

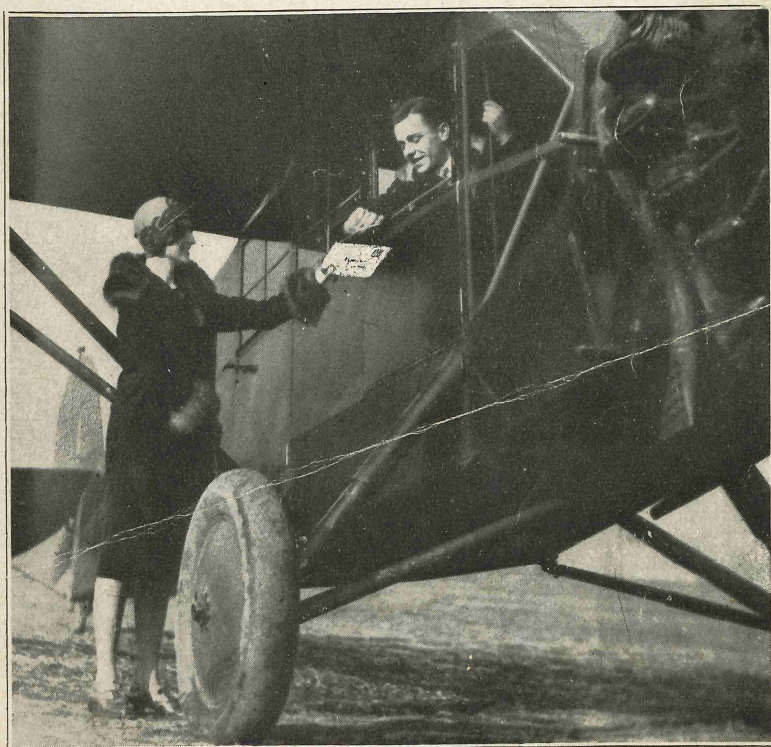
# The EMBRY-RIDDLE<sup>INC.</sup> SKY TRAFFIC

VOL. I.

DECEMBER, 1928

No. 4

SOMETIMES AIR MAIL IS SLOW



“—and Hurry! This Is a Love Letter”

## Here's a Good Christmas Game

It's a grand old game, but this year it has a new slant.

Any number of players can take part, but the game usually narrows down to two—man and wife, sitting in front of the fireplace.

It goes something like this:

"Now," says the wife, settling back in the chair that is the second best as to comfort. "We're going to settle this right now."

"Go ahead," says the provider. "Write down the list yourself. I wouldn't be any help. Besides, my suggestions never click anyhow. Yours are always better."

"Keep your flattery, sir. What I want you to do now is to use your head for once and be of some help. Every Christmas since I can remember, we've tried to get this—"

"Well, let's get at it. I want to read this paper."

"That paper can wait. First, what will we give Mary's children? Let's see, Dickie is 15, Janet is 12, and Louise is 10."

"Well—give them what we gave them last year."

"Oh, no. Now that's just what I mean when I say you're no help. You're not thinking. You're just sitting there waiting for me to make up this list all by myself."

She's winning. In fact, he has lost interest in the game and is trying to coast, like a football lineman who is tired and wants to rest for a play or two. But his quarterback is determined this time. Every signal sends a play through his side of the line.

"Now, what will it be for Dickie? Skates? Sweater? Tennis racket?"

"Honey, those things cost too much money. You're going to break me."

"Well, what do you say?" with a sort of triumphant look in her eye, as if she had him where she wanted him.

And it does look like it's up to him. He goes into a huddle behind his paper.

"Well, come on. It's your move. And George, will you drop that paper?"

"Here's the very thing for all three of them. The very thing. Listen to me little woman. When a man puts his mind to work on this Christmas gift problem, it's easy. You sit there and get your pretty head in a whirl trying to think up something new for Christmas. I use the old skull and look at the result. We'll give Dickie and Janet and Louise an airplane ride apiece for Christmas. How do you like that idea?"

"Never heard of such a thing."

"Neither did I, but it's a good stunt. Those kids are crazy to take a ride, and Mary won't mind at all, so long as she knows where they are flying."

"Where did you get that idea?"

"Right out of my head—I mean the paper. Here's the ad. The Embury-Riddle company is selling tickets for air tours for Christmas presents. That's a hot idea dear. Know what I'm going to do? I'll use about 15 of them at the office and the club. I'll give my partner one instead of a box of cigars. Can you imagine? He's never yet been in an airplane. He'll have to go now. They'll go good with the office force, too. Think so?"

"It sounds like a good idea. Maybe I could use some of them here at home. I'll bet the cook would be tickled pink with such a present. And the postman, George. Shall I give him one?"

"Sure. Get out that list and I'll fix it up for you."

Looks like he has won. But you can't be sure. There's nearly always a last word.

"Where are you going to get these tickets?" is her comeback.

"Oh, anywhere. It says here they're in all the drug stores, gift shops all over town. I'll get them. Leave all these little worries to me."

He has won.



## CINCINNATI AND AIR MAIL



A. L. Behymer

We look to the skies at Christmas.

Our children expect sometime to see Santa Claus in his marvelous sleigh drawn by reindeer, sweep across the heavens, land on our roofs, and drop down the chimney with their gifts.

We grownups have fostered that legend, but we have outgrown it. Still we can look to the skies, because modern mail transportation methods enable us to look up for the gifts and cards we expect from distant friends.

This is the best opportunity Americans have ever had to assist in the promotion of a new form of transportation. Air Mail is a husky and growing youngster that still needs much encouragement. He speeds across the face of the country, another youngster, Aviation, holding him by the hand.

Airplane manufacturers, operators, pilots and the post office officials all agree that the one thing which will advance aviation fastest is air mail, and all of them ask for liberal patronage for this reason.

Air mail is the laboratory for practical aviation. More things are wrought by the air mail pilot in design, operating methods, and in the perfection of flying methods than this world dreams of. In fact, while the world dreams, air mail pilots are streaking across the sky learning lessons that will help us all.

Patronage of the air mail in Cincinnati this Christmas has a double significance. In the first place, air mail is one year old in this city. In the second place, aviation this year is twenty-five years old, and the birthdays fall on the same day, December 17th.

Cincinnati should celebrate its own birthday by using the air mail liberally in sending Christmas greetings and gifts. Properly considered, the Christmas greeting, especially to distant friends, deserves the best mail service we can give it, and that is, of course, air mail.

As chairman of the special committee appointed by the aviation committee of the Chamber of Commerce to observe these two anniversaries in a sort of "aviation week" in Cincinnati, I am hoping to have everybody in Cincinnati either send or receive an air mail letter during that week. This will bring air mail close home to the general public.

There are many methods of bringing this about. Below, I list some of them:

- Christmas cards by air mail,
- Light Christmas presents by air mail,
- Letters of thanks to distant customers,
- Bills to close accounts before the end of the year,
- Pre-inventory sales announcements,
- Invitations to "Come Home For Christmas,"
- Invitations to special holiday showings,
- Financial reports to stockholders.

There is one other good method which concerns Cincinnatians. The local merchant should prepare his mailing list of Cincinnati friends and customers, affix the proper air mail stamps, and send the mail in bulk to either of the air mail operators. They will carry it somewhere along their lines and mail it back. Thus the Cincinnati customer will receive an air mail letter from the Cincinnati merchant. These letters will carry additional appeal because they come by air mail.

In this same manner noonday clubs and other organizations can send announcements of their meetings for this week to their members here. Thus, they will be observing the anniversary fittingly.

## EMBRY EMBERS



T. H. Embry

During my trip to the West coast and Hawaii, recently completed, I saw 41 airports, many of the municipally owned. I did not see one that has the advantages which Cincinnati has. Some were more completely developed, and some had better

equipment, but none of them had the qualification of proximity to the post-office which Cincinnati's field has; none was as large as the Cincinnati airport will be when completely developed; and none had a better surface of good sod than Cincinnati's field.

In California, the visitor is always struck with the "native son" attitude of the residents. In aviation, they don't know anything is going on East

of the Rockies. I mentioned Waco and Fairchild, and they came right back with, "Have you seen the Lockheed or the Ryan?"

I learned a lot about fog at San Francisco. Fliers on Crissy Field take off for a flight and watch out of the corner of their eyes for the fog that rolls in through the golden gate with great suddenness. It is a frequent sight to see pilots streaking it for the field as the fog approaches. They tell me San Francisco runs London a close second for fogs.

In Hawaii, the commercial pilot has a hard row to hoe. Everybody in the islands, that is, every American, seems to have pull enough to get free rides on the military craft. They sign a release slip and take off. There are lots of military planes in the islands too, including numbers of pursuit planes. I did a little flying myself, on and off surf boards at Wakiki.

And I'm selling my white Whirlwind Waco to buy a new four-passenger Fairchild. I crave company in the air.

### Anniversaries

#### Cincinnati Celebrates Two Birthdays December 17

Cincinnati celebrates two anniversaries on December 17, the 25th anniversary of human flight and the first anniversary of air mail service in the city. An extensive program, to which all are invited has been arranged, as follows:

**AT THE FIELD:** Open house, with guides to show visitors through hangars, shops; explain future development of the field, etc. Exhibition of pictures portraying history of flight. Exhibition of model airplanes built by Cincinnati boys. Birthday cake re-

ception, December 17. Christening of homing pigeons, December 17. Exhibition of aeronautical products made in Cincinnati. Flying demonstrations.

**DOWNTOWN:** Illustrated lecture, with films, by members of Speakers' Bureau of the Embry-Riddle Company before organizations of all kinds. Use of special cabinet for all mail leaving December 17. General use of air mail by business firms and individuals.

**NEWSPAPERS:** Contrast stories of beginning of human flight with today's accomplishments in all papers. Special stories throughout the week in Cincinnati Post, following "Post Air Mail Day," December 17. (The Post hopes to have everybody in Cincinnati either send or receive an air mail letter during the week.)



# The EMBRY-RIDDLE SKY TRAFFIC

## EMBRY-RIDDLE SKY TRAFFIC

Published by

**The Embry-Riddle Company**

Lunken Airport, Cincinnati, O.

### Operators

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

Distributors of Waco, Monocoupe, Fairchild.

Representatives—Fairchild Aerial Surveys, Inc.

The Embry-Riddle Flying School.

Air Taxi Service.

Local Passenger Flights.

East 4700—Cincinnati.

Belmont 4979—Indianapolis.

Hemlock 7848—Chicago.

CHARLES E. PLANCK, Editor.

## EDITORIAL Talk Today



Chas. E. Planck

When you can't fly—talk.

Airline operators, and operators of commercial fields where passengers are carried, find themselves at the slow season of the year when flying activities are curtailed by weather conditions. It is a time for making new plans, de-

termining costs, establishing policies and spreading the gospel.

Organizations of every character are looking for interesting speakers to inform and entertain them. A good speaker on an aviation topic can do both quite easily. It is not difficult to hold the interest either of children or

adults in the discussion of aviation topics. It is not difficult to convert the backward man to the use of air mail and air transportation by means of a good speech.

Every commercial company should devote much of its energies at this time of the year to these appearances. It does not require that a speaker be an orator, nor that he have experience in public speaking. Because of the newness of the subject, its undoubted appeal to all classes in the population and conjectures that are possible as to the future, most anybody actively connected with the game can deliver an entertaining speech.

Everyday occurrences in aviation are still unknown to the average public. The "missionary" speaker should by all means give his audience opportunity to ask questions. These questions always answer the particular doubts of the audience better than the speaker could answer them in his talk.

Every convert made in the winter months is a customer for air travel, aerial photography, pleasure hopping, air mail, in the flying months to come.

Flying school students are waiting now for someone to inspire them with the desire to learn to fly. They have questions to ask. They should be given the opportunity to ask them.

More landing fields are needed in this country, and more roofs should be marked to guide the flier. In the smaller towns, there are many organizations that are not up to date on aviation development. The speaker from the operating company should always stress the importance of roof identifications, and a landing field. These towns are the market for sale of planes, flying school courses and general aviation business. Their people buy automobiles these days because they have good roads over which to run them.

They will buy airplanes whenever they have a field from which to fly. Aviation talk will perform wonders.

## Bull or Not?

Who Cares So Long As "Bub"  
Merrill, Air Mail Pilot,  
Entertains?

You can't question what an air mail pilot tells about flying his route. Usually he is alone, and there is little opportunity to check up on his stories.

But the veracity of Frank Merrill's account of his bullfight recorded hereafter can be disregarded, so long as he has made it entertaining. Here it is:

"Some time ago on one of my trips from Chicago to Cincinnati, I encountered bad weather between Chicago and Indianapolis. After flying blind and otherwise for some fifty minutes, I was thoroughly convinced that I was lost; at least everything seemed that way. I finally saw a break in the clouds and thought it best to come down and find out just what part of the United States I was in. I picked out a large pasture and saw several head of cattle grazing over in one corner, but I paid very little attention to this.

"I got out of the plane and started over to a farm house to ask questions. I heard a terrible noise and looked around to see how many cylinders had blown off the motor and I must admit that I looked around just in the nick of time. The motor was O. K. but a fierce bull was charging full speed right at Mr. Merrill's boy. The only thing to do was to run for a nearby fence. My heavy flying suit and parachute hindered my get-away, but I reached the fence just about the time the bull reached me. I slipped one by the old boy and rolled under the lower wire and incidentally left part of my flying equipment hanging there. The Embry-Riddle mail plane is painted a bright orange and this next attracted my friend's attention. I started waving my scarf to keep him from wrecking my only mode of transportation.

"Two farmers came upon the scene about this time and saved the day by tying the bull securely to a fence post.

I got my direction, picked up a rock, went back to the ship and took-off. I circled the field and threw the rock at the bull. I missed the bull and hit one of the farmers, and now I am happy to know that I was sixteen miles off my course."

## Portsmouth Is Modern

The Embry-Riddle Company, in cooperation with the Fairchild Aerial Surveys, Inc., has contracted with the Chamber of Commerce of Portsmouth, Ohio, to photograph five miles of the Ohio river bank adjacent to the city.

Vaughan Talbot, secretary of the chamber, in his campaign to interest prospective manufacturing concerns in the advantages of Portsmouth as a location for their factories, will use the aerial map, and detailed pictures in describing the locations that are available. The picture was taken December 9 in one strip vertically from a height of 10,000 feet. This will show the Ohio side of the river and an area a mile back from the bank. It will include almost the whole city.

## Squishhh—!

"I Christen Thee Waco"—

How should a homing pigeon be christened?

That question has caused much discussion in the Embry-Riddle Company, where three birds of the flock of T. Higbee Embry's are to be christened December 17, as a part of the celebration of the firm's first anniversary of mail carrying.

Bottles are out of the question, even if they contained champagne. Some one suggested home brew as appropriate for homing pigeons but was trying to be facetious.

Embry finally got down to fundamentals, or the source of things, and decided that a grape will be squeezed over the head of each of the birds, which are to be named Waco, Monocoupe and Fairchild.

The birds will be used in experiments in connection with the air mail.



## Traffic



Floyd S. Prothero

We know how the average reader abhors statistics, and consequently will refrain from going into detail with figures pertaining to air passenger and air mail operations for 1928.

Suffice to say, however, that the air mail is now flying more than 25,000

miles a day, that there are now more than 7,600 miles of lighted airways, that there are more than 102 scheduled stops on various air mail routes: that air mail serves about 70 million people and traverses 38 states, that quite contrary to the thoughts of some citizens that the airplane acts as a common carrier "once in a while," the mileage of civil flight in the United States this year will be over 40 million miles, not including 18 million miles flown by the army, navy and marines.

Why the above figures, you ask? To show you conclusively that aviation is an integral part of industrial life in this country. Yet we feel perfectly safe in stating that if 10 persons on the streets of this or your city were stopped and asked how many air mail lines served them, what their schedules were, and what the air mail rate was, 7 out of 10 could not give an intelligent answer. This, in view of the fact that, on August 1, when the new rate of 5 cents for the first ounce was inaugurated, special effort was made by the Post Office and the Air Mail Operators to see that every citizen would be informed of the service at their disposal.

Unappreciative? Hardly that. It is just a case where the majority of mail users have not taken advantage of the service placed at their disposal. Few of them realize the time saved, in many

instances the money saved, the low cost, and the fact that air mail is operating on a 94% on-time completed schedule basis.

The popularity of air mail will naturally increase with time. But that is not giving the non-users at present the benefit of the service. For instance, the population of Greater Cincinnati is about 800,000. The air mail poundage out of Cincinnati averages only 60 pounds per day or 2,500 letters. That rate is entirely too low as compared with other cities of similar and even less population.

Looking back over the above figures and performances, we can only realize one thing, viz, that there are many potential users of air mail who are not utilizing the service afforded them. That, then, is our job, to educate the public to take advantage of this new but highly efficient and competent service. The rest will be easy, for once a user always a user.

### 30 Feet—\$5

Reckless driving does not always consist of driving through a pedestrian traffic tunnel under the Pennsylvania Railroad in Cincinnati, according to C. O. Meguire, office manager of the Embry-Riddle Company. The reckless part is in looking carefully for uniformed policemen before attempting the feat, and failing to see plain clothes men nearby. The judge said \$5, which Mac has put down on the "experience" side of his ledger as a young lawyer. Mac passed the bar examination during the fall.

### Turkey Shoot

C. O. Meguire and Eckford Hodgson were winners of the Thanksgiving turkey shoot of the company. Inclement weather prevented the use of the traps, and the contestants took one shot each at squares of paper on which a cross had been printed. The winner was declared to be the one who had a shot nearest the intersection of the lines. Meguire received a turkey, and Hodgson a chicken. Ten took part.

## Riddle Riddles



John Paul Riddle

The Air Show at Chicago brought home to the local people the fact that aviation has made rapid strides in the last few years.

To those of us who are closely associated with the business, several things attracted especial attention. The four-passenger Fairchild cabin plane, priced at \$8,950, with a Wright Whirlwind J5 motor, attracted considerable attention, especially after the price was announced.

The one thing we were particularly interested in as air mail contractors was the new Fairchild landing light, designed in such a way that it does not protrude beyond any part of the wing. It is built entirely into the leading edge of the wing, allowing the curvature of the wing to remain constant.

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### Another Record Shot

The editor shamefully admits defeat. After seven years as a newspaperman, exercising and enjoying the privileges appertaining thereto, he had to pay his way in to the Chicago show. There were hundreds of aircraft manufacturers, aviation reporters, exhibitors, and other privileged characters in the city, but when the time came to rustle a free ticket, the editor of Sky Traffic was "alone in a great city." The record for seven years, however, was untarnished by the passage of any monetary consideration for entrance to any such affair.

The light, we understand, was designed by experts in the camera and lens division of the Fairchild company, and its success seems pre-ordained. I believe it will be only a few months until all of a certain type of plane will come equipped with this style of light.

The Advance Aircraft Company was on its toes at the show and had a Sport Waco suspended in the air by wires in such a way that it seemed to be in flight. This caused a lot of comment, and the buying public as well as the profession were much impressed.

At the municipal airport at Chicago, where all the flying activities connected with the show were concentrated, things were in a state of confusion. This was due, primarily, to the fact that only the runways could be used. In order to take care of any amount of flying, the entire field must be available for landing and take-off. Another noticeable feature was the lack of hangar space. Airplanes were scattered up and down runways, in front of hangars, and along the borders of the field.

The disorganized appearance at the field made one feel he was entering a used-car lot. The show was a success.

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The interest of the public in aviation generally is indicated by the responses received from various parts of the country to the weekly aviation talks by The Embry-Riddle Co., over Station WLW.

Letters have been received from listeners in St. Paul, Denver, Fort Worth, Atlanta, Charleston, S. C., Buffalo and Detroit.

Powel W. Crosley Jr.'s personal interest in aviation makes these talks possible and they are serving to hasten public acceptance of Air Mail and air travel.



## Jiggs' Gems



S. C. Huffman  
("Jiggs")

Much has been said and written about structural failures in aircraft, but little or nothing has been said about aerodynamical failures. The Department of Commerce has very exacting requirements for approved type certificates, but they all touch on structural strength

and so far as the writer knows, very little thought is given to aerodynamical features of design.

There are aircraft manufacturers who advertise their product as never having a structural failure and probably this is true; yet the writer has talked to pilots of these products after crashes, and knowing the calibre of these men, is led to believe that an aerodynamical failure is frequently the cause of the accident.

What is meant by an aerodynamical failure? It is a failure in the plane's flying characteristics caused by improper design. Each plane either has peculiar characteristics of its own in the air, inability to recover from certain maneuvers, or both. The most common of these traits are the inability to recover from spins, to flatten out after spinning several turns, and spin-

ning too tight. These are habits over which the pilot has little or no control. Now it may be that the plane is built like the walls of Troy, (not near New York either), yet possess the above characteristics. It can carry an approved type certificate, look good and perform well; yet it might be a menace to the industry.

What happens? This product is sold, usually to companies that are just beginning operations, with none too much experience in the field of aviation. High pressure salesmen and good test pilots are employed to show the product and sell it. Dealerships with large commissions are offered and the new company signs a contract for a dozen planes.

Now most companies run a flying school in conjunction with the dealership. The regular pilots discover these defects in design yet are required to keep still in order to retain their jobs. The students are not given complete instruction. The instructor, knowing his plane, will not spin it, with the result that the student is never instructed in recovery from this dangerous maneuver.

This student, in turn, purchases a plane from the school where he learned (?) to fly. Sooner or later he spins, either out of curiosity or accidentally. The result is another front page headline and a black eye for aviation in that locality, if not in the entire country.

Therefore, it seems that as much thought and precaution should be exercised on aerodynamical features as upon structural strength.

### A Letter

"Out of all the magazines that come to my desk I must say that I have never enjoyed any quite as much as I did Sky Traffic, which I noticed is edited by your good self. It is a neat little magazine, well-gotten up and the information therein is more than interesting."

RAY COLLINS,  
Mgr. Aviation Department,  
Union Trust Co., Detroit.  
Editor's Note: Ray's a fine fellow.

The Embry-Riddle basketball team is running a 50-50 average on the first two games. The "Pilots" licked Milford, but the Taylor-Handman crew caused a forced landing on a very small field. The Pilots brought the ship down successfully, but the score was 21 to 16 in favor of the fast Taylor-Handmans.

## The School



Robert L. Rockwell

looking at aviation as a business, the present is none too soon to get in and learn all the whys and hows.

By taking up flying immediately the student gets the jump on those who procrastinate and he should be holding his Limited Commercial License or Industrial License when the good weather of spring comes along and demands call for pilots to carry on about the airport or flying fields.

Winter flying is none too pleasant, but this discomfort for the most part is overcome through the use of fur-lined flying suits, moccasins, face masks and good gloves. Dressed in flying togs, the student is ready for his instruction period of four to eight weeks before he is able to solo. A minimum of ten hours dual instruction and one hour solo (really flying alone), together with thirty classes of ground school covering all the necessary classroom and hangar instruction, compose the primary or beginner's course.

After the student accomplishes his first hour of solo, it is entirely up to him to reach his first commercial goal, that being fifty hours solo flying which permits his application for a limited commercial pilot's license or industrial pilot's license.

The student, during this fifty-hour solo period, known as the advanced course, is checked and instructed periodically and prepared to the best of our ability so that upon comple-

tion of the solo flying, the written examination and flying test may be passed satisfactorily.

The young men of today are realizing more this viewpoint of starting at once and are taking up the game as finances permit.

During the past month thirty primary students took 94 hours, 9 minutes dual instruction and 22 advance students flew 102 hours and 39 minutes solo.

The following have started instruction in the past thirty days:

Ray McNay, Cincinnati, Ohio,  
D. Byrd, Columbus, Ohio,  
C. Hilker, Ft. Mitchell, Ky.,  
H. Kober, Newport, Ky.,  
M. Ripley, Clifton, Cincinnati, Ohio,  
R. Belew, Latonia, Ky.,  
V. Day, Clifton, Cincinnati, Ohio,  
and J. Holmes, Conneaut, Ohio.

Ground School students enrolled are:  
E. Ellis, Cincinnati, Ohio,  
R. Hardebeck, Price Hill, Cincinnati, Ohio, and  
H. Stallsmith, Covington, Ky.

These have signed for flying courses and will begin instruction in a week or so:

E. Gaige, Price Hill, Cincinnati, Ohio,  
D. Bradley, Bath, Indiana, and  
S. Roose, Nashville, Tenn.

Students soloed during the past 30 days and continuing the advance course with the exception of the last three names are:

D. McNamee, Price Hill, Cincinnati, Ohio,  
D. Shafor, Hamilton, Ohio,  
D. Butler, Danville, Ky.,  
A. Weigand, Cincinnati, Ohio,  
H. Bowman, Cincinnati, Ohio,  
L. Hazelton, Cincinnati, Ohio,  
T. Hatton, Scranton, Pa.,  
J. Sutherland, Newport, Ky.,  
C. Sullivan, Covington, Ky.,  
D. Middleton, Palatka, Fla., and  
R. Osborne, Covington, Ky.

(Continued on Page 11)



## The Hangar



Don Griffith

And now the hangar has overflowed.

The necessity for more space to care for privately owned and to keep the OX5 engines used in the school training planes in perfect shape, has driven the company to the use of a barn near the airport where the "OX5

gang" has been placed. Ray McNay, in charge of maintenance of private planes, and Ellis Jones, in charge of OX5 maintenance, and Morris Hall, wing work expert, have been moved into the barn, where they have heated

quarters. The barn is also used for storage of five private planes not in use during the winter.

Almost a year after it was forced down with burned out bearings on the first week of the air mail from Cincinnati to Chicago, the company's Hissco Waco has been placed back in commission. Difficulty was experienced in getting replacement bearings. The plane will be used for fast cross-country taxi trips and for advance training of students in the school. This same Waco was flown by Paul Riddle in the 1926 National Air Tour with its owner, Mrs. Susan H. Embry, as passenger.

Charles Denton is making "fur overcoats" for the mail plane Whirlwinds. He uses duralumin, and is covering just enough of the cylinders to keep the Whirlwind properly cooled in winter flying weather.

## Mixed Terms

The short dictionary of aviation terms published last month in Sky Traffic has received some compliments, but the eagle eye of E. Simonson, former student of the flying school, has found an error. The editor succumbed to an error frequently repeated and spelled shock cord—Chord. That's wrong. Or so Webster says, and dictionary writers must agree or chaos will result. But Webster ought to fix up this chord confusion. Who ever heard of a chord of music sounding like a piece of string or looking like a pile of wood?

(Continued from Page 10)

Fourteen students visited the government field at Dayton, November 27, where they enjoyed being shown through the entire place, received a lecture on navigation instruments by Major Bradley Jones, several movies were shown on army planes and tests, and the new mono motor bomber was inspected.

Incidentally, Major Rockwell met his old commanding officer of the Lafayette Escadrille, Capt. Thenault, for the first time since the war, and enjoyed talking over old times.

## Amphibian Visitor

The first amphibian to land at Lunken Airport was the Sikorsky Amphibian, which flew from Chicago Sunday, December 9, following the Chicago Airplane Show.

A. C. Dickinson, President of the company and his wife, were passengers, as well as Mr. and Mrs. S. E. Stenpenon, Jackson, Ohio; Mr. and

Mrs. Joseph Garrettson, Avondale, and Mr. and Mrs. John H. Stewart, Cincinnati. Stewart is sales manager of the Embry-Riddle Company. The plane was at the disposal of the company all day Tuesday, December 11, and some 300 Cincinnatians, interested in aviation, were invited to inspect it at the field and take demonstration hops. Several landings were made in the Ohio near the field.

## Sales



J. H. Stewart

Another month has rolled by in which many things important to Aviation have happened.

One of the big things has been the Aeronautical Exposition at Chicago from December 1st to 9th.

I wish every man, woman and child who reads this magazine could have seen the wonderful exhibits of Airplanes at the Chicago show. It would have convinced everyone that flying today is safe, efficient and convenient.

While credit is certainly due to each and every manufacturer exhibiting at Chicago, the progress made in our own line of airplanes, namely Fairchild, Waco and Monocoupe is far and away the most encouraging of anything seen at the show. In fact, these factories have outdone themselves in producing airplanes for the coming year that for beauty and speed, comfort and safety are without equal.

Fairchild has three new models, the 71, the 41, and the 21. The 71 is a 425 H. P. Wasp-engined Cabin Monoplane seating six passengers in addition to a pilot. There are deep, comfortable seats with plenty of leg room, non-shatterable glass windows that wind up or down, providing any degree of ventilation; exhaust heaters that keep the cabin warm and cozy in winter weather; and a top speed of 140 miles per hour. A cruising speed of 115 miles per hour will bring you hours nearer to those distant cities where important business calls so often.

The 41 is probably the most outstanding development of the entire industry. Here is the plane that meets the ideals of everyone. It is a four-place cabin monoplane powered with a

225 H. P. Whirlwind engine, having a top speed of 130 miles an hour and which loafs along with motor throttled at 110 miles per hour. Words really can not do justice to this ship—you must see it—fly in it—to appreciate what aviation is today. Most of us are accustomed to stepping into the modern sedan of today and driving comfortably here and there, but to be able to do exactly that in an airplane is new and wonderful. This 41 model is beautifully upholstered. The cushions are thick and soft. The seats conform to the body curves. Seats are side by side, one passenger beside the pilot and two behind.

Large windows are at your elbow, fitted with sliding, non-shatterable glass. A wide door on either side facilitates entrance or exit. The perfectly designed landing gear is designed to convert even a poor landing into a smooth, gentle process. The cabin is heated. Convenient luggage compartment takes care of traveling kits. A wonderful view is always there—unobstructed by the usual lower wing for this is a high-wing monoplane. This sedan of the air is not only the ideal family car but one that the business executive may use to complete his engagements in far off cities. He will have no train schedules to bother with—go and come when it most suits his convenience, and, at the rate of 110 to 130 miles per hour in the shortest path between points—a straight line. Can anything be more wonderful than that? I am very much afraid that we will not be able to supply the demand for this job—it will be so popular.

The 21 is the outstanding training plane of the monoplane type. You will hear more about this later.

Waco's line in addition to the standard three place planes of which more planes have been sold in this country than any any other make, have

(Continued on Page 14)



## THIRD SAFE

### Of Famous Venus Fliers Found In Arizona

#### BUT FAILS TO REVEAL MORE ON THEIR FLIGHT

### Films, Aged 10 Years, Do Not Show Details

#### OF THE FLIERS' PHOTOGRAPHY ON THEIR 1970 TRIP

Tucson, Ariz., Dec. 15.—The third thermal safe used by Martin and Chevney, ill-fated pioneer fliers to Venus, was found 15 miles east of here today. The safe, buried in 18 inches of sand in a shallow gulch, contained films which the two daring fliers made on Venus when they made their remarkable flight in 1970. The safe resisted the friction blaze that ended the career of the daring pilots on their return to earth, and apparently was thrown far away from the main body of the wreckage, before it struck the ground. Because of the effects of age, the films in the small safe were not fit to be developed, and it will never be known what the two fliers considered worth filming when they landed at Venus. Their failure properly to estimate the pull of gravity on their ship as it entered the earth's influence from out the ether space, resulted in their being drawn to the earth's surface at such speed that friction of the heavier atmosphere ignited the metal of their plane. Two other safes were found in 1970 and 1971 which contained valuable information now being used by companies flying regularly to the other planets.

## STUDENTS

### Of University of Kentucky Plan Flight

#### ACROSS ATLANTIC TO BE HOME CHRISTMAS

### Lindy's Trail To Be Followed After 50 Years

#### ONE PILOT USES ANCIENT IN- DUCTOR COMPASS

Lexington, Ky., Dec. 15.—Of the 18 students in the University of Kentucky who live in London, England, 16 of them will "do a Lindbergh" across the Atlantic to be home for Christmas. Eight of the students came to school in their own planes, and their fellow students will go as their passengers. The students will take off in formation from New York, and try to strike the English coast at about the point where Lindbergh struck it 53 years ago. G. A. Chalmley, senior, boasts the use of an ancient earth inductor compass such as the famous "Slim" used in his trip from New York to Paris.

## MAYFLOWER!

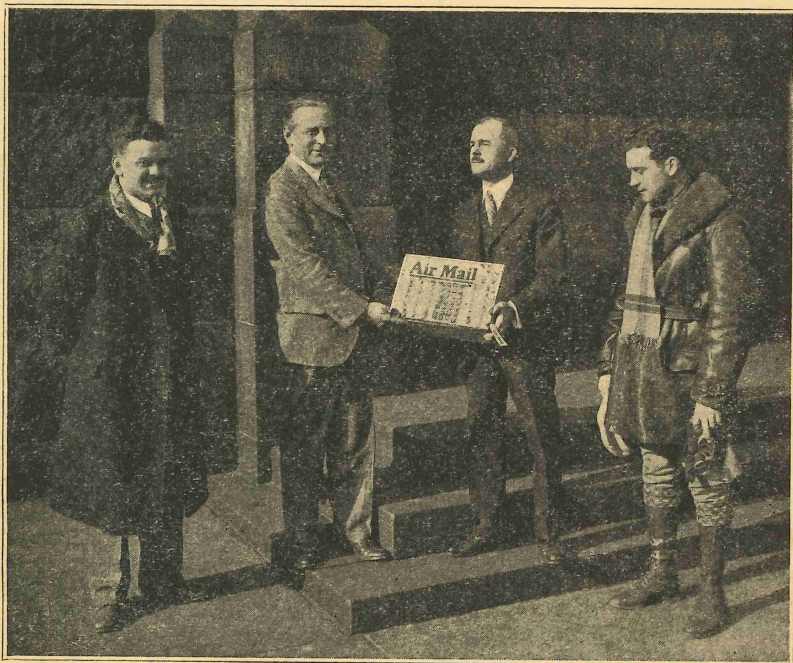
### Shall Venus Have Prison Plane Passengers

#### AS FOUNDERS OF THE NEW WORLD? SOLONS ASK

#### Junket Passenger List Crowded By Senators

Washington, D. C., Dec. 15.—Colonization of Venus by exiles from the world has aroused such a storm of protest in political circles in the capital that 30 applications have been made for a place on the plane which will carry the Senate investigating committee to the new planet next month. When the committee was proposed in the Senate, it was doubtful whether a quorum of five would be found to make up its membership, the feeling being that the hazard of the tremendous flight would deter a great number. But 30 are now on the waiting list in addition to the five appointed on the committee. This committee will investigate affairs in the "penal colony" on the planet, and determine whether those exiled for life approve of the plan to colonize the planet in exchange for their release. The opposition insists the planet be thrown open generally for such colonization.

## ORANGES BY AIR



Hig Embry is such an air mail enthusiast that he even sends oranges by air mail. Heavy, juicy California oranges, too.

On December 3, he sent Col. C. O. Sherrill, city manager, a box of oranges which he had picked in a grove near Los Angeles. They were picked November 30, mailed December 1, and arrived on the Embry-Riddle mail plain the morning of the third.

In the picture from the left are: Eugene Jones of the Traffic Department, Col. Sherrill, Postmaster A. L. Behymer, and Frank Merrill, the pilot.

(Continued from Page 16.)

a Sport Model with very exceptional performance. It has a top speed of over 150 miles per hour with a cruising speed of 130 miles per hour. This is the first commercial ship ever to execute an outside loop, a performance requiring the utmost of maneuverability and strength in a ship.

Mono Aircraft Company have produced two new models—a small open training plane and a four-passenger cabin monoplane of remarkable characteristics in the lower price field.

The private owner, the pilot, the operator and the designer have all seen what they expected to see at the Chicago show. Airplane design has reached its goal of safety. Engineering skill has produced economy of operation. Now, the comfort of the modern airplane is assured. The comfort of the luxurious sedan and limousine has been worked into the modern cabin airplane. Even to the hardware which raises and lowers the windows of the modern cabin plane, the automobile has been imitated.





## WHAT WARREN VINE HAS DONE ---

You Also Can Do

Warren R. Vine

Three years ago, Warren R. Vine was a boy hanging around the air field at Blue Ash, Ohio, near Cincinnati. He attached himself to John Paul Riddle, at that time "barnstorming" with one plane. Occasionally, Vine was allowed to taxi a plane to the hangar. More often, he was allowed to wash a plane. For these services he received free rides as his only pay.

Sometime in September, 1926, Riddle decided to teach Vine to fly, and he soloed in November, 1926. Then Riddle and T. Higbee Embry formed the now prominent Embry-Riddle company, and Vine was employed as pilot and mechanic. In four months he had a total of 200 hours flying time. He had his transport license by April, 1927.

With the inauguration of the ER Express, between Louisville and Cleveland, Vine was one of the regular pilots. In a very short time, he had 500 hours and was qualified to fly the U. S. Air Mail. When the Embry-Riddle company started operating C. A. M. 24, between Cincinnati and Chicago, Vine was one of the air mail pilots.

Thus, in 15 months, he progressed from a "greaseball" to an air mail pilot, probably the best piloting job in the country today.

The road can be made shorter for you. The Embry-Riddle Flying School, operating the year round, offers a 50-hour course for \$1,000 that turns you out as a pilot with a government license which will secure for you a job. While you are building up your time to 200 hours for the transport pilot's license, you will be earning your living and making progress as a pilot.

Within two years, you should have a transport pilot's license, and when you have reached that point, there will be well-paying jobs waiting.

Do you know of any profession in which the apprenticeship is so short? Do you know of any profession that is so attractive to you? Would you rather fly for a living or lay bricks, repair watches, sell bonds, or take photographs?

Our school salesmen are instructed to advise with you on your flying career. They are not to "sell" you into the school. The aviation industry cannot use any who "coast" along. The rewards in this new form of transportation are liberal, and the opportunities can hardly be estimated. But energetic and intelligent young men are needed.

Write or call at Lunken Airport for the advice and counsel of experts.

EMBRY-RIDDLE FLYING SCHOOL  
Lunken Airport,  
Cincinnati, Ohio

## Used Airplanes For Sale

The sales manager announces the following bargains available in his used plane department:

1—Hisso Model E, powered Waco 9, plane and engine have a total of 176 hours' flying. Engine completely overhauled; standard steel propeller; 59 gallons gasoline capacity; will carry 1,000 lbs. pay load; will outclimb and perform anything it has been up against in competition. Has been privately owned; owner disposed of it for larger ship.

**A BARGAIN AT \$3,500.00 ON FIELD, CINCINNATI.**

1—Waco-10, 3 place open cockpit plane, powered with Wright J5C engine. Approximately 800 hours on plane, 450 hours on engine, 60 hours since overhaul. Top speed, 127 miles per hour; wonderful performance; equipped for night flying. Needs new cowling.

**A GOOD BUY AT \$7,000.00 ON FIELD, CINCINNATI.**

1—Waco-9, powered with 0x5 engine and ship, have 325 hours; engine has 30 hours since overhaul. Front cockpit cowled in. Rear cockpit well padded; large rear windshield. Was privately owned. Traded in on larger plane. A wonderful plane for taxi work at high altitude and small fields.

**PRICED FOR IMMEDIATE SALE AT \$1,800.00 ON FIELD, CINCINNATI.**

1—Ryan B-1, newly rebuilt and re-covered, two doors, large baggage compartment, fine upholstered cabin, non-shatterable glass throughout, special instrument board, including turn and bank and rate of climb, wired for night flying. Wright J5C engine with 47 hours. Hamilton propeller with spinner.

**A BARGAIN AT \$9,000.00.**

1—Fairchild, 5 place F62, all-purpose cabin monoplane. Complete set of instruments, large baggage compartment. Ship and engine have less than 100 hours.

**PRICE \$11,000.00 FOR IMMEDIATE SALE.**

1—Waco 10, 3 place open cockpit plane, powered with Ryan Siemons 9-cylinder 125 H.P. engine. Exhaust ring, brakes, air speed indicator, bank and turn indicator, clock, compass, Hamilton steel propeller. This plane is new, with 10 hours' time since delivery from factory—\$6,400.00.

**ADDRESS USED PLANE DEPARTMENT**

**The EMBRY-RIDDLE** INC.

**LUNKEN AIRPORT**

**Cincinnati, Ohio**