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Embry-Riddle Fly Paper 1941-11-12

Embry-Riddle School of Aviation

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EMBRY-RIDDLE



Vol. 3 No. 4

PUBLISHED WEEKLY BY EMBRY-RIDDLE

November 12, 1941

GOOD NEWS ON THE EMPLOYMENT FRONT

Front page news this week, and good news any week, is the report from Emmet Varney that 109 graduates from the Technical School have been placed in the aviation industry during the past two months, - with a continually increasing demand for trained technicians in almost every branch of aviation. "A healthy and natural

condition," said Varney in commenting on this employment report, "Many of the aircraft factories being built for defense production are just beginning to get into production and we can look forward to a rather constant employee demand for some time to come."



Any Tech School graduate who has thus far been unsuccessful in obtaining an aircraft job is requested to contact Mr. Varney at the Main Office in Miami, as the fact remains that there is a dire shortage of trained aircraft men. Mr. Varney is familiar with this situation and will bend every effort to see that our graduates are successfully placed in that part of the aircraft industry for which they were trained. And that, friends, is plenty good news!

Among recent Tech graduates to be employed at Intercontinent Aircraft are Jimmie Culver, Albin Williams, Art Ewald, W. J. Egermier, Ray Drieman, Emmett Finwall, Frank Schulz, Jimmie Crowe, Cohen Leggett, Vernon Eason, Jim Sutherland, Odell Gaines and Bob Robinson, --Congrats, fellows, and all good luck on the new jobs!

FLY PAPER

"Stick To It"

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

Riddle Aeronautical Institute
Carlstrom Field,
Arcadia, Florida

Riddle-McKay Aero College
Riddle Field
Clewiston, Florida

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* * *

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Jack Hobler { Land Division
Lynelle Rabun { Miami Municipal
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John O. Herrmann { School, Dorr Field
Arcadia, Florida

Ray Fahringer { Staff
B. H. P. Keady, U.K. { Artists
Jack Hobler {

EDITORIAL

MIAMI ALL AMERICAN AIR MANEUVERS

A little early yet, to be talking about the 14th Annual Miami All American Air Maneuvers, scheduled for Miami on Jan. 9, 10 and 11th, - but now is the time that all the "ground work" is being done, - those months of behind the scenes activity it takes to make the affair the success that it always has been.

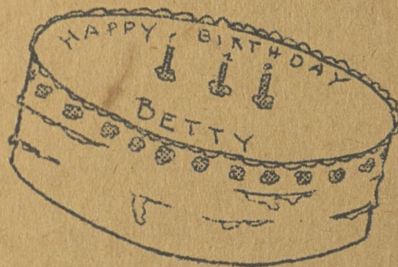
The "outsider" who buys a ticket, sits in the stands all afternoon, does not realize that this is the culmination of many hours of tireless effort on the part of General Chairman Reg Waters and his aides, - publicity, advertising, air tour, Havana Race, special events, guests, entries, prizes, transportation, etc., etc., - to say nothing of the "special" committee whose duty it is to cajole weatherman Ernest Carson into giving us the so important perfect weather, --

The Air Maneuvers have always been the "top" mid-season show, - each year gaining more and more national prominence and importance. This year will be no different, - in fact, due to the emphasis being placed on aviation preparedness, - we hope that the air arms of our defense forces will take this opportunity to "go to town" and show the American people the great strides

already accomplished in making America supreme in the air! It will be, undoubtedly, the "greatest show off the earth", - and we sincerely urge people to plan now to attend, either as a participant or spectator, --- and to the Committees in charge, - if we of Embry-Riddle can be of assistance in any way, the entire facilities of our School are at your disposal!

SOCIETY STUFF

At the football game last Friday evening, University of Miami vs West Virginia Wesleyan, - 34 to 0, - our favor, - Dot Schooley saw many of the Embry-Riddle students, employees and graduates, among whom were George Wheeler, Audrey Thomas, Tom Galloway, Fred Bull, Sonny Leatherman, Gene Duncan, Tom Hilbish, Corrine Phillips, Elaine Devery, George Hamilton, Mr. and Mrs. Dave Abrams, Jimmie Kees, and Philip and Jean Ogden...at the Coral Gables Country Club Saturday night many of the "gang" were tripping the light fantastic, ---among them were Tech School grads BILL DANIEL AND ED SANDERS, down from Lakeland for the week-end, - in their party were Ed's brother Steele, Francis Trantahm, Lillian Baker and Mils Moutien... Happy Birthday to BETTY McSHANE, who celebrated the event on Armistice Day ...we don't tell ladies' ages here, but Uncle Jim says, - "She's over 16!"

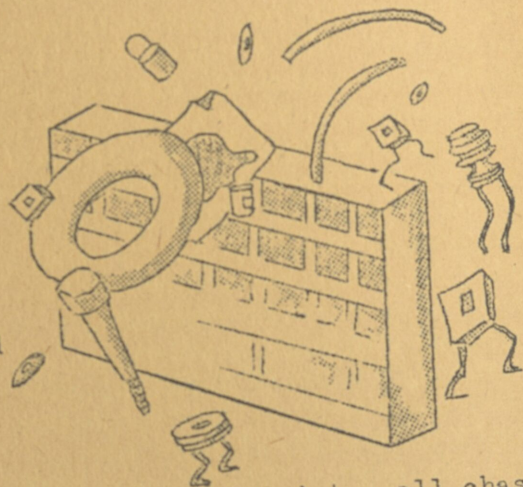


AN ODD NUT IN THE INVENTORY, or NOTES OF A ROVING CORRESPONDENT by Jack Hobler

This humble head is bowed in shame, and this bosom is beat in penitence as your columnist dons the sackcloth and ashes for his sins of neglecting his copy. After Arthur Gibbons' swell send-off from Municipal and Bud's beautiful buildup for my taking over the Main Office news, I disappoint them both by not turning in a single word for last week's issue. Ah, woe is me - a discredit to my parents, my friends, and my profession. But verily, and in truth, how could I write anything about the Main Office when I haven't been here for almost two weeks? 'Tis so, for mine was the lot of taking the physical inventory of the Municipal Stockroom. And it was a happy lot, too, breathing an atmosphere acrid with exhaust fumes, the smell of thinner and dope, and pulsing with the beat of engines throbbing as they pulled their winged burdens away from the earth that held them. Yes, the Main Office is a swell place to work, and there are a lot of swell people working in it, but it's hard for a fellow, who's worked and lived in the environment of life moving at a pace of eighty miles an hour and up, to break away entirely from all that had become a part of him. Anyhow, I'm back now with the other boys of Materiel Control, and I

find a new face added. It's none other than the handsome Johnny Galbraith, whom we met when he was taking his CPT Secondary at Municipal. And from all accounts, it looks as if he's doing as good a job in the office as he did in a cockpit. That's fine, Johnny; Buck Buxton and George Lobdell will appreciate those efforts no end.

To get back to the inventory - the part that we get paid for - we had no idea that it took so many parts to make up an airplane and keep it flying. After almost two weeks of counting stuff, we noticed a change coming over us. At night, when sleep wouldn't come easily, we took to counting sheep. But, lo, instead of sheep there were bolts and nuts, washers, spark plugs, wing ribs, struts, pieces of tubing, tires, ailerons, fittings, cylinder heads,



gaskets, push rods, valves, pistons, maps, cans of paint, - all chasing one another over a fence of supply racks into a meadow criss-crossed with paved runways. Whooiee, a nightmare, no less! But the payoff came when we went into a store to purchase a loaf of bread; believe it or not, we ripped open the wrapper to count the slices inside, and jotted the number down in our little black book!

Honestly, we're afraid to ask a girl for a date, for fear that her address or phone number might be the same as a Lycoming engine mounting pad - 45144. Well, Mr. Hillstead, we hope the figures we got meet with your approval, for we sweated blood to get them; yea, even shed the precious fluid when we cut our finger on a sheet of Alclad.

* * *

Which reminds us, a class for instruction in spelling would be a great help to a lot of us. Just the other day Vee Button called us down for the way we wrote "Muskegon"; (Is this right now, Vee?). Then, we got a cash ticket from Municipal for "20 Minutes of Duel in Club #2". What did they duel with, Andy, earmuffs at three paces?

* * *

As far as dueling is concerned, we found to our dismay and mortification that Gene Williams out at Municipal is somewhat of a wrestler. How

clean the Operations floor was after our shirt had wiped it off! Please, Gene, when your bride has a floor to clean at home, don't get that gleam in your eye and think of us.

* * *

There's a gleam in the eye of the Tech School force these days as they carry on a drive for new students. Intercontinent has been asking for more and more riveters, sheet metal men and aircraft rigging technicians, and they look to Embry-Riddle to produce them. Here's an assured future for the man who takes the trouble to fit himself for it, and we're only too willing to help him get it.

* * *

Somebody told us there is a young man running around the various offices here who is also only too willing to take care of the writing equipment. When your pencil sustains a broken point, it is said, all you have to do is to hold it out to him and say, "Here, boy, sharpen this!" So far we haven't been able to catch him, and have had to do the sharpening ourselves!

* * *

We saw Jim McShane's face get really red the other night. Jim had ordered a coke at one of the nearby fountains, and when he got it, complained that it was warm. The obliging soda-jerker stuck his finger into the coke, stirred the contents around, and observed with a frown, "It doesn't seem warm to me." Then to further satisfy Jim, he passed the glass around to the other customers and had them test its temperature in the say way. All seemed to be of the opinion it wasn't too warm, and the drink was returned to its original purchaser. By this time, McShane had about 100 pounds of manifold pressure

up, and it registered in his complexion. He was just going into high pitch when the attendant served him a fresh coke, resplendent with crushed ice, and the florid head of the Aircraft school cooled off with it. And that about cools us off too. As Lynelle Rabun would say, "This is a little out of my line." I'll just have to get to know you folks at the Main Offices better and stick around the place a little more, so I can write up a decent column for you next week. So, as the undertaker said to the Doctor to whom he owed a bill, "Thanks for your patience."





KEEP 'EM FLYING

DEPARTAMENTO LATINO AMERICANO
por Philip A. de la Rosa

Entre otras de las cartas recibidas de la América del Sur, acusando recibo de nuestro noticioso "Fly Paper", nos es grato mencionar la del Coronel Sr. Fidel C. Garay, quien está a cargo del Departamento de Defensa Nacional, en San Salvador, capital de la república del Salvador, en la América Central.

Nos place mucho el recibir estas comunicaciones, pues así podemos comprobar como se está recibiendo nuestra publicación y aprovechamos esta oportunidad para instar a aquellas personas que todavía no lo han hecho, que tengan la bondad de indicarnos como les llega la revista y si desean continuar recibiendo la semanalmente.

* * *

Notamos con gran interés el entusiasmo que ha despertado la noticia en Suramérica, de que el gobierno de los Estados Unidos de Norte América, ha nombrado una comisión que se encargará de la educación de jóvenes procedentes de los países de la América del Sur. Pronto empezarán a llegar a esta los que sean elegidos para recibir esta instrucción, que será en la técnica de aviación y pilotaje.

Los actos hablan mas alto que las palabras y gestos de la naturaleza del arriba citado, son pasos firmes dados hacia un mejor entendimiento y una mayor confraternidad entre las repúblicas del hemisferio americano.

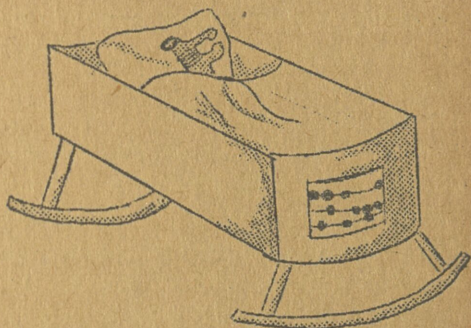
Congratulamos sinceramente desde estas líneas a los norteamericanos que han ideado este programa de educación tan mutuamente ventajoso y que ha de hacer tanto en pro del desarrollo y mantenimiento de la aviación civil y militar de las Américas.

* * *

TECH TALK

Possessor of a pretty even disposition, Ye Editor really "hits the ceiling" when people come into the Tech School and want to see the works in a half hour or so! To do justice to every department in the School,- just to see everything is a full day's tour.

Last week, for instance, we spent two hours just examining the engine overhaul section,- and this week it took Ed Riopel a full hour to show us the Engine Department tool crib. "This," he told us, "is where the money goes,- we have to have special tools for every type engine." Two sides of the room were lined with a most impressive array of these special tools, and in a center bin were located most of the precision tools,- as fine as watchmakers instruments. Take one of the micrometers for instance,- it will measure down to .0005 of an inch. One of our hairs measured .00225. That is what they call "splitting hairs" for accuracy.

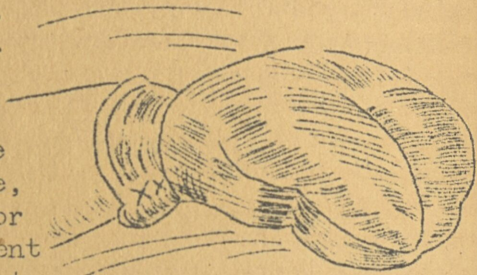


Another tool that fascinated us was the "Torque Wrench",- in the assembly of an engine, each nut must be tightened equally, and this wrench, adjustable to any degree of tension, flashes a little light when the nut has been tightened to the proper degree. Fun, huh? And those are just two out of hundreds of tools! No space here to describe all the amazing tools necessary to the overhauling and maintenance of aircraft engines,- but anyone interested is always welcome to drop into the Engine Department,- but be prepared to spend an hour!

Located at the South end of the Engine Department is the Machine Shop, completely equipped with lathes, shapers, drill presses, grinders, and a few things we didn't even recognize, all individually powered and equipped with "Safety" switches. It is here that the "E" students learn how to use and care for the machines necessary to their trade.

But we're beginning to sound like one of those Movietone Traveltalks,- "and so, with regret in our hearts, we sail away into the tropical sunset, leaving forever that alluring, mystic land of -- the Engine Department!"

Several of the gang in the Tech School are all fired up with the idea of having an Embry-Riddle Athletic Club to promote recreational activities. Leader of the group wanting to start an amateur boxing club is Bob "Buzz" Buzzella, and others who have already indicated that they'd like to be in on the deal include Charlie Rogers, Lee Griggs, Ernest Guise, Buddy Brown, Moses Baroudi and Instructor Jim McShane. There's a lot of good talent in that group, and we ought to have plenty of fun. A deal is under way to get equipment for the lads and anyone else interested should contact "Buzz" Buzzella in Aircraft Department.

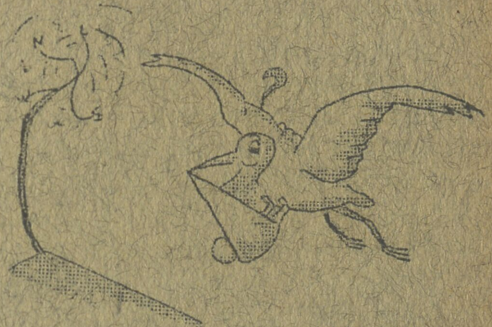


"JUNIOR" MAKES GOOD! Art Barr just came in to tell us that word had come back from Gordon Leggett, now working at Glen L. Martin in Baltimore, saying that after just one week he had gained a rating as full fledged aircraft welder. Congratulations to "Junior", who says, further, that living expenses in Baltimore had been greatly exaggerated, - he got a room with board and laundry for only \$10.00 per week, and is much satisfied. Of particular interest to WELDING STUDENTS are the two telegrams just received by Chief Welding Instructor Barr, from Piper Aircraft at Lock Haven, requesting MORE welders. Okay, fellers, there's a job waiting for you just as soon as you complete your welding course, - and don't forget Piper's policy of giving their employees flight instruction for only \$1.12 an hour!

Two more marriages of record, - Warren Button told us that BILL MacCALEE, Hangar Chief at Clewiston, got married last Monday evening in Arcadia, spending Monday night at Ft. Myers, Tuesday and Wednesday in Miami, visiting the Tech School and Municipal Base, returning to Clewiston Wednesday evening. The lucky girl in the case was Larene Garza, an Arcadian beauty. Also leaving the ranks of bachelors was BILL BARR, ex Embry-Riddle welding instructor now stationed at Orlando, who married "Lindy" Studer from Sarasota. Remember, they visited the Tech school a few weeks ago.

Instrument instructor Sebie Smith brings us the last, and absolutely last laugh recorded during the not so recent Florida "hurricane"...

What girl in Alabama wired her boy friend in Miami,- "WORRIED ABOUT THE STORM. PHONE ME TONIGHT"... In all the excitement and confusion, the telegraph company delivered the message as follows,- and we'll never believe that it wasn't an intentional mistake,--"WORRIED ABOUT THE STORK. PHONE ME TONIGHT." And speaking of the stork, we understand that one of the most prominent men in the Tech School will soon join the "Infant-ry!"



All congratulations to R. R. SPAIN, one of our night sheet metal instructors who works days at the Intercontinent Aircraft Factory... he has just been promoted to assistant supervisor in charge of section 87 ...more congratulations will be in order about the first of December when he is scheduled to receive a "bundle from heaven."

MENTIONING MUNICIPAL by Lynelle Rabun

Well, it took me a little while to get started, but here I am. Writing a column for a newspaper or magazine is a little out of my line, and I was at loss how and where to begin. When Jack Hobler told me I was taking over his column it sort of floored me. I had to call Ye Ed to get the full particulars. Then, impressed with the importance of my new field of endeavor, and fired with the ambition to uphold the old Fly Paper traditions, I set to work. But was my face pink! My first copy went in too late to go to press. Lucky for Municipal, Arthur Gibbons turned in his "Open Letter to the Editor", and the airyard was mentioned anyhow. From here on, though, it's up to me, and with all the things that happen around here every day, I shouldn't have much trouble turning in a column each week. So bear with me until I get the swing of it, please.

* * *

Since Elaine Devery went to the Main Office to be the Boss's secretary and Max Marvin left town to see his ailing Dad, we have two new faces in the front offices. And right here we're going to say they're mighty pretty faces, too. In Elaine's place, working with Betty Hair, is Elizabeth Hurst. We are glad to have her, and our happy family grows some more.

Andy Rosario has left our Line Crew for our stockroom, and Jack Little has been transferred from the same origin to the Tech School Stockroom. Lots of luck to you both, and congratulations on the promotions.

* * *

To our roster of instructors comes Le Grand Lord, who is taking over Clyde Ellis' Secondary class while Clyde switches his efforts to private students, both primary and advanced. From all indications so far, Lee has all the earmarks of a typical Embry-Riddle pilot. He, Dave Marrow, and Roscoe (B.E.) Brinton are forming a "Three Musketeers" combination that promises ill for anyone not having a sense of humor.

* * *

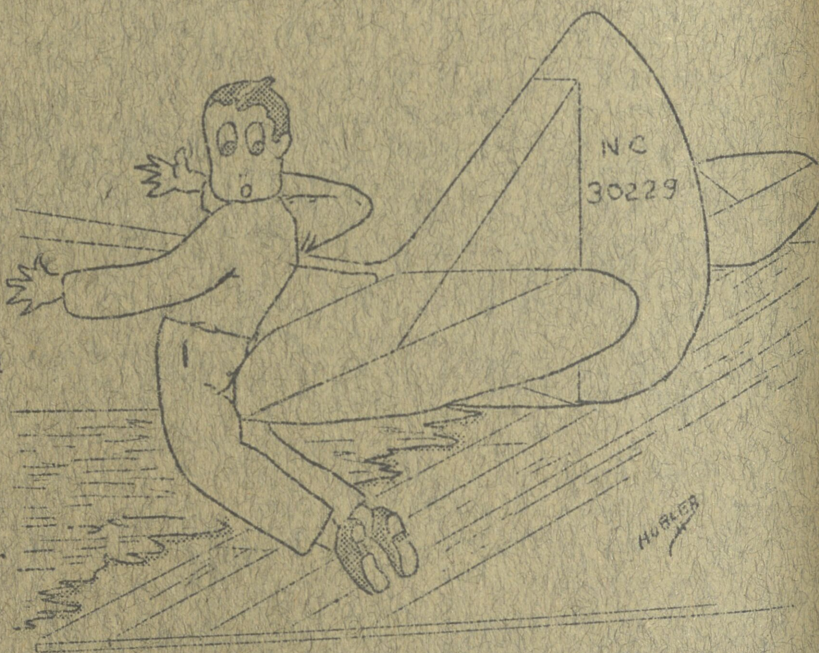
Mrs. Ray Norton has requested that a more specific cartoon picturing Pappy's water rating be printed. After hearing the story from Pappy's own lips, we too decided that last week's picture didn't do him justice. So we hunted up a cartoonist and herewith present the new version.

* * *

We congratulate Wilbur Sheffield on his twenty-fifth birthday which occurred this

past week. One of the youngest Ground School instructors in the business, Wilbur's esteem in the eyes of his students is exceptionally high. Carl Dahlberg flew him a turkey down from West Palm Beach as a present, which we think is a swell expression of appreciation for a teacher. The old-fashioned apple wasn't good enough, it seems.

Visitors to Municipal these days are being thrilled by the antics of Jimmie Donahue's new Grumman. Jimmie gave his twin-engined amphibian to the Coast Guard, and in its place purchased Major Al Williams' small but powerful two-seater. This ship, a slightly modified version of the Navy



fighters, was used by the Major in his stunt-flying exhibitions all over the country, and enables Jimmie to make the trip from West Palm Beach in a little under fifteen minutes. Some afternoon, if you want to see an airplane really climb, drop out and watch Jimmie and his pilot, Okie, pour the coal to that 1000 horse-power engine, roll a couple hundred feet, leave Mother Earth, and streak almost straight up to 3000 feet. Boy!!!

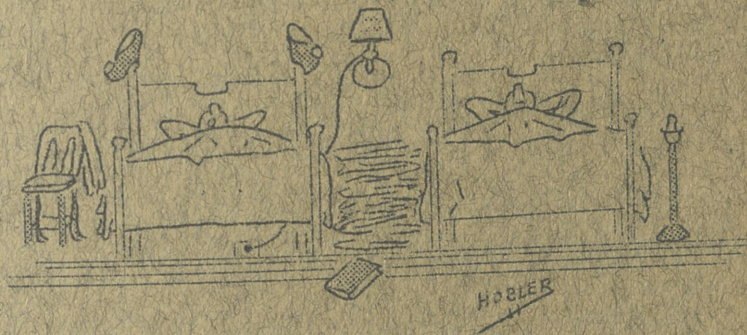
* * *

We swiped some more of Charlie Bestoso's famed poetry, a little bit of advertising doggerel that we give you here to add to your scrapbook.

Hi diddle, diddle, for Embry-Riddle!
You studes soar near the moon;
Your little Cub laughs to see such sport,
But you have to come down too soon!

* * *

Do you know---That Charlie Barnhardt's office has been fitted with a special chair that registers its disapproval in no uncertain terms when a casual loiterer drops into it to loll a few minutes?---That Lt. Van Burgin has an affinity for that delicious candy that comes in jars?---That Jack McKay is the only instructor at Municipal to be run over by a Cub, and live to tell about it?---That Home Inspector Bob Marshall found you can roll from Roy Kunkel's bed to Julian Stanley's over the magazines and newspapers between, without losing altitude?---That the Line Crew had to remove the safety belt from another Cub and add it to that in the one Lt. Burgin gave Guard Charlie Dunlap a ride in?---That Buddy Carruthers, who was over here the other day to get his horse-power rating to fly the BT's at Clewiston, is the company's youngest flight instructor,---That Joe Garcia, invited by Mr. Link (of Link Trainer fame) to watch the latter tune an organ,



got lost inside the thing and had to go on instruments to get out?---
Who Mrs. Kitty Thompson was calling when she trilled across the hangar,
"Oh, Willeee! Can you come here a minute, please?"

* * *

Up at the Chateau the other day over lunch, several of the pilots were discussing their physical examinations required by the CAA. When the talk got around to Helen Cavis, she remarked that the doctor's procedure of getting up her blood pressure for a pulse count struck her as terribly funny. The business of stepping up and down on and off a low stool seemed particularly comical. Evidently this interested Roscoe Brinton very much, and recalling his pre-med days at the Massachusetts Institute of Veterinary, he was smitten by an idea. Later at the field, Helen, turning to answer to someone calling her name, was startled to behold a large, but very dead rat, dangling by the tail from the Brinton fingers extended over the Pilots' Room partition. And when we say her blood pressure went up, we really mean it!!!

* * *

By the way, Helen just bought a cute little puppy, and everyone is being very co-operative in offering suggestions for its care. Dave Narrow even supplied her with a book entitled "How to Raise a Dog". She wants us to publicly voice her appreciation.

* * *

Joe Garcia is having a devil of a time convincing Lee Lord that there is such a thing as a sea-cow. Somehow, Lee thinks that all the descriptions Joe calls for from various and sundry by-standers are part of an elaborate hoax that Joe has cooked up. If anyone has an original, unretouched photograph of the animal in question, will he please forward it to Mr. Lee Lord, in care of Embry-Riddle School of Aviation, Municipal Airport, Miami, Florida. We know Joe Garcia will appreciate it very much.

* * *

ELEMENTARY C.P.T.P. NEWS

by Ray Waddington

These are hard days for the primary class during the fall of this year of 1941. It seems as if all the 60 degree figure "eights" look like 30 degree eights and that all the 30 degree eights look like 60 degree eights. Also, an ill wind breeds no good, especially if the instructor tries a forced landing on you and he finds out that you don't know which way that wind is from!

Among the many notables in the freshman class are Ray Gorman and Jimmy Hamilton. Ray is playing first string end on the University of Miami's football team, which incidentally has won six straight ball games. Jimmy is president of the inter-fraternity council at Miami and is in "Who's Who in American Colleges".

Bill Wood explaining the fundamentals of a spin to an interested spectator during the Stage play, "Ah Wilderness."



John Duval was seen escorting a cute "Kappa De-icer" to the Sigma Kappa sorority's open house. It was a nice affair, with punch composed of a number of delicious fruit juices. John left early.

Clyde Stoddard keeping on with his flying in spite of the draft board trying to put him in a submarine. Clyde has his ups and downs.

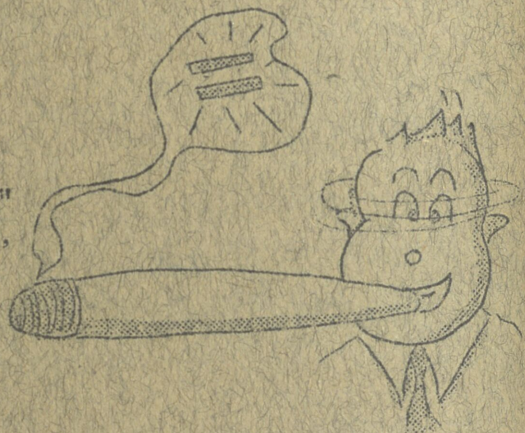
Students "Panley" and "Nichols" are the two students in stage "D". All the others are close behind in stage "C". Cross country--we are here--almost!

R.A.I. CARLSTROM FIELD NEWS by Arthur Lee Harrell

OVER 500 CADETS, believe it or not, are now flying at Carlstrom Field. Last Thursday, came the dawn, saw the arrival of 200 UK-ers, (United Kingdom), and through Saturday 100 American boys had trickled into the giant flying plant. On Saturday, the newly arrived cadets met their instructors and went through the preliminary phase preparatory to beginning actual flying on Monday. The Carlstrom contingent is now "grewed up" to seven flights and the Dorr Field bunch, catching up quickly, is divided into four flights. What with ever increasing numbers of Cadets arriving every five weeks and new planes arriving every few days, the quadrupled staff of flight instructors will certainly have to do some "heads-up" flying and teaching to maintain the unparalleled safety record that has been established by the earlier "charter member" instructors who got the school off to such a fine start earlier this year.

PROMOTIONS GO ALONG with the increased size of the school. At Carlstrom we say goodbye to Albert McCravey and Chuck Zeman, transferred and promoted to Flight Commanders with the Dorr boys. And at home we offer congratulations to Minichiello and to "Lil Abner" Lampman on being elevated to Flight Commanders. New assistants named are Bill McDougal, Red McHendry and Chick Clark, and having proved their worth in such a short time, Sam Worely and Ken Brugh. Most meteoric "riser-upper" is George Eckhart, who after only a few weeks as an instructor, has shown such superior technique as a pilot and instructor that he has been elevated to assistant Flight Commander.

AND SPEAKING OF PROMOTIONS.....we were tendered a cigar by Lieut. Charles Breeden the other day. "Say," we said, "didn't know you had a new one." "Got two," he answered. "Twins?" we queried much aghast. "No, by golly, the names Breeden, not CURRIER," said Charles, "but I got two new bars, one on each shoulder." And so, by this we learned that Lieuts. Breeden, George Ola, Lester Richardson and Jimmie Curmutt are now proudly displaying FIRST Lieutenants' bars on their respective shoulders. And what's more, if you see Doc Nethery around you may address him as "Captain" Nethery, if you please. Congratulations, gentlemen, and may they "keep 'em coming."



Flight Lieutenant Pat O'Callaghan said goodbye this week and we all realize that we shall miss him very much. Pat goes to Ponca City, Oklahoma, to assume command of the British flying school there. Flight Lieutenant E. R. Pennell, direct from active flight duty in England, has taken over Lieut. O'Callaghan's duties here at Carlstrom Field.

If your safety belt is missing from a PT it was probably "snooked" by Tom Davis, superintendent of grounds, who after "slow-rolling" off the top of a truck load of luggage has decided to do his high flying with the aid of a safety belt in the future.

DORR FIELD has begun its own social season, holding a dance for its instructor personnel at the Lido in Sarasota last Saturday night. The blackboard invitation read: Dorr Field instructors, their wives, or

best girls (we don't know which), are invited to a dance...etc.

Who was the worried instructor, who, after watching between 80 and 100 planes land and take off again between flights sang this ditty to the tune of "Old MacDonald Had a Farm"----

Here a plane, there a plane
Everywhere a plane, plane.
John Paul Riddle had a field,
Eeek, I oke, I ache.

DORR FIELD WEEKLY NEWS BULL-ETIN

by Jack Barrington

Friday will see us once more partaking heartily of the Gates' hospitality and well over one hundred pounds of ribs will adorn the grill. To those of us as yet uninitiated, there is a pleasant surprise in store. A couple of pounds of ribs in the right places certainly does a lot toward holding us together. (ed. note: "OUCH!")

Chuck Zeman and Al McCravy, our two new Flight Commanders, are veteran instructors from Carlstrom Field, and they really know the ins and outs of the business. Other arrivals to be welcomed at Dorr include: F. G. Johnson, Instructor; G. I. Bailly, Instructor; Doug. J. Hoeker, Ground School Head; J. I. Brewer, Flight Dispatcher; W. F. Evans, Flight Dispatcher; R. J. Delagrange, Maintenance; E. L. Cross, Maintenance; H. H. Andrews, Maintenance; and W. C. Gaskin, Maintenance.

Brooke Harper has proven himself a true friend to the instructors of his flight. "If any of my boys have to sleep in their planes to keep schedule, I'll see that they get blankets." The conclusion of the fifth week saw the average time per cadet pretty close to the twenty hour mark, so we guess Brooke is reasonably safe with his offer.



The "Kitty" in which repose the fines levied upon some of our more unfortunate brothers, is safely hidden in the filing cabinet on the South wall of the office of the Director of Flying--third drawer. This is so

all suspicion will not be directed at us when it happens.

We should like to take this opportunity to congratulate Lt. Carpenter upon his entree into the ranks of the married. Incidentally, about eighty percent of the Carlstrom and Dorr instructors are in the same category.

"Dorr Field" is now one complete half of Carlstrom. We operate from the left side of the tee which is now in the center of the Field, and with Carlstrom operating on the right side, H. R. Shepard queried, "Where do we meet,--in the middle?"

CLEWISTON NEWS

by H. M. "Buddie" Carruthers

Arriving at Riddle Field on Nov. 1 was our latest contingent of British Cadets, 50 in number, and just a month out of old England. A fine looking group of lads,- a bit white of skin yet, but the Florida sun will soon take care of that. We welcome them in herewith, and know that teaching them to fly will be a mutual pleasure.

And all congratulations to their predecessors,- the "University" group,- for the first time to our knowledge the entire class soloed 100%, a record of which both cadets and instructors are mighty proud. Forgive us if we boast a bit,- but that record is a tribute to the excellence of our student material and instructional staff, and not one of us will ever for a moment forget the maintenance men and others at this field who helped make such a record possible. Adverse weather and double shifts be hanged---we'll "Keep 'em Flying!"

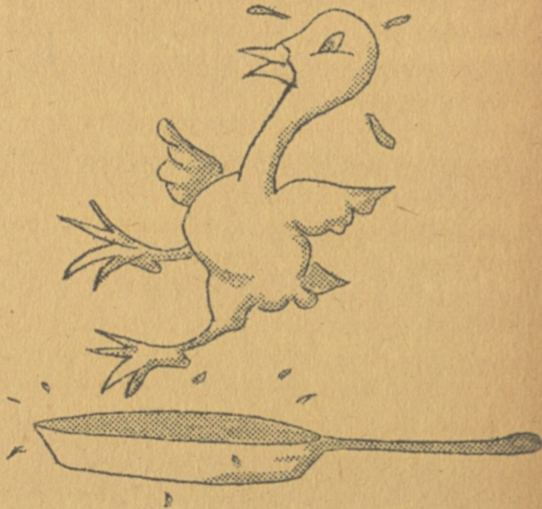
On a busman's holiday,- Roger Carley and Ad Thompson came up from Miami for a visit last Monday. Always glad to see members of the family from the other bases,- come on over and visit whenever you can get away.

Among new Flight Instructors to join up recently were S. P. Gilley, Charlotte, N. C.; Lou Place, Evansville, Ind.; J. A. McLachlan, Miami; Donald Day, West Palm Beach; Bob Walker, Miami; J. D. Racener, Evansville, Ind.; and "me".

Promoted to Flight Commander is A. R. "Gunner" Brink, with Tommie Teat as assistant Flight Commander.

Note to Fledglings,- Make every flight your "best" flight,- what you do now will form the reputation which will follow you as long as you fly. Make that reputation GOOD. "Get on the beam,- STAY on the beam."

MORE CLEWISTON NEWS, by "Q"...Snakes continue to be the source of the most laughs around the post. As seen and overheard at "Jook" Field last week,- Fred Hunziker and Ernie Smith were walking along, when suddenly Fred cried, "Look out, Ernie! Snake! Snake! Don't MOVE!" But did Ernie freeze in his tracks in the prescribed manner,- oh, no! He was engaged in some of the most limber gymnastics we've ever seen....slightly resembling a chicken on a hot griddle or the old type Highland Fling.

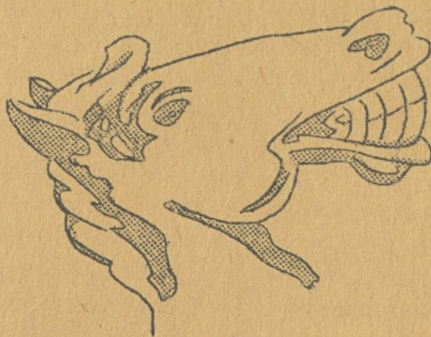


When they finally discovered that the snake was dead, after all, Fred turned an accusing eye on Ernie and demanded, "What did you move for,- you should have stood still so it wouldn't strike you!" To which came the classic answer, "Stand still heck---I got up in the air all right but I just couldn't figure out how to stay there!"

HALLOWE'EN HAPPENINGS AT CARLSTROM FIELD by Cadet Y. N. Lonnen, alias "Ground Loup"

At the Hallowe'en dance here last week, we were surprised, and I may say, rather gratified by the results of the festive mood on some of the celebrities of Carlstrom.

For instance, I wonder if a certain instructor had to make a drag landing in the early hours. My! My! he sure can fly or maybe he's just flighty. Then we may take a certain gentleman who smelled of the wild and woolly west. We would very much like to know, if it is not being too impertinent, whether it was supposed to be



an example of horsepower or not.

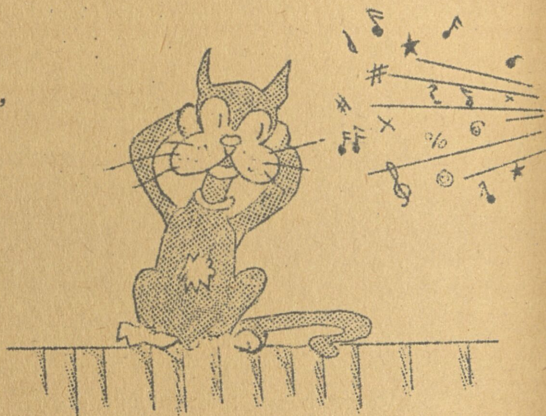
The barometric tendency at Carlstrom was rising steadily in the late hours, escorting a warm front.

We also saw a beautiful running fix towards a marker beacon, and we are sure it was no bum steer.

And were afforded a magnificent view of jitter-bugging in cadence, and and one person looked so, so ducky! His dress was as immaculate as his drill.

Oh! yes, and the sight of a certain cadet officer and one luscious blonde, (where did the other eight go) was just too divine.

The concert was quite a success, the sketchy sketch of instructor and student (a thing I knew but too well) being the high spot, from the point of view of a really grand audience. If they had only heard those boys rehearsing. (On second thoughts, I think not!) Well, they worked their hearts out to make it go over, and now they can sit back and smile. (Till the following Monday. Too short--all too short)



SPECIAL TO CONTROL TOWER. Two very earnest cadets have volunteered to supply energy, space and matches to make a pyre out of the wind "T", which much to their disgust, seems intent on changing as they are coming in to land. (Which reminds me of one instructor, always so intent on the safety of everyone in the air, who nearly made a lovely three point landing at right angles to the aforesaid "T". I quote, "Oh Boy, is my face red.")

And now, I think I've stuck my neck out as far as possible, so I'll fade out,- but fast. After all, I've got to fly again! May I mention the fact that I, also, stalled to land at 25 feet and got away without hitting the ground. (I would write some answer to the ghastly sarcasm used on that occasion, but am in no position to pay a suit for slander, 'cause I'm in the Army now.)

P.S. I'm still not sure if Bernoulli's theorem works. If anyone is in the fortunate position of not knowing it and is mad enough to wish to learn it, contact an amazingly belligerent gentleman, who mutters fearful oaths. (His motto, I believe, is "pro bono aspect ratio".) Then you've had it!

MORE NEW EMPLOYEES

Comes our bi-monthly round up of new employees--and there are plenty of them this time. A hearty welcome to all--and plenty good luck in your new jobs.

ADMINISTRATION: Draftsman, James Cooper Ross; Stenographer, Audrey Opal Thomas; Payroll, Isabelle Colbridge; Accounting, Ray Otis Lance; Elevator boy, Ralph Edwin Johnson.

MUNICIPAL: Mechanics, Charles Marvin Hall, Channing Baker; Line Boy, Eugene R. Williams, Floyd C. Fallen.

TECHNICAL: Salesmen, Gordon Clarkson Batley, John William Keelin; Porter, Joseph Nathaniel Walker; Instrument Instructor & Lab. Technician, William Carl Beckwith; Stenographer, Celia Adelaide Hill, Elizabeth Elaine Harrington; Janitor, John McKinney; Shop Math. & Blue Print Instr., Harry Alphonso James, Jr.; Sheet Metal Instr., David Beaty, William Frederick Main.

CLEWISTON: Chief Engineer of Radio, Walter E. Kinney; Flight Instrs., R. V. Walker, Lou Place and J. McLachlan; Linemen, J. G. Hawkins, Junie Edward Waldron, Horace Kenneth Hickey, David Raymond Bryant, L. B. Polk; Mechanics, Malcolm R. Mulsen, Emlen R. Hand; Waiter, Ernest Thompson, Lewis Jackson, Samuel A. Grant; Dishwasher, Earl Burns, Samuel Anderson Hancock, Macon Reese; Shop Main Helper, Parnell G. Andrew; Maintenance, Calvin C. Casteel; Janitor, John Lewis McAllister; Cleaning Crew, Andrew L. Daniels; Guard R. W. Dunklee; Hospital Orderly, Charles R. Ferguson, Ronald Patrick Snow; Timekeeper, Bert Schultz; Messenger & Chauffeur, W. C. Farabee; Asst. Army Supply Clerk, John S. Sarvis.

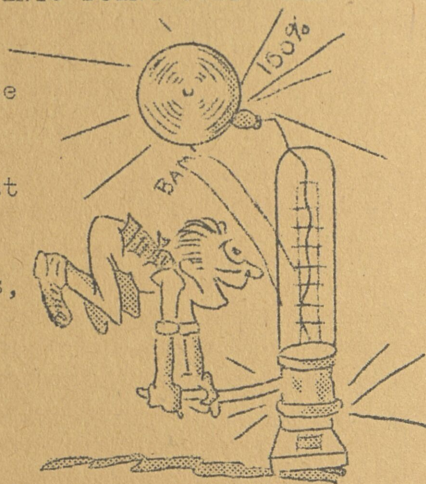
DORR: Ground School Instr., John Leander Huggins, Jr.; Flight Instrs., Edward John Gargani, Walter Redmon Pinnell, Charles Preisler, Wm. Henry Charles Seward, Edgar Bernard Todd, Abram S. Thorne, Karl Edward Williams, Junior Flight Instructors, Lorenzo Dow Berry, Robert Micheal Betette,

Arthur Charles Dalberth, Loran Elwin La Brake, Alvin Leonard, Joseph Thomas Skully; Parachute Riggers Asst. William Prather Deriso; Hangar Boy, Eddie Johnson; Stock Room Clerks, Walter Moffett Kendrick, Lewis David Wooley;

ARCADIA: Instructors, Reginald H. Richart, Al Hurt Draughton, Jr.; Appr. Instrs., Charles William Close, Richard Farrow Brown; Dishwasher, Burnis Boykin; Waiter, Leroy Smith, John Henry Robinson, Charles Reno Braddock; Meat Cutter, Jay B. Coker; Kitchen Help, Thomas Wan Childs, Monroe Daniels, Roosevelt Mattie, Willie Floyd Pate, George Singleton; Asst. Cook and Baker, Robert Jefferson Parker; Hangar Boy, Herbert Eugene Lawrence, Frank Harrington, Lamar Chambers; Crew Chiefs, Leland Herman Walker, Robert Edwin Waldron, Robert Ernest Hayes, Tom Nelson Haley, James Edison Erskine, Luther Nelson Donnell; Clerk Dekle B. Jones, Switchboard Operator, Velma Cowart; Bookkeeper, Ben Lewis Megee; Yard Labor, Lloyd Dillon Whitesel; Janitor, Robert Womack; Porters, Jerry McKie, Willie Staley; Canteen, Maxine Langford Smith; Canteen Clerk, James Gratten Sapp.

SHORT COURSE RIVET STUDENTS DOING GOOD WORK

Intensive application by the new students in the short riveting course is evidenced in a report just received from H. E. Richter, Chief Sheet Metal Instructor. Of the first 13 students to complete their 80 hours of shop instruction and take written exams, three of the students, Edward V. Mercer, Francis Klotz and Alfred Brown, made grades of 100%. All in this group have now passed both their written and practical shop tests.



In addition to shop practices, all students in this course are studying a Riveting Manual especially designed and written by the School to give all the proper and necessary information as to the latest methods and standards for the modern all-metal aircraft of today.

Says Richter, "We are very proud of the fine cooperation shown by the students in this course,- they are buckling down to hard study and are



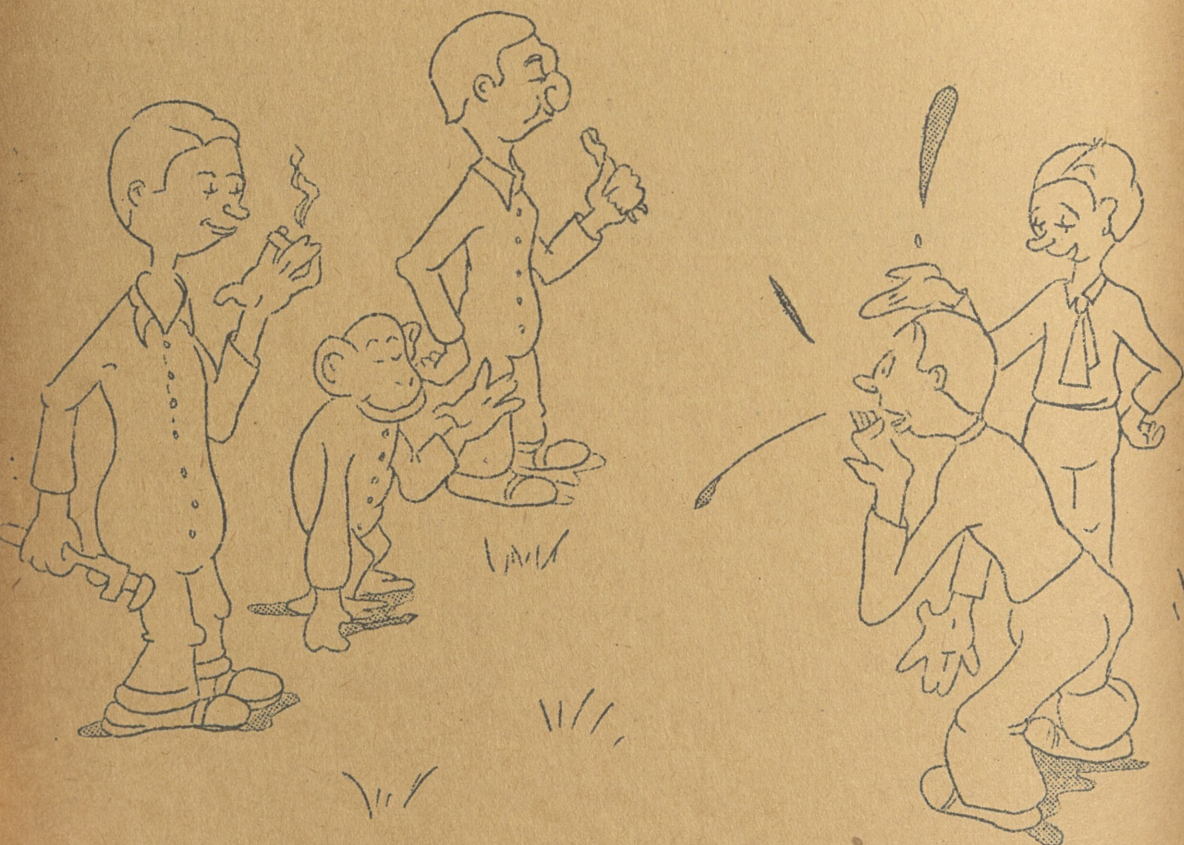
THE FIRST SOLO

(As it seemed to Cadet Y. N. Lonnen,
at Carlstrom Field)

working in shop practice 10 hours daily; many are going on in evening class taking the complete sheet metal course. To all these lads, we say, "More power to you!" They are the ones who will "Keep 'em Flying!"

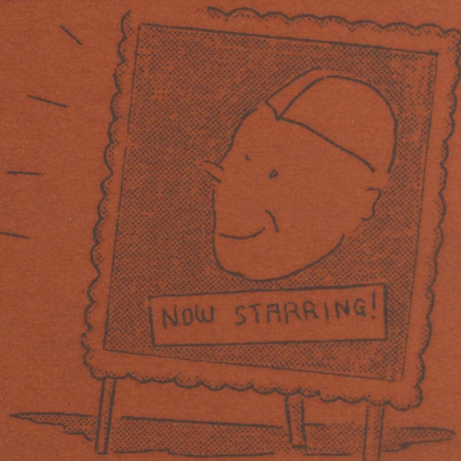
SAFETY THOUGHT

Here lie the bones of Solomon Pease,
Under the daisies and under the trees.
Pease is not here - only the pod.
Pease spun in - went home to God!



"And these, Inspector, are our grease monkeys!"

GLAMOUR BOY!



IT'S AN ALL-STAR TEAM, THIS BUSINESS OF AVIATION.....THE PILOT IS NO LONGER THE ONLY LAD WITH GLAMOUR. AS POPULAR, IMPORTANT AS SOUGHT-AFTER AS ANY IS THE SKILLED SHEET METAL MAN OR WELDER... ASK FOR INFORMATION ABOUT EMBRY-RIDDLE'S SHORT, INTENSIVE CRAFT COURSES TO QUALIFY IN A FEW MONTHS! DAY OR EVENING CLASSES FOR THESE VITAL JOBS.....ENROLL TODAY!



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