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Embry-Riddle School of Aviation

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NOTICE:- NEXT PARTY SATURDAY JULY 19TH

EMBRY-RIDDLE



Published weekly by the Embry-Riddle Company

Vol. 2

July 8, 1941

No. 12

Dear Kids, last week's issue of the FLY PAPER didn't please Ye Editor too much. Everything went wrong, first, "Rat" Don Watson went literary on us and wrote two swell editorials, but no dirt; then Dale Delanty telegraphs from Carlstrom Field, "Sorry, no copy this week. Will explain in letter to follow." Well, we of course assumed that Dale was lost in a rain storm over Punta Gorda airport again, but the Boss told us to phone him and "GET THAT COPY!" which we did, to some extent, by a very late Day Press Telegram. And the letter of explanation never did come, Dale. Actually, what did happen? (P.S. To Kay Bramlitt, five bucks cash for an exclusive story on that!) In fact, the only FLY PAPER contributor who came thru 100% was Bill Jaster out at Municipal Base, and an orchid to him for his faithfulness, -1



However, all the lads and lassies are "back on the beam" and "cooking with gas" again, and we hope this issue is better, despite Ye Ed's cold in the nose occasioned by sleeping without the usual sheet. (Northern subscribers please note, -the weather here is NOT too hot!)
FOR R.A.I. NEWS SEE PAGE 7

EMBRY-RIDDLE

FLY PAPER

"Stick To It"

Published weekly by
The Embry-Riddle School of Aviation
Miami, Florida

Riddle Aeronautical Institute
Carlstrom Field,
Arcadia, Florida

JOHN PAUL RIDDLE, PRESIDENT

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Lt. Van H. Burgin	{	Land Division
Bill Jaster		Miami Municipal
Bob Johnston		Airport

Keep 'em Flying!

The newly adopted by-word of our
National Defense.

No slogan ever coined has a more
direct bearing upon the training
schools this country can so well be
proud of.

To go a step further, it might be
well to preface this slogan with
"Train Them Young."

No other field of endeavor has ever
had the opportunity to capitalize
upon circumstances the way Aviation
has today. Not only is the Military
aspect a sharp frightening one but
with Commercial flying going ahead
by leaps and bounds, there is no
foretelling what the future holds
for this art. True enough, it might
well be that the fantastic ships
shown in some of the more sensation-
al newspapers and fiction pieces
will be things of reality in the
very near future. Six hundred mile
an hour ships are almost a reality
at this writing. What the future is
for speed craft is an unknown quanti-
ty. In order to be in the field to
grasp the rapidly changing status
of Aviation it is imperative thou-
sands of men be trained and kept
trained to a state of modern perfec-

tion. Plastic ships will be here soon. Rapid strides in this direc-
tion are being made. Will you and you be able to move with the changing
trend of manufacture. You will if you have a good foothold in the field
and will keep an open mind for these changes as they are developed. To
be in the field now is of the utmost importance and to remain in a posi-
tion to capitalize on these important future changes imperative.

(Continued on Page 3)

No matter what phase of the work you train in....train in one or more. The point being that training is absolutely essential and to be essential one must be trained.
- D.W.

Some of the things the trouble with...

Aviation has had a lot of good, clean, nice things said about it but with all of the romance and glamour connected with this game there are bound to be some faults too. A few of the more common ones: too much attention is paid to the way in which the cornercuffs are attached to most planes with guzzolgunks. Most of them look alright to the naked eye but how long can an eye last without clothes? Shallowlabs on most models give a great deal of trouble unless attached with firm lefthanded unspedicuts. About four turns after tight is required. If not the automatic pilot will bounce around in the feederguble. This causes strangulation of the cusspidonte. Once in a while you will hear of a pilot, while in flight, excuspating. This is bad. Not more than one in four hundred survive to report it to his superior officer. When this condition occurs in a Cub, the usual procedure is to phone for some spare whettlequorps. With a half a glass of water, one pill, twice a day will give relief. Dr. Hassenyunkle in a recent drool said: (Quote) "I don't think so" (Unquote). This can be taken with a grain of salt. It makes it taste better but the point is that it's only one man's opinion.

So you can see that what with all the romance and glamour in aviation, it really takes a man with a lot of burpel-fluid to stand the gaff and it's not all peaches and fuzzideform.

* * *

THINGS AND STUFF -- HERE AND THERE!



ED HOWARTH is back in the bookkeeping department at R.A.I., Carlstrom Field, after a 6 weeks illness. And Bill O'Neil, who went up to fill in Ed's place, returned to the Miami main office on Thursday. Incidentally, Ed's son, Bob Howarth, who works in the R.A.I. stock room, is also back to work after a very successful appendectomy. (That means having his appendix out!)

JEAN OGDEN, on the sick list for some time, is up in the Tennessee mountains, and feeling much better. We expect her back in the office soon.

Word comes in that Eliza Ordway, Peter's wife, is sick with malaria. Could be, but it is our sincere hope that it's just a case of too much fishing last week-end. P.S. Just found out it's Dengue fever, uncomfortable but not dangerous!

QUESTION OF THE WEEK: Is BOB ENGLISH, Embry-Riddle grad now employed at Intercontinent, qualified as a dock hand on a submarine? Or, to put it differently, by what authority can he take a speed hydroplane dive it underneath a wave, and still come out right side up? Now, who can answer that one!

ANSWER OF THE WEEK: What Tech School student is reported to have answered, after due thought, "Well, now, one-half of three is 6. - - Sure, you take three, and cut them in half and you have 6, don't you?" Okay, boys, that's too deep for us!

AN ORCHID to Eastern Air Lines President Eddie Rickenbacker for his very appropriate quotation being used in present E A L newspaper advertising, "THIS IS NO TIME TO WASTE TIME!" Quite so, Captain Eddie, 'tis no time to waste time in going places or preparing to defend our country!

* * *

Hello, boys and girls, we present herewith one of the better aviation poems we've ever seen, - 'twas written by Valerie Tempest Eckart (that's Georgie's wife) and is dedicated to Mrs. Ray "Pappy" Norton. Very nice stuff, Val. We'll all get a kick out of it!

SALUTE!

By Valerie Tempest Eckart

Pilots' wives lead funny lives
Compared with ordinary wives.

Every afternoon they wait
Just outside the airport gate -

Watching husbands whom they love
In the heavens high above -

Doing every wild gyration
Known to modern aviation.



Snap rolls - slow rolls - by the score,
Loops - chandelles - and dozens more.

Hearing the propellers cry
As they come shrieking down the sky.

Watching as they circle round
Glad they're safely on the ground.

Other wives remain at home
Where they've spent the day alone -

Waiting for their "man's" return,
Hoping dinner will not burn.

Usually she'll wait and wait
Invariably he's hours late.

Dinner through - she listens to -
How each and every student flew.

Catering to his every whim -
Knowing she must humor him.

For if a program's going bad -
Pilots suddenly go mad.

Or she sits with patient face
At another pilot's place.

While the husbands reminisce
Of other fields and friends they miss -

Of days gone by and planes they flew
And engine types and what they'd do -

Of how they flew an old "O.X."
And very nearly broke their necks.

Pilots' dinners they attend
While their wives sit hours on end -

Talking of them while they're gone
Wondering what the h--- goes on.

Some get breakfast just at dawning
For their husbands cross and yawning -

Kiss them fondly at the door
And pray they come home safe once more.



What with all the daily danger
And their conduct even stranger -

Why - you say - don't they divorce them?
Brother, you just try and force them.

Though their conversations bore them
Pilots' wives simply adore them.

For to every pilot's bride
He's Romance personified.

Glamorous as a movie star -
To their wives - the pilots are.



There are no "ifs" or "ands" or "buts"
Pilots' wives are just plain NUTS.

V.T.E.

Most Interesting Project Developed...

During the week at Tech...By Walt Sheahan and John Ordway. It really looks for all the world like a de-icer. The only thing about it is that in hooking up the apparatus, Ordway, as usual, didn't agree with Sheahan, and the result is that the pump sucks in all the ice from the leading edge instead of cracking it up, takes it into a small secret compartment, stirs slowly with a long spoon, adds sugar and lemon extract and comes out the petcock in the sensitive altimeter as a delicious drink. Joe, the soft drink man, is figuring out how to beat this new competition.



LATE NEWS FLASH! More on Ray Fahringer, we went into Mark Chartrand's MIAMI THEATRE the other afternoon to see "MAN HUNT", and guess what, the animated cartoon was done by RAY FAHRINGER. Imagine our surprise. And it was a super excellent cartoon, one about the whackey woodpecker. Very funny!

AT CARLSTROM FIELD

By Dale Delanty

Laugh of the week at Carlstrom concerns our own Mr. Haworth, who is now the postmaster at the new post office opened up in the administration bldg. Seems as if Mr. Haworth opened up his office and waited expectantly for his first customer, and he didn't have to wait long. One of the cadets arrived and requested a two-cent stamp, and the upshot of the thing was that Mr. Haworth didn't have a single two-center in the place, and had to dash into Kay Bramlitt's office and purchase one from her personal supply in order to accommodate his first customer.



* * *

Bad news has again visited Carlstrom in the form of transfer of personnel. This time the Navy called in Ensign Wyman Ellis for active duty. Wy was Flight Commander for B Flight, and will be sorely missed by all of his friends. Wy was one of the most popular men on the post, and was very much put out at having to leave Carlstrom. Wy was replaced by Sterling Camdon, Assistant Flight Commander of C Flight, and Sterling was succeeded by Gordon Mougoy. Congratulations to Sterling and Gordon on their promotions, and a lot of the best to Wy on his new assignment.

* * *

On the week-end of June 28-29, the entire cadet group and members of the company were the guests of the Sarasota Junior Chamber of Commerce, the Bundles for Britain group, and various other organizations at a party in Sarasota. The entire affair was directed by Mrs. Carl Bickle, wife of the president of United Press. Mrs. Bickle is chairman of the Bundles for Britain committee in Sarasota. Needless to say, the entire group had an immense time of it, and were deeply grateful.

* * *

Included among the new construction projects at the field is a new golf driving range, to be put into operation in the very near future. "Red" Stewart, local golf pro, will be in charge and will give driving lessons for a few hours every day.



We have been hearing a lot lately about little bits that this person or that person is going to send into the editor, all on the QT of course, concerning yours truly. Seems like we have been saying too much about Joe Doakes doing this, or Suzie Schlotzenheimer doing that, and in retaliation, we are to be blessed publicly in the paper about something or other. Which is alright with us, too. In fact, we go so far as to foster a new department in the column devoted entirely to these bits of information. So, come on, peoples, and have a try at it! Herewith we inaugurate the "Beefs-Against-Delanty" department, and let the fur fly. Address all contributions in secret code, to Bud Belland, Miami.

* * *

Construction work at the field is progressing at a rapid pace, and all should be finished in short. The new barracks are up to the first floor by now, with scaffolding being placed for the upper story. The foundations are all laid for the additions to the canteen and mess hall, and foundations are going in for the two new hangars.

* * *

On the Fourth of July the boys all attended the Semi-annual Arcadia Rodeo, and needless to say it was enjoyed immensely by all. The British boys, particularly, enjoyed the calf roping, bronc busting, and bulldogging. We were pleased, by the way, to have Ye Ed here to witness the bulldogging in person, so he could see for himself.

Yippee! Yippee! Ride 'em Cowboy! Yeah, verily, Dale, Ye Editor at last begins to understand what "bulldogging" is, - and we might say that we don't want some! 'Tis early Saturday morning, after the 4th and the Rodeo at Arcadia, and we're back in the office after seeing some of the roughest and toughest cow handling exhibition we could even imagine. To say nothing of that steak we had Friday evening! Is it true, Dale, that the steak came from the steer they had so much trouble with at the Rodeo???



Don and Virginia Watson drove us up to Arcadia in about two hours and 40 minutes, and believe Ye Editor, we still think it's safer to fly! First stop in Arcadia was the Arcadia House looking for Dale, who was

watching the parade, but we did see Brother Charlie Ebbets decked out in a cowboy outfit, as who wasn't, complete with six shooter and his trusty camera, all carefully mounted on a horse and riding around the lawn of the hotel.. And taking it easy on the porch were Warren Smith and family, Howe Saddler in an ORANGE shirt, Pat Duncan, and umpteen other visiting firemen. Walking down the Main Drag, we met AL JANES and BILL McDUGGALL and wife and JERRY REESE, who packed a big gun and sent a couple of slugs skyward to impress us. We were impressed - those cowcountry gals certainly are tough!

(A slight interruption here in the office to say hello to a couple of flight cadets from Class 41-I who are in Miami for the week-end, W. M. Kempton, Worcester, Mass. and Gilbert Jackson, Rocky Mount, N.C., accompanied by Connie Songer. The lads were looking over the Tech School and seemed impressed. Good stuff, come back and see us again, and the same goes for the rest of you fellahs!)

Next on our tour was a quick trip to Carlstrom Field, to show Virginia our base there. Always amusing when escorting a visitor around is the "Oh-ing and Ah-ing" at the beauty and luxury of our Army training base. They just can't get over the swimming pool and tennis courts and stuff, as well as the complete beauty of colonial architecture in a tropical setting. What particularly impressed Ye Editor on this trip, and which brings forth our biggest ORCHID was the appearance of the hangars, all the ships were stacked inside due to the holiday, but believe us, the hangars were spotlessly clean, and the ships looked brand new despite the fact that they have had hell flown out of them since they were delivered about six months ago. Congrats to Joe Horton and all his maintenance men!

After a super turkey dinner in the mess hall, we WENT TO THE RODEO. The Boss wanted us to "cover" it, but gosh, all we can say is that it was the grandest show of steel nerves and daring we've ever seen. There must have been 6,000 people, all packed into a tiny area, which indicates what others think of this show. We can't begin to describe it, but if you've never seen an Arcadia Rodeo, by all means make plans to attend the next one.

Sitting next to us were the Jimmie Brickells...and MIKE COVERT, back from Rochester, stopped past to tell us that he is now an advanced instructor at the Army School in Lakeland...and we met S. GARVER and his wife...first time we've seen him since he left the Municipal Base in Miami...and old friend "TIMOTHY" WALDO DAVIS...he likes that name...

Right after the Rodeo, we dashed back to Carlstrom Field for a solid hour of swimming in the pool...then to town where we met Dale again... out to dinner and left for Miami about 9:00, arriving home at 1:00 ack amma, very tired, --- and still tired. But it was wonderful! Many thanks to Boss Riddle who was our host.

SAFETY THOUGHT FOR TODAY

Now Student O'Toole disregarded the light.
And when he took off he turned to the right.
He pulled the nose high and looked out below -
Now where in the devil did this student go?

* * *

STUDENT COUNSELOR APPOINTED

Comes word that our old friend Mac Lowry has been appointed Tech School Student Counselor, and will hold forth in the old welding class room on the fourth floor. Mac, who has always been well liked by all the gang around the school (until he got exclusive rights on Harriett Erpenbeck!) will be in his office every day to help students solve any and all problems, in school and out of school, and to help graduates make successful connections in the aircraft industry. Mac is up there to help you, boys and girls, so drop in and see him right soon and get acquainted, - no telling when you might need a friend! Meanwhile, he's going to blast all our hopes by marrying Harriett on July 25th at a very quiet little wedding in Coconut Grove, - probably won't be less than 300 disappointed suitors present!



* * *

RIDDLE ROLLINS KOLLEGE KLUB

Far be it from us to stick our our neck and take on any more headaches, but it almost seems to us that there should be a ROLLINS COLLEGE CLUB at Embry-Riddle, there are so many Rollins men here, both in the Tech and Flight branches. Leading off is Tech Supervisor Dr. Tom Phillips, then Tech Students Melvin Clanton and Carl Sedlmayr, and out at the Municipal Base is new flight student Bill Collins, and right here at

this typewriter is Ye Editor. At least we should get together some evening and compare notes.

* * *

A NEW CONTEST!

With the welding class working on a couple of new flag poles for the Tech School building, China came thru with the idea that Embry-Riddle should have a SCHOOL FLAG. Boss Riddle thought so, too, and suggested that the students and employees should have the opportunity to do the designing of the flag, with the person whose design is accepted being awarded some kind of a special prize. We don't know what the prize will be, but knowing the Boss, we'll guarantee that it'll be something extra special nice. So get to work, youse pipples, and see what you can do in the way of designing an appropriate flag for dear old Embry-Riddle, and while we're at it, why not SCHOOL COLORS, too. Your Editor enters one right away, suggesting BLUE AND GOLD, - blue for the sky and gold for the setting sun, or something! Your entries can be given direct to the Boss or to Ye Editor, and the contest is open to all employees, students and graduates. Let's go!



* * *

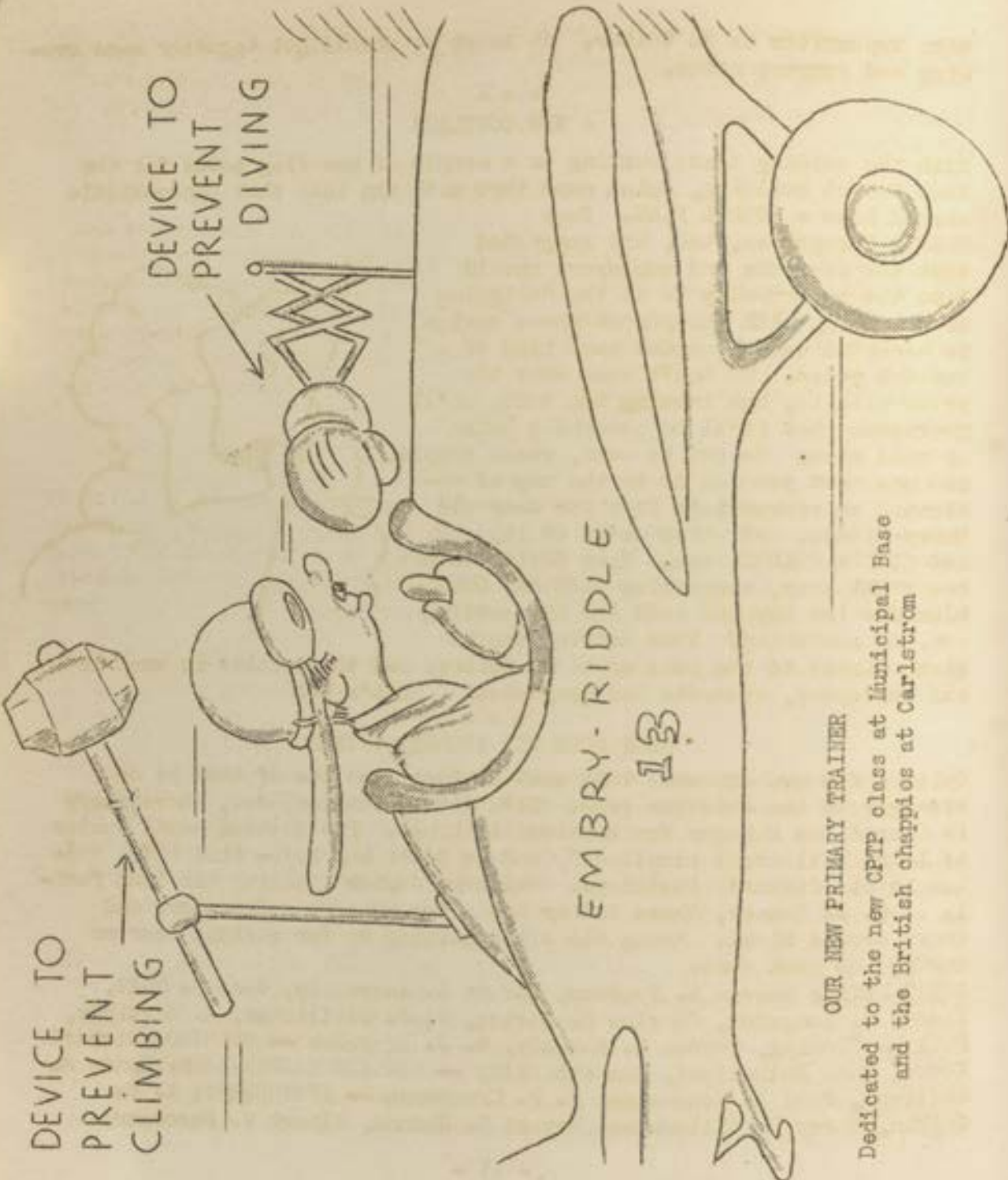
SOME MORE NEW STUDES AT TECH

Quite a few new students this week at Tech, and one of them is no stranger to the aviation game. He's Sidney Shannon, Jr., whose pappy is Operations Manager for Eastern Air Lines. Pop Shannon wants Junior to learn "all about airplanes", and no doubt has hopes that he'll follow in his father's footsteps. Another "Junior" joining the Tech family is O. J. Turner, whose father has a few grocery stores here and there around Miami. Among the others joining up for various courses during the week were:

SHEET METAL; George H. Poorman, Durant S. Abernathy, Geo. H. Wall, Thomas E. Langston, Charles H. Boring, J. C. McAllister, A. Martinez, Paul M. Fleming, Gordon G. Kennedy, W. J. Egermier -- WELDING: Richard Keena, Jack Mulholland, Kenneth Kilby -- AIRLINE MAINTENANCE: Rondo C. Sullivan, Paul W. Concannon, F. P. Concannon -- INSTRUMENT: L. H. Calkin, Harry L. Villamagne, Robert M. Shuman, Albert C. Stroemer,

DEVICE TO
PREVENT
CLIMBING

DEVICE TO
PREVENT
DIVING



EMBRY-RIDDLE

13

OUR NEW PRIMARY TRAINER

Dedicated to the new CPTP class at Municipal Base
and the British chappies at Carlstrom

Geo. C. Shaffer, Richard V. Shaffer, S. J. Gissondaner -- AIRCRAFT DRAFT & DESIGN: James A. Stater, Charles J. Casazza, F. F. Momand -- PRIVATE GROUND SCHOOL: Thos. B. McCoun, Jr. -- SOLO FLIGHT: Jack Penfield -- AIRCRAFT: Jack Ozarkowitz, E. T. Knowles, T. E. Campbell -- ENGINE: Larry Cone.

* * *

WHAT THEY'RE GOING TO DO

Welcome to a new department in the FLY PAPER, kind of a cross between a thumb nail sketch and a statement of ambition. Our first victim is HOY D. UTZ, a Grafton, W. Va., lad who is taking the Instrument Technician Course. Hoy was educated at Fairmont State University and Northwest University at Chicago. His particular pet sports in college were basketball and track, and his ambition when he finishes his course is to take the Civil Service exams and do instrument work for the government.

* * *

In the Sheet Metal Department, we found David Beaty, from Warren, Penna., whose ambition is to get into the production end in an aircraft factory. Dave was graduated from the University of Virginia, where he excelled on the track team, and was among the most active on the hockey team. He's 21 years old, and thinks aviation holds the greatest future possible for young men today.

* * *

NEXT WEEK - we're going to interview a few of the new pilots to be on the CPTP.

* * *

Thursday afternoon, and we just returned from a Cook's Tour of the Naval Air Station at Opa-Locka with Walter Sheahan and his father, as the guests of Lieutenant Commander D. H. Hammer and Lieut. Worth Sherrill. Whatta place that is, and whatta change since we were there less than 8 months ago. Have never seen anything grow so fast, nor have we seen so many airplanes and flight students all at one time.

A very complete tour of the base...particularly interesting was a "sleeve target" towed behind a target ship...each ship shooting at the target uses different color tracer bullets...and score is counted by the color of the holes in the target...and the instruments in those ships! ... must take half of the horsepower just to lift that weight ...but those instruments and knowing how to use them is what makes our Navy such a dangerous bombing unit...and they use "camera guns" for dog fighting ... actual combat conditions ... with the score kept on

a roll of film...

Opa-Loeka is a "finishing school" for the Navy...they get primary training at Jacksonville and Pensacola ... then gunnery, bombing, night flying and formation work at Opa-Loeka, thence to actual duty with the fleet...we could write three pages on what we saw - - - but won't... will only say it gave us plenty confidence in our Navy ... and many thanks to our hosts.

* * *

BOWLERS - "OFF THE BEAM"

And How! A swell gang of visitors including Bob Thompson, the McShanes, W. C. Bright, Phyllis Thompson with Mel Klein, Wendell and Margaret Davisson, Dot Schooley, Don Pieper, Kathryn Hamm, the Beazels, the Heatcotes, Bucky Buxton, E. M. Smith, Bud Zuhlke (who flew with PAA over a million and a quarter miles as Purser before coming into the Tech division at Embry-Riddle) - all these people came to the Lucky Strike Alleys to see BOTH the Pilots and Tech get their ears pinned back, each team lost two games and won one. However, Tech still leads the league, and our scores, oh, well, we can't keep a secret from you kids:

TECH

J. Ordway	97	124	115
P. Ordway	97	117	172
Belland	102	90	120
S. Anderson	162	102	141
Hamm	164	199	163

PILOTS

G. Royce	140	127	147
Tinsley	105	112	122
Garcia (late)	---	108	111

Next week, Bob Royce will definitely join the Pilots Team, and Roxrode, whose wife, Pat, just got in from Washington, will be back with the boys. But what made Joe Garcia late??? We think there's a story there!

* * *

WE DON'T KNOW WHERE -- BUT WE DO KNOW WHEN!

SPECIAL NOTICE! The NEXT DANCE will be held Saturday evening, JULY 19th! And that's all we can tell you right now. Plans are still in the making to have the British boys down from Carlstrom Field, and we will have the dance, but at the present reading can't seem to locate a nice place that's large enough to accommodate the crowd. If any of you kids have anything in mind, please contact Bud Belland at the Main Office, phone 3-0711, but in any event, keep Saturday night, July 19th, free and clear and plan to be with us!

* * *



"Fahlinger's impression of the British Chappies going to Sarasota last week!"
Wotta Time!

MENTIONING MUNICIPAL

By Bill Jaster

(Editor's Note: Sad news around the Municipal Base is the story that Billy Jaster is leaving us July 15 for his home in Columbus, Ohio, where he will "confer" with his draft board. Bill, who took primary and secondary flight courses under the CPTP, tried for the Navy Air Corps, but was rejected because his teeth didn't meet in front! And we always thought the Navy "shot them down" not "bite them to death." Anyway, Bill, we're all sorry to see you go, but best of luck, and keep in touch with all your pals.)

* * *

July 1 was an eventful day in the life of young Johnnie Carruthers (that's Buddie's younger brother) who did a swell job of soloing. Johnnie is only 16 years old, and can hardly see over the cowling of a Cub, but promises to be a super-super pilot. Watch out, Buddie, or your brother will pass you up!

New student is F. C. Cherry who is taking a private commercial pilot's course with Embry-Riddle. And everyone should know "Ted" Hunter, our new watchman, no one will get into our Municipal Base without his Okay-from now on. Ted hails from Georgia, but came to Florida when only 15 years old, which makes him a real "Cracker", Florida and Georgia! Among his other accomplishments, Ted is a pilot, having flown way back in 1927. Hasn't done any flying for years, but hopes to start again now that he is back in the aviation game. He's married and lives at 496 S. W. 18th Road. Welcome into the family, Ted!

* * *

Old friend and flight graduate CHARLIE ROBERTS was in Operations office the other day. He just got back from Chicago, where he talked his way out of the Naval Reserve in favor of flying, which he hopes to start again in a few days. He took the commercial refresher course last February and now wants to get his primary and secondary flight instructor's ratings.

Secondary flight instructor JIMMIE COUSINS celebrated his first year with Embry-Riddle on July 2. To top off a nice day, he had a forced landing with the Fairchild in the auxiliary field, and had to wait 45 minutes before another Embry-Riddle ship came close enough to see his signals for assistance.

More sad news around Municipal Base, after 12 years of faithful service, HATCHER'S LUNCHROOM is finally going out of business. We all have many

pleasant memories about that place, hot coffee on those cool winter mornings just before and after those "Dawn Patrols", to say nothing of ice cold "Cokes" about umpteen times a day, summer and winter. We're sorry to see Hatcher's close. And, fellahs, PLEASE, go over and pay up your accounts there.

And speaking of eating, elsewhere in this issue, you will find a cartoon dedicated to C. W. Tinsley, who gives us the LAUGH OF THE WEEK. It seems C. W. has always been proud of his grandmother's home cooking, so, last week he told wife June that her biscuits were "just as good as grandma's !! What C. W. didn't know, and won't until he reads it here, is that June buys those biscuits in a CAN, all prepared and out, ready to be baked! Ha! Ha! on you, C. W.! But June could have burned them!

BRUCE CATLIN has passed his private and is on his way to Commercial pilot. And Bud Carruthers passed instructor's written and is all set to take primary and secondary flight instructor's tests. Good luck, Buddie!

The Stinson Reliant is getting a complete overhaul, and a new injection of instruments...it will have everything on it but a Sperry Automatic Pilot...will be used by the boys on the Cross Country course.

Our new Pilot's Call Board has proved to be quite a source of revenue, - a 5¢ fine is charged each time a pilot fails to check in or out. Should be quite a "kitty" at the end of the month. (What Jaster didn't tell you is that they are calling it the "Punch Board", a nickle a play, and you never win!

A while back we told you that TOMMIE TURNER went to Milwaukee to meet the gal, well, doggone, he up and married her, formerly Betty Beck, and brought her back with him to Carlstrom Field, where he is now a secondary instructor. George May, who flew up with Tommie, had to come back in the train to make way for the bride in the plane. Well, well, now, Tommie, congratulations to you, and we bet you get dunked in the Carlstrom pool.

On the Secondary CPT program are KEITH and PLANT, who took their primary work with us last summer.

GORDON WALTERS just took off with "Our Editor", bet he's going to show Bud his latest pet hobby... official announcement of the project will be made in a couple of months...but for the time being it's strictly hush!

MORE OLD TIMERS, JIM SAWYER rounds out a year with Embry-Riddle on July 16, and VERN WUNNENBERG did the same on July 6.



Yeah, that's C. W. Tinsley. He's trying to shame his wife into learning how to cook!

DOT ASHE and ELAINE DEVERY are working on their 2 S ratings on the Cub Coupe.

And speaking of Devery, she and BETTY HAIR just got a letter from CLAIRE (CLARISSA) ELLIS up in New York City...each day, Claire spends two hours dancing and 1 hour singing...and will leave shortly for a 2 week engagement in the best club in Toronto, Canada...and she isn't forgetting her flying...flies each Sunday.

* * *

All condolences to Denny Esmond, Tech School student, who lost his wife and infant child last week. We're all mighty sorry, Denny, and if there's anything your many friends in the organization can do, don't hesitate to ask. Keep the old chin up, fellah, and "Stick to it!"

* * *

This issue of the FLY PAPER would not be complete without some mention of PAUL CONCANNON, new Line Maintenance student - they tell us he is most understanding, in fact, he wears shoes size 13 $\frac{1}{2}$! Some tootsies, kid! Oh, Yes, Doctor Louis Sheppard, secondary flight grad has been called to join the Balloon Barrage. And him with his heart set on flying pursuit ships. Sorta puts you up in the air, hey, Doc?




And what are these horrible stories going around about Bob "Wolf" Thompson?? He used to be such a nice feller, too! Whassa matter, Bob, can't you get your own dates?? Don't worry, clam, we boys are going to fix you, a blind date for the next dance, and what do you care if she can't speak English!

* * *

RECOMMENDED READING

If you can read, don't miss WING TALK in COLLIER'S for July 12th. It is a comprehensive story on the Civilian Pilot Training Program and should be of interest to everyone in the flying game. And, too, please note the great amount of Aviation advertising being carried in this, and other, magazines. It will give you some idea of the size to which aviation is growing, more Aviation advertising than Automobile Advertising. Can you imagine that????

* * *



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