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Embry-Riddle Fly Paper 1941-05-26

Embry-Riddle School of Aviation

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EMBRY-RIDDLE

Fly Paper

"STICK TO IT"

Volume 2*

MIAMI, FLORIDA, MAY 26, 1941

Number 6

Defense Workers Must Be Deferred, Hillman Declares

Workers needed for defense production should be deferred from compulsory military training, Sidney Hillman, OPM associate director general, has advised selective service headquarters at Washington.

"Trained workers can most effectively serve their country at their factory benches," Hillman declared, adding that his views were shared by Secretary of War Stimson, Secretary of the Navy Knox and OPM Director William S. Knudsen.

Defense Depends on Workers

Demands for skilled labor, particularly in the metal working trades, will soon exceed the supply, Hillman wrote Brig. Gen. Lewis B. Hershey, deputy selective service director.

Hillman said that at Hershey's request, the OPM is preparing an analysis of the skilled labor requirements in the metal working trades and in other industries directly related to the national defense program to serve as a guide in working out draft deferments.

"It should be clear to all," he wrote, "that the success of our total defense effort is contingent upon efficient operation of our factories—not only the factories where tanks, planes and other

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Dottie Graduates



DOROTHY ASHE

Miss Ashe, socially prominent daughter of Dr. Bowman F. Ashe, president of the University of Miami, shown as she completed her hour-long private pilot test at the Embry-Riddle Seaplane Base today. "Doty," as she is known to her legion of friends, thus completed her primary flight course under the auspices of the C. A. A. Civilian Pilot Training Program to win her wings.

Huge Plane Building Program Creates Serious Shortage of Pilots and Skilled Craftsmen

With a score or more of new aircraft plants being rushed to completion to turn out the four-billion-dollar backlog of orders for military planes, and high Washington authorities calling upon local draft boards for exemption of men in essential industries, thousands of patriotic young Americans are expected to seize the opportunity offered by technical schools to fit themselves for important defense work as well as for preferred military service.

The army, already alarmed at the serious shortage of trained technicians and experienced pilots, has contracted with private civilian schools for the training of flyers and the instruction of young men in the skilled trades to help build planes and to keep them in the air once they are built.

Plane Makers Call for Help

When the aircraft plants now built and projected are completed, it is contemplated that 10,000 planes for the British and 15,600 for the American air force will be superimposed on the present 37,000 plane program, the whole constituting an unbelievably enormous amount of aircraft construction for which there is an almost complete lack of trained workers.

This lack of skilled workers—engineers, draftsmen, sheet metal craftsmen, riveters, welders and technicians generally, high paying trades any normal, mechanically inclined boy can learn in a relatively short time—has caused aircraft manufacturers to make urgent calls on private schools for immediate help.

Largest School in Southeast

Foremost among the technical schools getting these calls, schools that are daily turning out young men fully trained to step at once into well-paying defense work, is the Embry-Riddle School of Aviation, with the largest and best equipped aircraft technical school in the southeast, at Miami. In addition, Embry-Riddle operates a pilot training school turning out flyers under an army contract, at Carlstrom Field, Arcadia, Florida, and two government-sponsored Civilian Pilot Training Program schools, also at Miami, which teach both land and sea plane operation.

The Embry-Riddle technical school today has approximately 400 students enrolled and within the coming year will turn out some 1,500 skilled craftsmen, boys with little or no previous airplane experience but who, after receiving craft experience, will be able to fit into Embry-Riddle's air flight program and will be making prominent contributions to the nation's armed services in the country's most essential industry—air.

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All Is Not Work At Embry-Riddle

All is not flying and working at the Embry-Riddle School of Aviation. A well-rounded program of entertainment and sports is maintained at all times to enable instructors and students to relax, enjoy themselves and get their minds off the knotty problems of flight and technical training.

Latest example of the entertainment program was the monthly student-employee dinner dance scheduled at the Coral Gables Country Club Friday night, just too late to be covered in this issue, which was preceded last Saturday night by the bi-monthly cadet dinner dance at Carlstrom Field in Arcadia. Embry-Riddle students and employees always enjoy these parties, and look forward to them as the social high spots in their training periods.

In athletics, the Carlstrom Field cadets are slightly ahead of the Miami group in organized bowling, soft ball, golf and tennis teams, but a spirit of competition is rapidly developing to a point where there soon will be many challenges hurled back and forth among the various training units. Within the near future, this should work into not only good sport for the students and employees, but should be equal fun for the spectators.

Babs Beckwith Deserts The Water for the Air

Babs Beckwith, Miami beauty internationally famous as one of the most popular of all Powers models, began light training at the Seaplane Base Friday. Babs, a devotee of nautical sports, is a Miami girl, the daughter of Dr. and Mrs. J. Holden Beckwith.

Among the feminine flyers in the Embry-Riddle flight division are: Jean Small, Ruth Shelly, Viola Gentry, Dorothy Ashe, Elaine Devroy, Mary Campbell, Marion Smith, Mary Brooks, Catherine Breslin and Claire (Clairmont) Ellis, the widely known dancer.

First To Solo



JACK WILLIAMSON

Happy days! Jack Williamson, Baltimore, Md., gives his instructor a happy grin as he lands after his first solo flight at R. A. L. Carlstrom Field, at Arcadia. Jack was the first U. S. Army Air Corps cadet to solo from Carlstrom Field since World War days back in 1918.

Embry-Riddle Land Base At Cross Roads of Americas

Strategically located at "The Aerial Cross-Roads of the Americas," Miami Municipal Airport is the scene of the Embry-Riddle land plane training operations in the Miami area. Since the company took over Hangar No. 1 less than a year-and-a-half ago, more than 250 flight students have been graduated to private and commercial pilot's licenses, instrument pilots, and primary and secondary flight instructors, and scores more are in training daily.

Under the capable direction of Lieut. Van H. Burgin, one of aviation's real "old timers" with over 6,500 hours of credited flight time, the Municipal Base with its 26 training planes are run as nearly as possible to conform to the strict operations schedule of the U. S. Army Air Corps. It would be impossible to cover every phase of this operation in so short an article—the only ground school for student pilots, maintenance activities of the line, the pilot's ready room, the operations office and those of the dispatch and control tower, which go to make an efficient, safe flight training

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Embry-Riddle Base Is Cross Roads of Americas

(Continued from Page 1)

Of outstanding interest to visitors as well as beginner flight students is the extreme caution practiced at all times. For example, no ship is allowed to leave the Embry-Riddle flight "line" until the pilot has been issued a "flight release," showing the name of the pilot, ship and parachute numbers, the time due out and due in, destination and maneuvers to be practiced, all approved in detail and "okayed" by the student's flight instructor.

The "flight release" is of particular importance in seeing that each student adheres strictly to the prescribed controlled maneuvers, as well as eliminating any possibility of unauthorized flights. It is a company rule that all students and instructors must wear parachutes on all training flights.

Planes Rigidly Inspected

Among the many "behind the scenes" men in aviation who do so much to make flying safe is Les Bowman, chief of maintenance, and his crew of government certified aircraft and engine mechanics. Few know that every Embry-Riddle training ship must pass a rigid daily inspection on a Civil Aeronautics Board form which covers each part of the plane and motor. In addition to having certified mechanics on duty all day, many in the maintenance department must work all night, every night, in order that the planes may fly safely all day, every day.

Seaplane Base Popular Spot

Working in close co-operation with the Municipal Base is the Seaplane Base, located within a few minutes of downtown Miami, on the North side of the county causeway. It is here, midway between the two greatest winter vacation spots in America, Miami and Miami Beach, that hundreds of winter visitors pursue their favorite hobby of seaplane flying. In addition, the Seaplane Base has turned out many pilots under the government's Civilian Pilot Training Program, and, of course, when a pilot gets his "ticket" at the Embry-Riddle land base, he usually hurries down to the Seaplane Base to get that coveted "water" rating.

Learning by Doing at Emb



Students Trimming Airplane Wing



Work on Riveting Project



Propellor Study



Students at Work on Rib Jigs



Aerial View of the Magnificent

Seeks Commercial



JIMMIE DONAHUE

Jimmie, the most recent enrollee in the commercial pilot's course at the Embry-Riddle School of Aviation, is pictured at the controls of his \$75,000 eight-place Grumman amphibian just after landing at the Municipal Base Friday. Scion of the Woolworth family and a private pilot with 500 hours of flying time, Jimmie made an immediate hit with his fellow-students by his unassuming modesty and eagerness to learn.

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Arcadia Commander Is Popular Leader

Lieut. George J. Ola, commanding officer for the U. S. Army Air Corps at the Riddle Aeronautical Institute, Carlstrom Field, Arcadia, Florida, is not only one of the best liked men on the post, but is also more than better trained to handle his job.

Born and raised in Johnston, Pennsylvania, he was educated at the University of Pittsburgh and Riverside College, in California. Beginning his flight training in civilian aviation, Lieut. Ola entered Randolph Field in October, 1938, as a flying cadet in the army. After finishing there, he went to the advanced course at Kelly Field where he was graduated in August, 1939, as a second lieutenant in the Air Reserve.

After spending more than a year as basic training instructor at Randolph Field, he won a second lieutenantcy in the regular army air corps through competitive examination and was assigned to R. A. I. with Captain S. J. Donovan, to assist in opening this school under army supervision.

In addition to giving flight instruction to instructor personnel, testing airplanes and checking student pilots, Lieut. Ola has served as operations and engineering and supply officer at the Riddle school. [Picture on Page 1]

Wiggin and Halpin Back in Service

F. Webster Wiggin, manager of the Seaplane Base for the last six months, has been called to active service in the U. S. Naval Air Corps. "Wiggie" will report at Pensacola June 1, where he will take a refresher course before becoming a naval flight instructor. Thomas E. Halpin shortly will be called into the U. S. Army Air Corps on his reserve commission as second lieutenant.



Power Hammer Operation



Engine Instruction



High Speed

EMBRY-RIDDLE

The Paper

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Embry-Riddle
School of Aviation

F. C. "BUD" BELLAND, Editor
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R. A. I. Division

GEORGE WHEELER
Vice-President and Comptroller

LIEUT. VAN H. BURGIN
General Manager
Land and Seaplane Schools
Miami

(Pic

May 26, 1941

Riddle Technical School



Class Welding Torch Instruction



Line Maintenance Crew Class



Embry-Riddle Technical School at Miami



Compensating Aviation Compass



Rib Stitching Fabric Work



Studying Blue-prints

Unique Pan-Am Program Launched by Embry-Riddle

One of the most progressive forward steps ever undertaken by an American business firm looking to the improvement and expansion of Pan American relations was the recent establishment by the Embry-Riddle School of Aviation of a long range, dual educational program which already promises to be a real achievement.

The first phase of the program was the installation of an educational department at the Technical School under the direction of Senior Don Philip A. de la Rosa, world traveler and student of languages.

Mr. de la Rosa immediately began a complete and authentic translation of American aircraft terminology and nomenclature into both Spanish and Portuguese, the first such authoritative work ever attempted.

Mr. de la Rosa's unique new dictionary is the first step in the Embry-Riddle program for the enrollment of South American students and, equally important, it will provide the school's American students who plan to seek jobs in South America with an authentic language interchange, an extra-curricular activity not available at any other aviation school in the country.

Born in Havana in 1910, Mr. De la Rosa is a descendant from the Spanish nobility, and belongs to the widely-known Rionda sugar family of Cuba. He was educated at the University of Havana and has traveled extensively throughout South America. Now an American citizen, he lives in Miami and has two children, a boy and a girl. Mrs. De la Rosa is the former Lenore de Borde, well-known Indianapolis artist.



Senior Don Philip A. de la Rosa

Defense Workers Must Be Deferred

(Continued from Page 1)
machines of war are assembled, but also the steel foundries and rolling mills, the plants which manufacture nuts, bolts, wire and the thousands of other items necessary to the final product.

New Registration July 1

"When a skilled worker is taken from any plant that may contribute to defense production, that plant loses not only the individual, but also the time of a more highly skilled man to train the doubtful new worker."

Hillman's views were made known as selective service officials awaited presidential action on a proclamation fixing a registration day for all men who have reached the age of 21 since the

Plane Program Creates Shortage of Trained Men

(Continued from Page 1)

duction, flight operation and maintenance of airplanes.

In addition to these graduates, the flight schools will turn out at least 500 pilots during the ensuing twelve months.

Scores of young men, graduates of the technical division of the Embry-Riddle School of Aviation at Miami, have recently stepped into good jobs at Curtiss, Chance Vought, Intercontinent, Piper, Allison and other aircraft and aircraft engine plants. In addition, with greatly expanded programs of their own, both Pan American Airways and Eastern Air Lines are looking for skilled airplane mechanics.

Schools Elaborately Equipped

The original Embry-Riddle company was established in Cincinnati in 1925; the present Embry-Riddle company began its Miami activities in 1939, its officials being among the most able and experienced aeronautical leaders in the entire country. With the advent of the country's unprecedented plane building program, the company promptly expanded its own activities to keep pace with the aviation industry's growth.

Acquiring one of Miami's million-dollar, unfinished boom-time hotels with 200,000 square feet of floor space, the company installed thousands of dollars worth of government approved equipment for the training of engineers, draftsmen, sheet metal craftsmen, welders, and airplane and airplane engine mechanics in addition to the pilot training facilities at the municipal airport Land Base and the county causeway Seaplane Base. Eighty-six outstanding men in the aircraft industry were secured as instructors and are now directing the training of students at the company's technical school and various pilot schools.

New Method of Training Used

To meet the acute shortage of competent, experienced workers in the shortest possible time consistent with the Embry-Riddle prestige and high standards of ethics, the company then installed an unusual, highly individualized method of personalized training in every phase of aeronautical construction, flight operation, maintenance, repair and overhaul, based on government approved certificates.

This step-by-step "work project" method of instruction guarantees the graduate that he will be thoroughly equipped to jump directly from school into a well paying job in any of the nation's airplane or airplane engine factories without loss of time or the necessity of additional training or experience.

first registration day last October 16.

Selective service officials said they were prepared, if necessary, to begin registration on 10 days' notice. Reports have been circulated that July 1 is the most likely date.

More Students Pass Flight Tests

In addition to the primary CPTP student graduates already reported in the Fly Paper, a last-minute roundup shows that eight more passed their private pilot flight tests at the Municipal Base during the past week. All congratulations to Kendrick "Sonny" Bragg, Marlen "Dave" Smith, Harry Audette, Joe Bonanno, Elaine Devery, John Galbraith, Joe Crum and Maston O'Neal. Happy landings and all good-luck to these new pilots.



Spray Painting Fuselage



Chock Welding

Who's Who at Embry-Riddle



JOHN PAUL RIDDLE

Long recognized as a pioneer in the field of aviation training, John Paul Riddle, president of the Embry-Riddle School of Aviation, has been actively engaged in commercial aviation activities since 1925, when he founded the original Embry-Riddle Company, which operated the first air mail contract between Chicago and Cincinnati.

Like many others in the present Embry-Riddle School of Aviation, he received his first flight training, strangely enough, at Carlstrom Field, Arcadia, a unit of the company he now heads. After a brilliant career during which he piled up 7,000 hours in the air, Mr. Riddle conceived the idea of founding an aviation school at which every phase of ground and flight training would be taught. After many years of working and planning, Mr. Riddle's dream school has come true, as evidenced by the phenomenal growth and success of the many Embry-Riddle School units.



LIEUT. VAN H. BURGIN

One of the truly "old timers" in aviation, at 42, is Lieut. Van H. Burgin, head of the Embry-Riddle flight bases in the Miami area, who has piled up over 6,500 hours of certified logged time.

He began his flight training at Kelly Field in 1918, after graduating from the Georgia Tech School of Military Aeronautics. He soon finished his training and was sent to France where he served with the 2nd Pursuit Group in the St. Mihiel and Argonne offensives, finally being shot down and captured during a high Dawn Patrol in September, 1918, by Lothar Von Richtofen, brother of the famous World War Ace, Baron Von Richtofen. In November of 1918, he escaped from a German prison camp and made his way to Switzerland and freedom.

Born in Greensboro, North Carolina, Lieut. Burgin is married, has three children and his aim in life is "seeing that young fellows get started right in the aviation game."



CAPT. LEONARD POVEY

Particularly well known for his extensive aviation activities throughout the Latin American countries is Captain Leonard Povey, vice-president of the Embry-Riddle company and general manager in charge of the Riddle Aeronautical Institute, Carlstrom Field, Arcadia, Florida.

After receiving his flight training and spending some years with the U. S. Army Air Corps, Captain Povey went to Cuba where he organized and helped train the Cuban air force. In addition to his other duties at Carlstrom Field, he is general co-ordinator for the entire Embry-Riddle interests.

Captain Povey is married, and he and his comely wife "Edie" make an attractive couple at the many social functions in the Arcadia area.



GEORGE WHEELER

Exemplifying the opportunities young men in the rapidly expanding aviation industry is George Wheeler, vice-president and comptroller of Embry-Riddle School of Aviation. He was in Brockton, Mass., in 1917. George was educated at the Friends' School in Baltimore, Md., and subsequently graduated at the University of Miami with the degrees of Bachelor of Science in Business Administration. After serving two years with a certified public accountant and as treasurer of the C. Gables Mortgage Company, he came with Embry-Riddle in June, 1940, where he won rapid promotion because of his outstanding business ability and personality.

Making Army Flyers at Carlstrom Field



His First Solo



Explaining the Take-off



Diagraming a Turn



Engine Inspection



A Dip in the Pool



Lieut. George Ola
Commanding Officer



On the Tennis Courts



Another Flight Finished



Parachute Instruction



Awaiting Flight Turns



Parachute Pack