUN! --And much less expensive than you might think! A solo course costs only \$110, and you can get your own private pilot's license for only \$400. Now that the rush of the winter season is over, investigate this fascinating new sport thrill. For complete information, visit the Emery-Riddle Seaplane Base, or phone 2-0358.