

Fly Paper

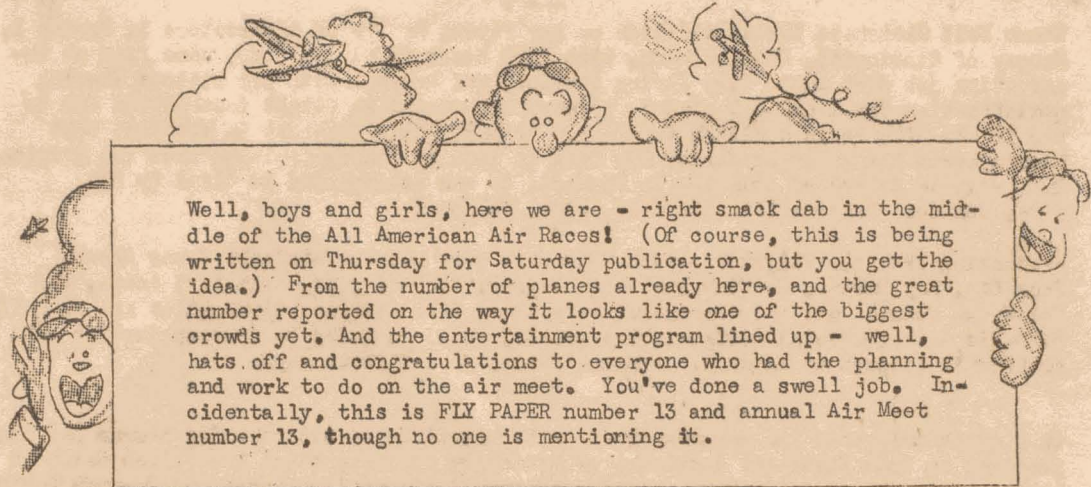
"STICK TO IT"

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Well, boys and girls, here we are - right smack dab in the middle of the All American Air Races! (Of course, this is being written on Thursday for Saturday publication, but you get the idea.) From the number of planes already here, and the great number reported on the way it looks like one of the biggest crowds yet. And the entertainment program lined up - well, hats off and congratulations to everyone who had the planning and work to do on the air meet. You've done a swell job. Incidentally, this is FLY PAPER number 13 and annual Air Meet number 13, though no one is mentioning it.

HERO OF THE WEEK is Lt. Van (Scotland Yard) Burgin who did a little plain and fancy detecting to uncover what might have been a definite menace to the company and all concerned. Without mentioning any names, a certain character was trying to get a job with Embry-Riddle. With suspicion aroused by just a hunch, Van went to work and discovered that the person in question had received his education by pursuing a three year course at San Quentin and four years at Missouri State Penitentiary. Needless to say, that man ain't here no mo! Congratulations to Van Burgin, and let that be a lesson to the rest of us, - after all, Embry-Riddle is in a key position in the defense program, - so keep your eyes and ears open; if you discover anything suspicious, employees should report to their superior and students should report to their instructor. Let's play safe and keep fifth columnists and saboteurs OUT!



Most interesting plane to hangar with us over the week was the Bucker-Jungmeister stunt plane formerly owned by Capt. Alex Papan, famous Roumanian stunt pilot, well known to Embry-Riddle old timers, and now owned and being flown in the air races by Mike Murphy.

We understand Flying Stenographer Elaine Devery is doing well and is now ready for a check flight.

A long letter from Nelson Miller and Don Beardslee tells of plenty hard work in the C A A school with flight tests all day and written tests all night, or so we would gather from the letter. Anyhow, Nelson says that he has already passed 12 written tests and has 6 more to go. Their address in Washington, D. C. is 1538 N. W. 17th Avenue. Drop the boys a letter. They'll appreciate it.

We haven't heard from Shorty Hall, but someone told us his address is Walker House, Toronto, Canada.

Another month seems to have passed! At least we see B. A. Snodgrass of the Tampa CAA office making his regular maintenance inspection on the CPT training ships.

The editorial department so seldom gets orchids that we are mighty pleased to acknowledge the fine compliments Frank Bague, Jr., paid the FLY PAPER last week. Many thanks, Frank, and many thanks, too, to all the boys and gals, employees and students, for their splendid cooperation in helping gather the news.



Add AMBITIONS: We just learned that Tom Schepis, Humes Lasher and Scotty McLaughlin the advanced training program and Tommie Lindsey on the Primary training program are all planning to head for Canada and join up with the R A F as ferry pilots as soon as they complete their training. We rather suspect that Scotty, who was born in Scotland, would like to do quite a bit more than just ferry those fighting planes! Better keep your eye on him!

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We received a letter from Eric Ericson, Hallandale, who was graduated last summer, requesting that we send him another pair of the coveted EMBRY-RIDDLE wings, having lost his original pair. Well, anyone could loose a pair of wings, but when Eric asks us to mail them to Miss Amy Barlow,---? Okay, Eric, we sent the wings, but please tell us, is she really your Aunt? Come clean now.



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Thumb Nail Sketches: Latest addition to our flying family of instructors is Gordon P. Mougey of Cincinnati, Ohio. Gordon, with 2300 hours of flying time, came from an instruction job with Queen City Flying Service, and brought with him tickets showing qualification for 1 and 2 S planes, primary and secondary flight instruction and to top it all off, he is a Flight Examiner. Of particular interest is the fact that Gordon began his aviation career way back in 1929 by taking training with the original Embry-Riddle School of Aviation in Cincinnati. He was accompanied to Miami by his wife, Connie. Welcome into the fold, kids, Welcome!

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Graduating from the flight division this week were primary students Irene Croop, Jack Ott, Ray Parker, H. Eley and Vern Gregory; secondary students Paul Andre, Tom Coles and Donald Day; and commercial refreshers Charlie Ryan, Clyde Ellis and A. Neill. With his new commercial ticket in his pocket, Neill is going to do crop dusting out of Brown's Airport at Kendall. Congratulation to all youse guys.

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On a quick trip thru the maintenance department, we found out that Les Bowman had been promoted to Crew Chief and inspector of secondary training ships with Butch Baine as assistant in charge of primary training ships. Incidentally, Butch and Johnnie Davis are both working on their commercial tickets and are due to go up for tests next week. Add, also, to the maintenance crew, L. R. Silkey of Washington, D. C. "Silky" has his A and E ticket and will work on the secondary ships.

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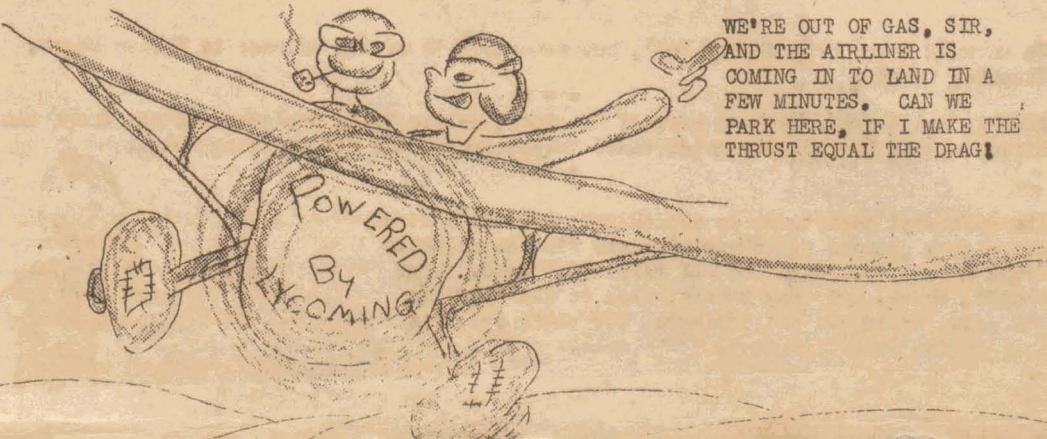
The boys at the seaplane base were all agog, and we mean agog, this week when Guy Pagano brought four lovely Powers models down for plane rides. Guy, one of the best seaplane student pilots, is of the New York photographic firm Pagano Brothers. For full details of the above flight, please consult the boys at the seaplane base, sufficient for us to say that Sandy Rice, one of the models, liked it so well that she has signed up for a solo course and Miriam Whitney, another of the girls, out and out claims that spin instruction with Professor Wiggin (the old Master) is more exciting than the 16,000 mile Pan American trip she recently took around South America doing a photo feature for Look Magazine. Oh! Oh! (Special note to John Paul Riddle:- Could ye editor transfer to the Seaplane Base?)



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While speaking of the seaplane base, we might add that the boys have many interesting little occurrences to keep from getting bored - like rescuing people from burning boats, and then too, whenever any of the yachts run out of supplies, they radio to Miami and good old Embry-Riddle flies Special Delivery service, on everything from hot water bottles to bathing suits. But it's not all fun. Last week, for example, we had to carry a message to Captain Capole, in charge of the Marine Studio collection station on Soldier's Key telling him that his wife was seriously ill. On the other hand, what president of Embry-Riddle School of Aviation flew down to the Quarter Deck Club last Saturday to bring back a beautiful gal and her pet racoon?

Everyone is chasing Captain Povey - all want to go to Havana - Len is President Batista's special friend, having taught his air force to fly.



WE'RE OUT OF GAS, SIR,
AND THE AIRLINER IS
COMING IN TO LAND IN A
FEW MINUTES. CAN WE
PARK HERE, IF I MAKE THE
THRUST EQUAL THE DRAG!