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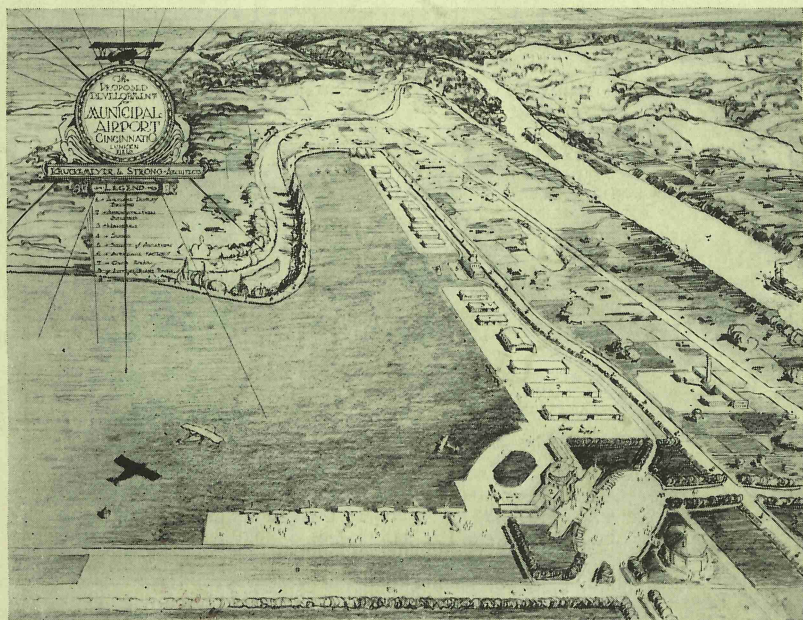
The EMBRY-RIDDLE^{INC.} SKY TRAFFIC

Vol. 1

OCTOBER 1928

No. 2

The Future



This shows the proposed development of Cincinnati's Airport as illustrated by the architects, Kruckemeyer & Strong. The general passenger terminal will be in the northwest corner of what is now Lunken Airport, and hangars and shops will stretch along the western edge of the field. Airplane factories will flank the airport on the north and west sides. Hard surfaced aprons will surround all hangars and shops. The Embry-Riddle Company has contracted for the first 12 hangars built by the city. Construction of the first three hangars and a shop will be finished before the first of the year.

What Can We Do for You?

The Embry-Riddle Company distributes the following airplanes:

THE WACO

Manufactured by the Advance Aircraft Company, Troy, Ohio.

With OX5.....	\$2,960
With Ryan Siemens.....	5,500
With Whirlwind.....	7,700

This is an ideal plane for sport and general passenger-carrying work. Ask any pilot about the Waco, which outsold any three other planes combined in 1927.

THE MONOCOUCPE

Manufactured by the Mono Aircraft Company, Moline, Ill.

With Velie motor.....	\$2,675
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This plane, designed for the private owner, will "sell" you as soon as you see it. Side by side, two persons sit in an enclosed cabin, wearing garden hats, white flannels or evening clothes. Perfect comfort, speed, cleanliness, real airplane satisfaction.

THE FAIRCHILD

Manufactured by the Fairchild Airplane Manufacturing Corporation, Farmingdale, N. Y.

With Whirlwind.....	\$13,960
With Wasp.....	19,800

The quality airplane of its class. The features of the Fairchild include folding wings, pilot and passenger visibility no less than remarkable, comfortable appointments, complete equipment.



The Embry-Riddle Company Operates a Famous Flying School

Described elsewhere in this issue.

"Ask anybody about the Embry-Riddle Flying School."

CONTRACT AIR MAIL No. 24—Cincinnati-Indianapolis-Chicago. Air mail, passengers and express. Waco and Fairchild planes. Fare, \$35 one way. Leaves Cincinnati daily 5 p. m. Southbound, 6:30 a. m.

Week End Passenger Service, Cincinnati-Detroit. Three-motored plane leaves Detroit Saturday afternoon, returns Monday morning. Fare, \$24 each way.

AERIAL PHOTOGRAPHY—We photograph anything from the air, specializing in mapping, obliques, progress photographs, etc. We represent the Fairchild Aerial Surveys, Inc., in this section.

Airace Advertises Cincinnati

By W. C. Culkins, President C. of C.



W. C. Culkins

The Airace, what did it mean to Cincinnati?" is the question that has been asked by many, and the answer is, "It has done more to put Cincinnati conspicuously on the Air map than any other thing in Cincinnati's history."

It focused the eyes of the nation on Cincinnati for at least a

week through the press, in which the equivalent of \$75,000 worth of reading matter space was devoted to the Airaces.

The Airace from the Pacific Coast terminating in this city for the H. C. Yeiser trophies was epochal in Cincinnati's aviation history. It was unparalleled in Cincinnati's air activities.

Cincinnatians and the out of town visitors who were fortunate enough to be at Lunken Airport on Saturday, September 22nd, were treated to the spectacle of seven of the largest United States Army bombing planes, which dropped in upon their return to their station at Langley Field, Virginia. These bombers when fully loaded weigh in excess of 7,000 lbs., and are equipped with radio and 5 machine guns.

If further evidence of the reliability and safety of the airplane were needed, it was furnished by the stunts performed by the United States Army fliers from the Wilbur Wright Field, Dayton, Ohio, in their pursuit planes. Every possible evolution was performed by these expert army aviators.

Colonel Sherrill and Robt. N. Olin were complimented on every hand upon the improvement and general appearance of the field in face of the short notice of the arrival of the airacers. It was particularly pleasing to hear the comments of the aviator contestants as to Lunken Airport, which will be Cincinnati's air terminal. Art Goebel, winner of the non-stop race pronounced

Lunken Airport equal in acreage to any airport in the country, and predicted that with proper equipment it would be unexcelled anywhere.

Saturday and Sunday of the Airaces were gala days in Cincinnati, and in addition to the performances at the municipal airport and the display of airplanes and equipment on Fountain Square, nothing could have better acquainted the public with this new, speedy and efficient means of transportation.

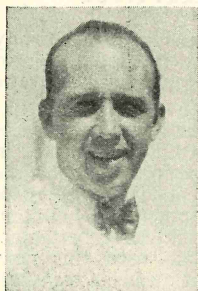
Cincinnati's aviation activities were widely advertised throughout the country in consequence of these Airaces. Press clipping bureau services retained by the Chamber of Commerce subsequent to the Airace produced more than 800 newspaper clippings. These came from every State in the Union, and from almost three hundred cities. Most of the news was first page matter and could not have been purchased for advertising purposes. However, expressed in term of dollars at reading matter rates, Cincinnati received equivalent of more than \$75,000 worth of free advertising of the most favorable nature.

The Chamber of Commerce was host to all the fliers on arrival, serving a hot buffet luncheon at Lunken Airport on both days, and it was a pleasure to have had this opportunity of contributing to the success of the event.

The Chamber of Commerce also had prepared and affixed to hundreds of letters a cachet stamp for the occasion in the interest of promotion of the use of air mail. This had excellent effect as the responses received from widely distant points in North America indicate. The Chamber received, through one of its members, a compliment on the stamp from Winnipeg, Manitoba, Canada.

The Airace also served to bring to Cincinnati many prominent aviators and tremendous publicity in advance of the formal dedication of our Municipal Airport which when fully developed will be suitably celebrated.

Embry Embers



T. Higbee Embry

Aviation up to two or three years ago was all one class—military.

Now, commercial aviation is sharply divided into two classes—Aviation Enterprise, and Aviation “Racket.”

Aviation Enterprise includes the dignified and stable developments in this new form of transportation, such as air mail lines, modern air schools, established passenger routes. Millions are invested in it by hard-headed business men.

The Aviation “Racket” can be found most anywhere. It makes its loudest appeal through the three- to ten-year old airplane sitting alongside a highway brightly painted and piloted by a young man who is making his living carrying passengers. The paint is bright, but the fabric is loose. The engine is noisy, but the bearings are sloppy. The pilot is well-dressed, but his knowledge is limited.

This “racket” is one real obstacle to the progress of aviation in the public mind. In the great majority of cases, these planes are dangerous.

The Enterprise will advance when people cease to patronize “fly-by-night” pilots, and patronize the established airport of their city. Where there is no municipal airport, one should be established. Interested citizens can transform a traveling “racket” into a municipal enterprise, and do a service to their community.

Pilots Pleased

Contestants Congratulate Cincinnati Airace Promoters

September 24 and 25 were days of congratulation and farewell at Lunken Airport, where the pilots who competed in the Cincinnati Airace were taking off for home.

Unanimously, the pilots voted the Airace a success. City officials, including Robert N. Olin, director of service, and in charge of the municipal airport, Col. C. O. Sherrill, city manager, and members of the Airace committee received many compliments from the visiting pilots.

“In Los Angeles,” one of them said, “we all talked it over and many said we couldn’t have a good time in Cincinnati. Others supposed the race was just a trifling affair. But wait till next year, and watch the entry list”.

A feature of the Airace was the entertainment provided by the committee, under the direction of Robert Wheat, Ralph Haile and Phil Wyman. The experience of Embry-Riddle pilots who had participated in many air races,

tours and similar events, indicated that regardless of money won by the pilots, or any other detail of the events, the entertainment always left the most lasting impression.

“No silk hats, no full dress, no long speeches” were the hints these fliers gave the committee. And they were followed. The banquet at the Hotel Sinton became just a friendly supper.

Robert Dake, winner of Class A, Charles W. Holman, winner of Class B, and Art Goebel, winner of the non-stop race, Col. Sherrill and Speaker of the House, Nicholas Longworth, were the only speakers at the banquet, and they limited their “orating” to very few minutes. Awarding of the trophies and prizes lost its formality and became an uproarious proceeding.

Riddle, T. Higbee Embry, president of the Embry-Riddle Company, John W. Pattison, Warner Sayers, and other members of the Airace committee were warmly congratulated.

EMBRY-RIDDLE SKY TRAFFIC

published by

The Embry-Riddle Company

Lunken Airport, Cincinnati, Ohio

Operators

C.A.M. 24, Cincinnati-Indianapolis-
Chicago Air Mail, Passengers and
Express

Detroit-Cincinnati week-end passenger
service—tri-motor Ford.

The Embry-Riddle Flying School

Air Taxi Service

Local Passenger Flights

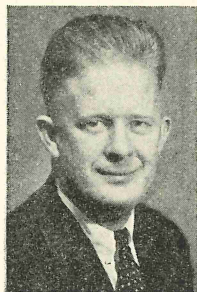
East 4700—Cincinnati

Belmont 4979—Indianapolis

Hemlock 7848—Chicago

CHARLES E. PLANCK, *Editor*

Logic



Charles E. Planck

What we need today is more logic in the consideration of air-planes and flying.

We need to have people who will apply the same logic to this new form of transportation as they do to the automobile, the railroad train and the ox cart.

The average man knows that he will start from his home in his automobile, drive through dense traffic and arrive safely at his office. He knows that he will be in New York the morning after he boards a Pullman car at Cincinnati. At the same time, he knows that tomorrow and tomorrow, people will be killed in and by automobiles and trains. Yet he uses these vehicles, necessary as they are to his life.

The same man is sure that people will be killed by airplanes. There is no escaping such death, he believes.

When he thinks logically about the automobile, he knows that if it is used properly, it will serve him and not kill him. So with the train. He knows that it is only when the automobile is

asked to do something beyond what it was designed for that it injures the human being. No automobile will turn a right angle corner at 40 miles an hour and stay upright. No train will travel if its wheels are off the steel rails.

Logic should tell him that the airplane is perfectly safe when it is doing what it is designed to do and no more. Logic should convince him that the airplane's record of safety, places it in the same class as the automobile and the train as a form of transportation.

When you think of it, an automobile, a razor, carbolic acid, and a wife, are great boons to mankind. They serve wonderful purposes. But if you use them wrongly, they will kill you.

Apply this logic to the airplane. Use it properly, and it will serve you as a faithful means of transportation. Ask it to do more than that, and you endanger your life. But above all, let us be logical.

Air Mail Delivery

Sky Traffics Rain Down on Air Mail Route

It was "Bub" Merrill's idea.

"How," he asked one day, "can I answer the pretty schoolteachers who wave at me up there in Indiana, each day I fly over with the mail?"

Finally he saw a *Sky Traffic*, and suggested that he drop them, properly inscribed, to his friends along the route. The name of the pilot of that particular day will be on the magazine, and an invitation to the finder to get on the mailing list for the magazine.

Dropping the magazine will make friends along the route, too, in the opinion of John Paul Riddle, general manager, and if ever a forced landing puts the pilot down for a while, he'll have friends to welcome him.

O. R. Smith, manager of the Duncan-Smith Poultry Ranch near Shelby, was the first to find one of the magazines and send in his name for the mailing list.

Riddle Riddles



John Paul Riddle

Lunken Airport is destined to become one of the really great airports of the country, as the City of Cincinnati, under the expert guidance of Col. C. O. Sherrill, is developing this port, ever mindful of the air public's need twenty-five years hence. Traffic is coming. The public will fly. To date, it is doubtful if three per cent of the population of Greater Cincinnati have had an air voyage. This means that the local business of Lunken Airport will assume vast proportions in the very near future.

The Embry-Riddle Company, always mindful of the future, and always striving to give its riding public the

very best equipment and service possible, has an expansion program in view which will benefit not only Cincinnati, but will make the Embry-Riddle Company a national institution and make Lunken Airport an air terminal for traffic, passenger, mail, and express—north, south, east and west.

Young men interested in aviation would do well to be very careful in the selection of an air school. It is possible, at this time, for a young man to undergo training with a sound organization such as the Embry-Riddle Company, and if he is of the right material, to be asked to remain with the Company. He is thereby assured of a definite future. We have notable examples of this in the persons of Mr. Vine, Mr. Wehrung, and Mr. Meguire. Such organizations as ours are ever on the outlook for the very best personnel. We believe in following the practice of selecting our personnel from among our students wherever possible.

All through the Night

"Bob" Kelley Stays Awake Thirty Hours to Advertise Kentucky

When a man takes his first 5,000 mile air trip and stays up all night to throw out pamphlets advertising Kentucky as J. Robert Kelley of Covington, Ky., did recently, it's hard to decide whether he wanted to advertise the state or didn't want to miss seeing anything.

It seems that "Bob" did both, according to an excellent article by him in Kentucky Progress Magazine, which burst into print just when *Sky Traffic* did.

Kelley traveled from Cincinnati by the Embry-Riddle air mail plane, August 4, to Chicago, thence to San Francisco by Boeing planes. He returned by air, on the Maddux line to Los Angeles, back to Salt Lake on the Western Air Express, thence by Boeing and Embry-Riddle to Cincinnati.

Whenever he passed over a town or city, Mr. Kelley threw out a greeting from the Kentucky Progress Commission to the inhabitants. He has received many responses from these greetings.

Incidentally, Kentuckians and all others could learn much from the new magazine which is edited by C. Frank Dunn, secretary of the Commission. Dunn has the newspaper sense that enables him to separate the wheat from the chaff and print solid news about the state he loves so well.

At the Stick

Election of pilots for the three clubs in the Embry-Riddle Company was completed October 3, and the results follow; Fairchild, Blaine Johnson, pilot; Waco, Stanley C. Huffman, pilot; and Monocoupe, Mrs. Grace Riddle, pilot. The Waco club will be responsible for the October meeting of the three clubs.

Jiggs Gems



Stanley C. Huffman

phernalia of this new game, all are serving to make it easier for a man to get started, and to make the path to the top much shorter. Today's ships, and those that are to be built within the next two or three years, can be flown by anybody. Old timers are constantly having to change their attitude toward flying, constantly are being called upon to adapt their training to new types of planes. The novice of today will grow up with the planes he will have to fly.

There is an important need for a radical change in design today. We must have higher cruising and top speeds for our passenger and mail

Newcomers in the aviation game are going to be better fitted for their jobs in aviation than the old timers, who, up to this date, have been regarded as the best fliers.

New types of ships, new developments in motors, and all the new para-

planes. Today the railroad passenger can go from city to city almost as fast as he can go by airplane. The margin is not great enough after he has traveled from his own city to the field, and from the field to the city of his destination.

We have been sacrificing high speed for landing speed, and we should be doing just the opposite. With the airports which we are developing today, a 60-mile-an-hour landing speed is easily possible and entirely safe. The slotted wing will help in this direction. With this device or some other, we should have top speeds of 160 or 180 miles an hour, and a landing speed of under 60. But above all, we must have a greater margin of speed over that of the surface transportation systems.

We have not progressed at all in this direction. In 1919 we had cruising speeds of 100 miles an hour, and that's all we have today. Racing planes have jumped from 130 to 350 m. p. h.

Brakes, large fields, slotted wings (or something similar) and good pilots will make fast landings possible. The constant development of reliable motors shelves the old question of dangerous forced landings.

Thrills for Others

Eleven More Students Make Their First Parachute Jumps

The list of parachute jumpers of the Embry-Riddle Flying School Parachute Section has been enlarged by the following who recently made their first descents via the silk route: Elmer and Melvin Schmidt, Samuel Carson, Ray McNay, Edward Laycock, William Fowler, John Wallace, Charles Wehrung, all of Cincinnati, Eugene Jones, Elwood, Ind., Roy Osborne, Covington, and Albert Schultz, Cleveland.

Wallace and the Schmidt brothers jumped from their own planes, both Waco Tens purchased recently from the company. All were instructed in the manufacture, maintenance and packing of the parachute by F. G. Manson, parachute expert of Wright Field, as the first part of their course.

The Embry-Riddle Company sells the Fairchild Aero, the fastest outboard motor hull made in this country. This remarkable little boat won the longest race for boats of that character recently when it lead the field from Albany to New York, 133 miles. This boat averaged 30 miles an hour.

The Women of It



Young business men must keep up with style, where to eat, how to shop, the latest "hot" songs, and the feminine world generally, so the Embry-Riddle Company employs the above five girls. They also serve other valuable purposes, such as stenography, secretarial work, filing, helloing, and such like. From the left they are Ruth Huff, Maxine Wiegand, Mary Sellers, Mrs. Betty Rapp, and Eva Joung. Miss Helen Bauer joined the company just as this edition went to press. The girls are wearing the little red berets that were given as souvenirs to pilots in the Cincinnati Airace.

Cincinnati Fortunate

Airport Possibilities Here Excel Other Cities

"There's something wrong with all of them," Robert N. Olin, director of Service of Cincinnati said recently on his return from an inspection trip of airports of the country in preparation for establishing Cincinnati's municipal field.

Olin visited Cleveland, Detroit, Chicago and Buffalo, and inspected the airports in each city.

"I'm honest when I say that Cincinnati's field should be better than any of those I visited. At each city, there was some drawback, and in most of these cases, we are especially fortunate in Cincinnati. I have no hesitation in saying that our field will be better than any of those I visited, in any of the following features: proximity to the center of the city, size, length of runways, covering (sod, cinders, etc.) and efficient location of factories."

Testimony

Reo Manager Throws a Bouquet at Air Mail

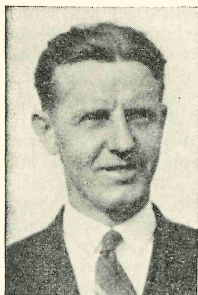
"Since I have been with the Reo Motor Car Company, we have never received so many replies from an advertising letter as we received from this mailing and the only word I can give you is one of unquestioned enthusiasm."

H. T. DeHart, advertising manager for Reo, wrote thus to Harold Crary, manager of the American Air Transport Association, about the recent shipment of 10 tons of air mail out of the Lansing office of the automobile concern.

"We have received more publicity from this air mail venture than from any single event in our history."

There are excellent reasons for the use of air mail in business. Direct mail advertisements bearing an air mail stamp never slide off a desk into a waste basket. Only a five cent stamp avoids this fate for carefully prepared copy.

Sales



John H. Stewart

Mt. Healthy airport was organized for commercial flying in the western hills of Cincinnati.

Al Hochscheid, president of the Company, had tentative plans to purchase another type of plane, but when he had taken a demonstration in the Waco, he

was convinced that for his purpose, the Waco was the best possible ship. He placed his order for five ships, and delivery is being made as rapidly as possible. He started operations with one ship, and since that time, has been compelled to hire extra ships to take care of his crowd, because he could not get delivery on new equipment. He hopes to have all five of his ships in operation by May, at which time his hangar facilities will be complete.

The first Wasp-Motored Fairchild sold in this section was delivered to Norman Perry of Indianapolis, October 10. He and Captain Weir Cook of the Indiana National Guard, received the plane at Farmingdale, L. I., and after tests in the vicinity of the Fairchild field, flew it to Indianapolis. It was sold by the Embry-Riddle Company.

Mr. Perry will use the plane to

commute between his country residence at Culver, Indiana, and his office in Indianapolis, where he is president of the Indianapolis Light and Power Company.

The ship is a special job, equipped with landing and navigation lights, all the standard instruments of the Fairchild plane, which include blind-flying instruments, and seats for six. The seating arrangement makes comfortable space for five passengers besides the pilot, by means of a staggered arrangement.

The ship is upholstered in velour. It will be kept on the Indianapolis Airport. Perry will use a small field on his own farm at Culver, and the size of this field influenced his choice of a Fairchild which, of course, has brakes as a standard equipment.

Another interesting sale of September, was made to Monroe Bradley of Lexington, Ky. He learned to fly at the Lexington field and had never flown anything but a Jenny before reaching Lunken Airport to take delivery on a new Waco Ten. Bradley plans to build up time and enter commercial aviation. The plane has large wheels, a special "air mail" windshield and True Circle piston rings.

Bradley took two check landings in his new plane at Lunken Airport, 30 minutes of solo time, and then flew to Lexington, through a rain that was so thick he could hear it strike his wings above the sound of his motor.

New Mail Pilot

Chuck Wehrung becomes transport Pilot in 17 months

Chuck Wehrung flew the "mail" October 9.

That's nothing unusual, except that the old timers looked at the boy on the Chicago field, and said to themselves, "What's this game coming to?"

Charles C. Wehrung was 21 years old

October 2, and his story is typical of the sort of future that lies before many another young man in this country. He started as a mechanic in the Embry-Riddle Company hangars. March 11, 1927, he paid for a student course and soloed two months later. Then he began to take most of his pay in flying time, and soon had 50 hours and his limited commercial pilot's license. He began to carry passengers around the field, and to look toward the transport license.

(Continued on page 10)

H H - Ples write for this X - Return

The EMBRY-RIDDLE^{INC} SKY TRAFFIC

Traffic

his pamphlet for P.G. folder



Floyd S. Prothero

To simplify matters, the Embry-Riddle Company has had printed an aviation file folder. This is an attractive folder on which is printed a picture of our standard Fairchild mail plane. On the visible tab is printed "Aviation File" so that it may easily be found in any filing cabinet.

In this folder, when mailed out, are placed all the printed schedules, tariffs, etc., that are available in this office. Periodically the recipients of these folders will be supplied with new data and information as it appears, and it is hoped that our patrons will find this convenient in keeping first hand aviation information at their finger tips.

These folders are free to any who are interested. A postcard or a letter will cause one to be mailed, and place the addressee on the mailing list for all new information as it develops. The company will appreciate any such requests.

Air Travel Bureau

Gibson Hotel Location Adds Value to Service

From the first day it was established, the Air Travel Bureau located in the lobby of the Gibson Hotel, has filled a real need in Cincinnati. Since the first week of its inauguration, news of its services has spread. The bureau manager is constantly answering inquiries relative to air travel in this

country, giving information pertinent to air mail service and helping to stimulate interest in aviation. The mere presence of the bureau, devoted exclusively to air information, has greatly increased this interest.

The accessibility of the bureau has been largely responsible for the booking of passengers on the Cincinnati-Chicago line operated by the Embry-Riddle Co., who would not have been aware of this service otherwise. Frequently passengers have been fortunate enough to get last minute bookings due entirely to the fact that the bureau attended to all the details.

In the two and a half months of its operation the results have been noteworthy. During August the bureau booked better than a dozen and a half passengers. Air taxi trips also are handled through the bureau and these number more than half a dozen. Full data as to rates, mileage, and train connections everywhere is on file.

New Mail Pilot

(Continued from page 9)

He passed that examination in the summer of 1928, and then looked toward the air mail goal. The government requires 500 hours of air mail pilots. He had 500 hours in September and began to make the trip on the mail line with regular pilots, getting his landmarks memorized. Now he is an air mail pilot, at present the goal of nearly every young pilot in this country.

He did all this in less than two years. Making allowance for less rapid advance, it takes two years to make a good transport pilot. It takes four years of apprenticeship to make a bricklayer; four years for a watchmaker; four years for a printer. Elsewhere in this issue, Paul Riddle, who taught Wehrung to fly, has something to say about those who want to work their way to the top. Every aviation magazine tells of the need for pilots all over the country.

School



Robert L. Rockwell

Thirty-five students of the Embry - Riddle Flying School visited Wright Field and Fairfield at Dayton, October 8, under the direction of the head of the school, Major Rockwell.

During their visit, they saw the decoration of Captain William St. Clair Street by General Fechet for his leadership of the Alaskan flight of five planes in 1920. He received the Distinguished Flying Cross.

Lieutenant Milton St. Clair, head of the parachute division at Wright field lectured on "chutes," and found eager attention, because 23 of the 35 Embry-Riddle Students have already made their first drops. According to the lieutenant, tests have proved that a man or a dummy attains a maximum falling speed of 212 miles an hour, no matter how long the drop. He says therefore, that a man may drop 10,000 or 20,000 feet, and not be injured by the opening of the chute. Moving pictures, showed to the visitors, illustrated the method of measuring this speed of the falling body.

Pursuit plane pilots in actual warfare are advised by parachute experts to fall a great distance before opening their 'chutes, both to avoid being shot by an enemy and to save themselves the jerk resulting from the momentum with which their plane is taking them through the air.

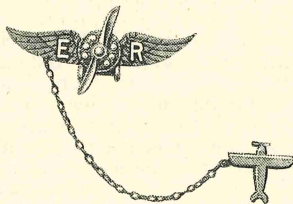
The enormous wind tunnel now being completed at the field, became an object of great interest to the embryo fliers. This tunnel contains a 40-ton crane and will accommodate a Douglas observation plane in actual tests.

New Keystone bombers, each of which carries five machine guns, occupied much of the visitors' time.

Other new model planes, new engines, dynamometer test rooms, and similar equipment made the day replete with information for young fliers. Between 3,000 and 5,000 visitors go through the laboratories each month.

Hereafter, the visit to the field will be a monthly affair at the school, and when Wilbur Wright field is finished and landings may be accomplished there, the students will fly from Cincinnati, with advanced students carrying primary students as their passengers.

The Legion's Mark



This is a cut, actual size, of the new emblem of the Embry-Riddle Flying School, now available to graduates. The pin, guard and chain are of 10 carat solid gold, and the cylinders of the motor consist of 6 pearls. Both pin and guard have patent safety catches. Elmer P. Davis, student pilot representative, has charge of the sale of the emblems and he invites inquiries from all former students.

The "Legion-Air" was organized after the summer graduation of the school and following Stanley C. Huffman's commencement address. Huffman made the relation of fliers so clear that Elmer P. Davis, student pilot representative, thought a sort of fraternity of the air would be an appropriate means of continuing the friendships and associations of the flying school. All graduates of the school are eligible for membership in the Legion.

The Hangar



Don Griffith

Three ships have recently been rebuilt in the Embry-Riddle Hangars and will be back "on the line" by October 20. The Stinson Detroit biplane was recovered and the fuselage inspected and repainted. Somebody discovered that the ship had collected about a peck of dirt around the tail post, and when this had been removed, pilots reported its tail heaviness had disappeared.

The Ryan monoplane, on which one side of the wing has been rebuilt, has also been somewhat redesigned. The tail surfaces were enlarged, greatly improving its flying qualities. Morris Hall, the hangar "carpenter," built an ingenious baggage compartment into the fuselage just abaft

the cabin, with a door opening from the side of the fuselage.

One of the four Whirlwind Waco mail planes is almost at the hangar door for assembly, having been recovered, night flying equipment installed and the passenger cockpit made more comfortable. Heaters have been installed in both pilot's and passengers' cockpits for winter flying.

For use in the classroom of the school, the hangar crew has made mannikin models of wood of the vital parts of various engines, such as the crankshaft of the Whirlwind, and rocker arms of the OX5.

John Milholland, air mail ship mechanic, found that the primer, left partly open can spread a good deal of mystery about a Whirlwind motor. After one of the Whirlwinds had spit and sputtered for days in regular service, and the crew had exhausted possibilities of locating the trouble, the half open primer was found and the trouble immediately curbed.

Bravery

Widow Writes Beautifully of Accident that Bereaved Her

The bravery of a woman widowed by an airplane accident was beautifully expressed in a letter received recently by the Embry-Riddle Company, whose fliers circled over the grave of her husband and dropped their tribute of flowers.

Because the letter shows a wonderful understanding of the flier's life, and a sensible view of flying hazards, it is reproduced below, with the names omitted purposely:

"Embry-Riddle Co. — Your very beautiful tribute to one of your fellow fliers was appreciated more than you will ever know. Someone has given me one of the flowers dropped on the grave and I am keeping it carefully as an expression of the bond which exists between fliers. Having been through

the war with my husband, I can readily understand that bond. His place will be filled in your formations, but I hope his individuality will live with you all as it does with me.

"You have my hopes for great success in carrying on. Flying will always be of vital interest to me."

School Hours

During September, advanced students at the Embry-Riddle Flying school put in 148 hours and 30 minutes of solo flying. Primary students flew solo seven hours, and 97 hours of dual instruction were given. Albert Blackburn, 2703 Maryat St., Cincinnati, finished his advanced course. Among the primary students who soloed were Robert Carp, Ashland, Ky., Wendall Fleming, Newport, Ky., Eugene Jones, Elwood, Ind., and John Seery, Newport, Ky.

Two New Firms Will Fly to Venus

Colonization of Planet—Aim of
Rich Companies

CHICAGO, April 15. AP—Two additional companies have been formed for interstellar navigation with Venus as the other terminal. They are Etherways, Inc., and World-Venus Navigation Company, capitalized for \$20,000,000 each. Success of the government's experiments on the planet with its prison colony, and the efficient operation of the federal transportation system for prisoners to the new world, has prompted capital to look toward commercialization of the vast unoccupied lands there. According to J. Hobart Thiery, president of Ether, Inc., nearly 300 have applied for transportation on his first ship in order to take advantage of the colonization scheme announced by the prison commission, when public lands will be made available for claims January 1, 1981.

Embry-Riddle Firm Plans Exhibition

Ancient Waco Ten on Display at
Airport Showroom

An exhibition of planes dating from 1927 will begin in the showrooms of the Embry-Riddle Company at Lunken Airport tomorrow.

Included in this remarkable exhibition will be a Waco Ten, famous in its day as a training plane and sport plane. It had a top speed of 100 miles an hour when it was in vogue in 1928, carried three persons, including the pilot and was of the "open" type. The original engine, an OX5, water-cooled, 90-horsepower power plant is still in running condition, although there are no pilots at the field who will fly the plane.

Other ancient airplanes, including some of the speed planes of another day, will appear in the exhibit. On the field will be the planes of today, including the famous Fairchild Etherplane in which Talton Embry and John Paul Riddle, sons of the founders of the company, made their record-breaking flight to Venus in 1979. The regular weekly passenger liners from Australia and Japan will arrive at 3 and 4 p. m. respectively, during the exhibition.

MID-PACIFIC BRIDGE TOURNAMENT FINISHED

SAN FRANCISCO, April 16. AP—Four 15-passenger seaplanes have been dispatched to mid-Pacific to bring in the 50 passengers of the "Occident," trans-Pacific air liner forced down yesterday by a mechanical fault in the Watkins Aerofoil mechanism. Passengers yesterday radioed the results of the first mid-Pacific bridge tournament, which was won by the pilot, Harry Goebel, son of the late Art Goebel, pioneer flier. The tournament began immediately

after the ship settled to the waves, the radio said, and was participated in by every passenger but two, who spent their time fishing. Pathe News radio sound pictures will show the rescue of the passengers at all Class A theaters tomorrow night.

CINCINNATI PILOT TESTS ARMY PLANE

New Craft Carries More Than Ton
at 780 M. P. H.

NEW YORK, April 16. AP. A new type of military pursuit plane capable of a speed of 780 miles an hour, and carrying armament and guns weighing 2,800 pounds, was tested at Mitchell field yesterday by army fliers. During the test, Captain Walter Johnson, son of the late Blaine Johnson, Cincinnati aviation pioneer flew the plane to Station 9 in the Atlantic, where General Hotchkiss was spending a vacation. The general inspected the plane there. Johnson made the remarkable time of three hours and 20 minutes for the round trip of 2,340 miles.

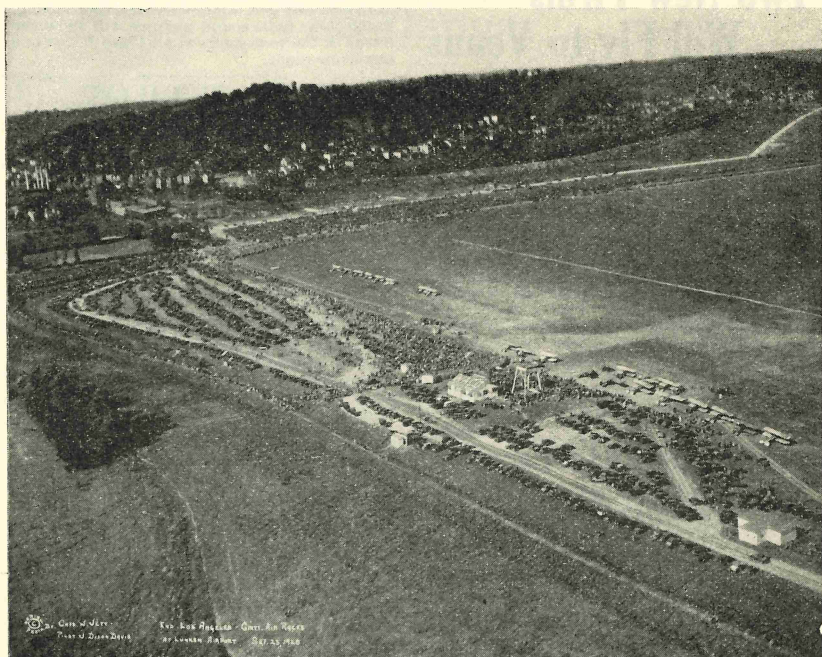
YEISERS OFF FOR ATLANTIC VACATION

Henry Yeiser, III, his wife and children and three servants left Lunken Airport yesterday for Atlantic station 42, where they will spend the summer. This station has become more and more popular as a resort since the erection of the Greenland hotel there. Proximity of icebergs only a few hundred miles from the station, makes side trips in light seaplanes easy and interesting. The Yeisers flew in their own Flamingo to New York, where the elders will board a regular passenger plane for the trip to the station. Herbert, the son, will follow with his sister Anne in his own Waco seaplane, in which the family will make excursions to Greenland and Iceland and nearby icebergs during the summer.

"Lindy's" Friends to Celebrate His Flight

Dinner in the "Paris" to Mark
Anniversary Next Month

ST. LOUIS, April 16 AP—Quiet ceremonies, participated in only by intimate friends will mark the 78th anniversary of the New York-Paris flight of Charles A. Lindbergh, aviation pioneer, in his home here. Mrs. Lindbergh has requested Phil Love, her famous husband's old time flying partner, to arrange for about a dozen friends at dinner. It is presumed the dinner will be served in the "Paris," Lindy's cabin plane, in which so many conferences have been held with him above the clouds near St. Louis, recently, and it is supposed that he will follow his usual custom of flying the plane himself over a part of his first air mail route toward Chicago before bringing it in for a landing. Despite his advanced age, the "Colonel" still handles his ship with expertness.



AIRACE CROWD

Aerial Photo by Charles W. Jett

Here is a view of Lunken Airport at the finish of the Cincinnati Air Race, Sunday, September 23. Most of the race ships are in the right foreground. Embry-Riddle passenger-carrying ships and private planes are on the other end of the line. The massed spectators are in the center of the picture and acres of automobiles may be seen at the left of the picture and in the background. It is estimated 60,000 persons saw the race. The tower for the public address system is directly in front of the office. The new Turkey Bottom road is seen in the background, and the steelwork of the first airplane factory to be erected on the municipal airport shows at about the left center of the picture.

Chariot-Ambulance

The Vines Put "All-Purpose" into the Fairchild Ad

The Fairchild "all-purpose" cabin plane which was Warren R. Vine's wedding chariot, became an aerial ambulance for Mrs. Vine Sunday, October 7, when she was rushed to a Cincinnati hospital and operated on for appendicitis.

The Vines were married 10,000 feet above Nashville, August 29, by Rev. Ogle, the bride's father. About the first of October, the first symptoms of appendicitis appeared and grew worse until Vine took off for Cincinnati, making the flight from Nashville in two hours and 30 minutes. Mrs. Vine was taken to the hospital on her arrival at Lunken Airport, and the operation was successfully performed at midnight the same day. Vine is making an aerial map of 1,700 miles of the Cumberland river with a base at Nashville.

For Your Information

Every Tuesday at 7.20, the Embry-Riddle Company conducts an "AVIATION CONVERSATION" over Station WLW, the Crosley Radio Corporation's station in Cincinnati. Current aviation events are discussed in this program.

Speakers on aviation topics are available from the personnel of the company for meetings in Cincinnati and within a radius of 100 miles. Phone or write C. E. Planck, Embry-Riddle Company.

Advisers to groups of young men considering aviation as their work will be sent from the company to schools or colleges.

The mailing list of this magazine is open to all who are interested in aviation. If you have friends who will be interested, send in their names. Subscription is free. Each month the magazine will contain the news of activities at Lunken Airport, the Embry-Riddle Company, and aviation news generally.

What information can we give you? Our school faculty is available to answer your technical questions on aeronautics or flying. Our experienced air mail pilots will be glad to answer your questions. Write or visit the field.

THE AIR TRAVEL BUREAU, in the lobby of the Gibson Hotel, furnishes complete information on air travel over any line anywhere in the world. Miss Maxine Wiegand is in charge. Write, phone or call for whatever information you need.

Advice, not Salesmanship

That's what the young man of today needs when he is thinking of taking up flying. That's what we want to offer you.

Why should you allow a high pressure salesman to work on your desire to fly just so he can get his commission by selling you some kind of a course?

Why hesitate on your flying career after careful study and advice from experienced fliers?

Read this:

"Flying schools today are not supplying the industry with pilots. They are wasting their time merely teaching people to fly, and not making pilots.

Every school should have a man in charge of enrollments who can act as adviser of the prospective student.

The first question should be 'What do you intend to do when you have finished?'

To be short, let's quit teaching people to fly, and begin making pilots."

Editorial by Stanley C. Huffman in Air Transportation, Sept. 8

This is our stand exactly. You should not take a primary course if it requires an advanced course to fit you for your job. More experienced men can advise you instantly the sort of course you need.

Our salesmen are instructed to advise, and assist every prospect. Write us your plans and let us advise you.

Opportunity in aviation was never greater. Pilots are needed throughout the industry today. Planes are being made faster than experienced pilots. Who is to fly them?

The Embry-Riddle Flying School
LUNKEN AIRPORT
CINCINNATI, OHIO

"We Teach All the Year 'Round"