

Merry Christmas and Happy New Year!

EMBRY-RIDDLE

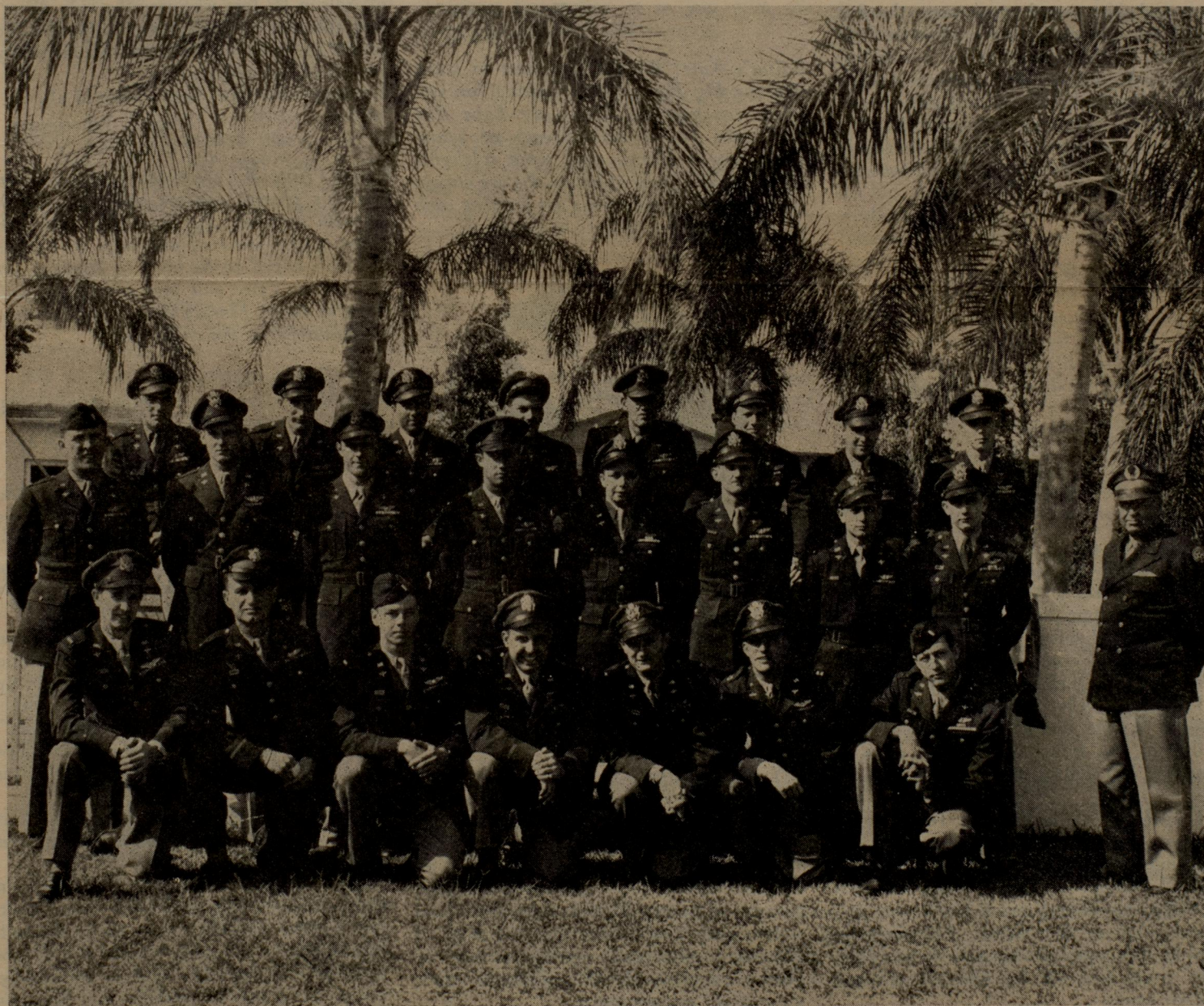
Fly Paper "STICK TO IT"

VOL. VIII

DECEMBER 15, 1944

NO. 11

ARMY AIR FORCES OFFICERS TAKE PILOT TRAINING AT CARLSTROM



BOMBARDIERS, GUNNERS, RADIO OPERATORS, NAVIGATORS, TEMPORARILY HOME FROM THE WARS, ARE NOW AT CARLSTROM FIELD RECEIVING PILOT TRAINING. H. Roscoe Brinton, General Manager of Carlstrom Field and an outstanding pilot, is shown at the extreme right. The student officers are, reading from left to right, (Front Row): Lt. G. M. Palmer, Lt. B. J. Englander, Lt. D. F. Parisette, Lt. J. P. McLaren, Lt. H. J. Lukenda, Capt. J. P. Firestone and Lt. R. R. Martin. (Second Row): Lt. A. J. Archipoli, Lt. K. L. Ditzel, Lt. A. E. Tyra, Lt. E. D. Penn, Lt. C. W. Weider, Lt. C. A. Huggins, Lt. W. F. Fisk and Lt. D. H. Davis. (Back Row): Lt. F. P. Queenen, Lt. G. H. King, Jr., Lt. L. T. Williams, Lt. P. T. McCabe, Lt. W. D. Livermore, Lt. J. V. Harrop, Lt. Charles Martin and Capt. L. E. Trapp. Lts. R. H. Meyer and G. D. O'Sullivan were not present when this picture was taken. Among the myriad ribbons worn by these student officers are 16 Distinguished Flying Crosses, 21 Air Medals, 11 Presidential Citations and Service Ribbons denoting activities in every theatre of the war.

Letters from Britain

122 Wilmot Road
Dartford, Kent
England

Dear Sir:

I am the mother of Ronald Harwood who attained his wings with Course 10.

I should like to thank you very much for sending the Fly Paper so regularly, we enjoy reading it and then forward it to Ron. He is now a Flying Officer and pilots a Halifax bomber, and has been on many operations over Germany.

I have always felt very grateful for all the kindness and hospitality shown to my son whilst he was at Clewiston, and shall ever feel I owe his American friends a great debt.

There are quite a number of your boys here, and they are always among the first on the scene directly after a "Doodle-Bug" incident. We have nothing but admiration for their kindness, cheerfulness and help. America can indeed be proud of her sons.

Thanking you once more for the Fly Paper and please convey my grateful thanks to all Ronald's friends at Clewiston and Riddle Field.

Yours faithfully,
Elsie M. Vincent

Editor's Note: We appreciate Mrs. Vincent's charming letter and we hope that she will convey our congratulations to Flying Officer Ron. We have a special spot in our hearts for those British boys trained in our country, who are doing such a magnificent job.

52 Marina Crescent
Ntherton, Liverpool 10
England

Dear Sir:

I am very proud to be able to write to you, especially on this day, the second anniversary of Course 8 receiving their Wings. I also am happy to say that I'm writing from home, having just returned from India, where I completed my first operational tour on Wellington night bombing.

I am very lucky to be home in so short a space of time, and first it all seemed like a dream. But now, after a few days in England, I'm getting used to this civilized life.

I spent a whole evening reading Fly Papers, which were waiting for me on reaching home, and through the pages I've noticed changes at Riddle Field, so much so that I should very much like to pay you a visit and see for myself. I'm sincerely hoping that opportunity will come along very soon and I'll be able to see my friends again.

I know how keen you are to learn of students at Riddle Field, but there are only two or three—all of Course 8—that I can tell you about. Ray Parry is still instructing in this country. Bob Beveridge was reported missing on a raid on Paris a few

months back, but I'm still hoping he may be alright. I met Freddie Ball twice while in Calcutta on leave. He is on Fighter Bombers and I can assure you they are doing wonderful work out there. Just before I left the country I met McClellan. He has just arrived out there and was expecting to be posted to a Fighter Squadron. That's all of Course 8.

You will be pleased to hear that I'm expecting my commission any day, so the next time I write, which I hope will not be too long, I should be Pilot Officer Nixon.

I should like to express my gratitude to Riddle Field and those associated with it for their hard work. Their instruction has helped me immeasurably during the past 18 months.

Yours sincerely,
Cedric Nixon

Editor's Note: We are delighted to know that the Fly Papers were waiting for you when you reached home—we hope that they gave you a little breath of sunny (cold now!) Florida and some sidelights on the Riddle Field of today. We are always glad to hear that our boys are meeting each other in the four corners of the earth.



Beechwood
Beamish, Co. Durham
England

Dear Editor:

You may perhaps be somewhat surprised to receive this letter out of the blue all the way from Course 7 at Riddle Field, but I want to say thank you for sending copies of the Fly Paper so regularly. Like all ex-Riddle-ites, I find it good to know what goes on in sunny Florida these days, and your paper also brings back a host of pleasant memories. It certainly would be good to visit the Field again and renew a lot of old acquaintances.

It is now fifteen months since I returned to England, after a spell of instructing at Moody Field, Ga., and at present am with a — squadron. That is the airplane I always wanted to fly, so you can guess that I am quite happy.

As the War in Europe draws to a close I find myself, in common with many other Britishers, taking a much greater interest in the Far East. No doubt many of us will be finding the sun a power to be reckoned with once again!

I still hear regularly from Noel Colley of Course 7, who is now on operations on Lancasters and seeming to be tolerably happy; while every now and again a familiar face turns up, and it's possible to have a good old chatter with another fellow from Riddle Field.

Shortly after returning to England I learned of the death in action of both Frank Jackson and Kenneth Coates, who were with me there. The other day too, while turning over the page of *Flight* magazine, I read of the award of the D.F.C. to F/Lt. J. D. Wheble, also of Course 7.

Well, that seems to be all the news, and now I wonder could you give me any news of Nelson D. Jay, who was the only American member of our Course? I would like to get in touch with him if you have any record of his address.

Cheerio for now. Best wishes to all.

John S. Etherington
F/Lt. R.A.F.

Editor's Note: We are endeavoring to obtain Nelson's present address and will send it on with dispatch. We hope that John will come across some of our boys of Course 20, who hoped to be back in England for Christmas. They will give him first hand news of sunny Florida that, at this writing, is definitely on the chilly side!

F/Sgt. Ingram, H.
R.A.F., B.N.A.F.

Dear Mr. and Mrs. Schneider:

No doubt you will be very surprised to hear from an old pupil like myself, but here I am still kicking the old rudder.

At the moment I am out in the Med. area and flying "quads," quite a change from the old ATs.

I had a spell with Bomber Command on twins and fours but owing to an unfortunate crash in an airfield bus I was laid up in "dock" for several months with a fractured spine and several other "oddmments." Thanks to excellent attention I am now fixed up O.K. and back on "ops" in this area.

When I returned to flying I had to start afresh with a new crew and this crowd has turned out "trumps."

My younger brother, Eric, was killed out here whilst driving an Eighth Army tank, but another brother, Alec, came through this campaign as a tank gunner and is now fighting with his same unit in Normandy. I have word that he recently shot down an M.E. 109 which crashed into enemy lines although the pilot baled out into our lines.

I fully realize now why you were always so strict but very patient over instrument flying and once again I wish to thank you

Continued on Page 9

Letters to the Editor

1123 Turner Ave.
Dallas 8, Texas

Dear Editor:

We certainly appreciate receiving the Fly Paper and would thank you to note the change of address, so that future copies will come direct to us here at Dallas.

You will undoubtedly be interested in knowing that our only son, Harry Louis Leyda, Jr., who was graduated from your school at Miami in July of 1943, was reported as missing in action over Burma as of June 28th, 1944. He was a member of a four-man crew flying C-47s over the hump to Chungking, and to date further communications from the War Department have failed to give us any additional definite information.

We trust the above will be of interest to you, and we wish to thank you for your continuation of our names on your mailing list.

Sincerely yours,
Harry L. Leyda

Editor's Note: We wish to thank you for your letter, Mr. Leyda, and hope by the time you read this you will have received good news of your son's whereabouts.

Moncton, N. B.

Dear Editor:

I thought I would write you a letter to tell you of some of "our" boys who one time were "yours."

My mother has entertained many RAF boys, some of whom trained at Riddle and Carlstrom Fields. Of these one of the first was Edward Vosper of Course 14, who was killed whilst flying near Clewiston on August 23, 1943.

Then we had Harold Blagden and Peter Spencer of Course 16. We have had no word of the former for some time, but Peter is stationed in England with the RAF Air Transport Command, flying Dakotas (American DC3s).

Tony Linfield and Ray Morris of Course 18 also visited us. They are separated now, though both are somewhere in England. Since the news the other day of that awful disaster in —, where we last heard from Tony, we have been worried about him.

John Stuart Duncan, whose picture and story of his tragic death were in the Fly Paper, was with us on Christmas Day in 1942. It was quite a shock to us to learn of his death.

Very sincerely yours,
Patricia Lutes

Editor's Note: Thanks, Miss Lutes, for the news of "your" boys and we would be delighted if you would write us again should you hear from any more of "our" former cadets. We trust that your apprehension concerning Tony is unfounded, and that he is safe and sound.

THINK, ACT, BE AMERICAN!

Ash Grove, Mo.

Dear Editor:

I am writing to inform you that Private Eugene Helton, who completed the prescribed course of aircraft welding at the Embry-Riddle School of Aviation and received his diploma on the 13th day of June, 1942, would like to have the Fly Paper sent to him.

He is somewhere in southern Italy and I would greatly appreciate your sending the paper to him. I have enjoyed it for the past two years.

Yours sincerely,
(Mrs.) Alice Hash

Editor's Note: We are sending the Fly Paper to your son, Mrs. Hash, and will continue forwarding it to you with the hope that you both will enjoy it.

Buckingham Army Air Field
Fort Myers, Florida

Dear Editor:

I am an ex-employee of Embry-Riddle and used to work at Aircraft Overhaul. I found one of your Fly Papers in our day room today and enjoyed reading it so much that I would like to have one mailed to me.

I started working for your company in July of 1942, in a little tin shed over by the school, and remained until September of 1943 when I joined the Army.

I've been a cadet now for 14 months and am still struggling away at it. Someday I hope to be a navigator, that is if I ever get through with this gunnery.

A couple of months ago when I was home on furlough I had a swell time going back to the plant and seeing all the old gang again. It still looked mighty good to me.

I hope I receive a paper soon.

Yours truly,
Jack Pepper

Editor's Note: Since you last visited us, Jack, the Navy has taken over the old Tech building and the school now functions in the Coliseum. The general and administrative offices are in the Colonnade, but your plant is much the same. Let us know when you master that gunnery and are a navigator. Best of luck to you.

Greetings From Our President

TO OUR ASSOCIATES, WHICH INCLUDES ALL EMPLOYEES AND OFFICERS, AND ALL OUR FRIENDS—ALL OF YOU WHO HAVE DONE SO MUCH—BEST WISHES FOR A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

JOHN G. McKAY.

United States Navy

Dear Editor:

I am sorry I don't remember your name. It has been a long time though, so I guess I have an excuse. I would like to hear about the old gang and the new employees. You might remember me, I am the young squirt who started in as a runner and was finally transferred through the various stockrooms to the test stands. I don't believe I pass a day without using a little of the knowledge that I acquired at Embry-Riddle.

You see, I am still working on engines, I'm a mechanic and also an aerial gunner. I fly PBV-4s—they're B-24s to you Army people. I would like to have you say hello to some of my "personals" if it wouldn't be too much trouble—they are Mr. Hillstead, Mr. Buxton, Mr. Simpson, and last but not least, Mr. Budge. I almost forgot Peanuts.

If anyone would care to drop a sailor a note, I am

Charles B. Shepherd, S1/c
San Francisco, Calif.

P.S. If it isn't too much trouble, you may convey my thanks to Mr. Riddle. I used to be around his office a lot, main attraction, Miss Devery! She really was sweet. I know Mr. Riddle is too busy to have a lot of personal mail to contend with, so if you would deliver my little message to him, I would appreciate it.

Editor's Note: Your letter has been sent to Mr. Riddle and we know that he is never too busy for personal mail. You'll be interested to hear that Miss Devery is now Mrs. George Hamilton and that you may be saluting Ensign Bob Hillstead any day. Mr. Buxton is not with the company, but still reads the Fly Paper. Joe Simpson holds forth in the same old stockroom—now at Aircraft Overhaul, and my letter to you will take care of the rest of the gang. Thanks for writing. Nice hearing from a sailor!

If you would like the Fly Paper sent to you, fill out the following and mail it to the Fly Paper office, Embry-Riddle School of Aviation, Post Office Box 668, Miami 30, Florida. Requests for papers to be mailed to servicemen overseas must be signed by the addressee.

Name _____

Address _____

EMBRY-RIDDLE FLY PAPER

"STICK TO IT"

Published Monthly by THE EMBRY-RIDDLE CO.



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Ten Commandments For Aircraft and Engine Mechanics

by CHARLES F. GRAFFLIN

1. Thou shalt keep thine airplane and its engine clean and in adjustment, that thy life in its company shall be long and that the owner shall increase thy pay.

2. Know thy airplane, its components, its engine, and all its parts and functions; else thou shalt sometime be in some unholy spot.

3. Be not wise in thine own conceit. Remember the factory and C.A.A. instructions, and keep them holy; lest repairs be thy undoing.

4. Be not loose in thy jaw hinges, for no man knoweth ALL about aircraft and engines. The truly wise absorbeth much knowledge and exceedeth little, and he who so doeth shall gain repute among his fellows and favor among his superiors.

5. For all things in this life that thou desireth thou shalt also pay plenty, and for the wisdom of experience no less. Advice from the multitudes costeth nothing, and is usually worth just that.

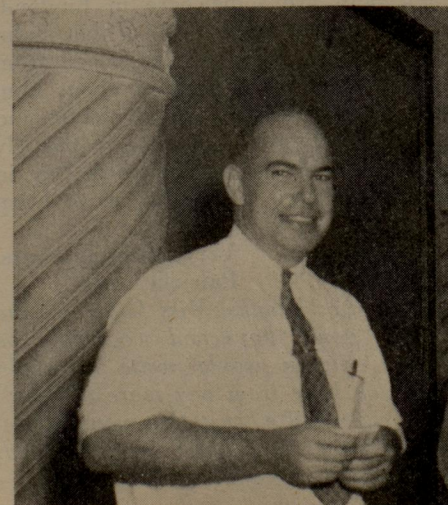
6. In books thou mayest read what to do and when, but only the voice of experience may tell thee why and how; else thy reading of what to do and when shall but plague thee.

7. God maketh the earth to rotate endlessly without bearings or oil, but not so they aircraft engine or all the bearings in thy aircraft.

8. Curse not thy engine when it turneth not, nor thy airplane when it is out of rig. Curse rather thine own stupidity.

9. Steam engines and automobile engines may long turn over though sloppy, and automobiles may run long though the chassis and body be in bad condition. Not so they aircraft or its engine. With inspections and necessary adjustments be thou ever busy.

10. The Eternal Eye watcheth universal operations, but thou shalt not rely on it as to thine aircraft, its components, or its engine. Thine own vigilance is the price thou payest for thy job.



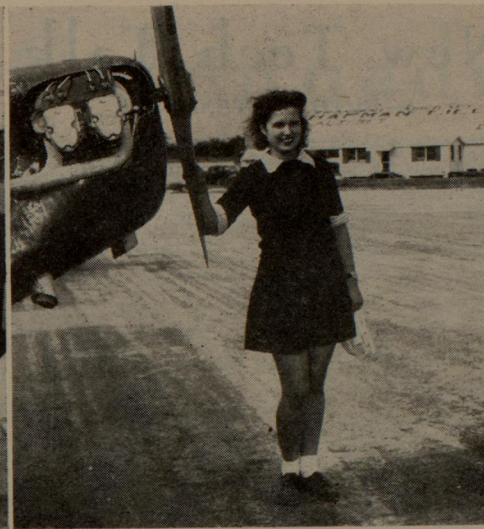
CHARLES GRAFFLIN IS WELCOMED BACK



MARY WILLCOX LOOKS OVER THE LOW-WING FAIRCHILD



SYLVIA KAYTIS CARRIES A PARACHUTE INSTEAD OF SKIS



ANNE GRIZZELLE SPINS THE PROP ON HER FAVORITE PLANE

Chapman Chatter

by Strictly Anoneemus

Wain Fletcher, that versatile and very persuasive editor of the Fly Paper, called me on the phone a couple of days ago—"I don't believe you have ever written the column for Chapman Chatter. You should feel quite honored by the offer now being made of the opportunity to express your thwarted literary prowess. A considerable space in the forthcoming issue is at your disposal."

Being of an egotistical nature I readily overlooked the fact that Wain was "plain stuck" for a current correspondent, and acquiesced. The innuendos didn't fool me a bit.

But What To Write About?

Not being a Walter Winchell it would be out of my realm to tell you that Nancy Graham, our fair-haired instructress, has just checked out for steady dual with her Lieutenant Colonel and a short jaunt to Long Island.

—or that Wilbur, middle name censored, Sheffield, in transferring his affection to DC3 cockpit procedures, has made of Eastern Airlines' gain a Chapman Field loss—and incidentally ruined a share-the-ride program par excellence.

—or that Lorahne Barry of Link is now sporting a third finger constellation from that special Homestead Captain.

But wait, not being a member of the Chamber of Commerce, I might feel free in discoursing upon the weather, whether fair or foul, whether hot or—or shall we say—invigorating. Jim Ryan threatens a return to Alaska for thawing out purposes, and Doc Moore, who beat a hasty retreat before a blizzard in Muskegon, Michigan, is wondering if he took the Seattle plane by mistake.

Then it's amusing, even tho' exaggerated, to hear the instructors suggesting that their eager beaver students try toasting marshmallows before an open fire as an alterna-

tive to cutting swathes in the ozone and with safer results, a ruddy glow and no danger of frost bite.

Old home week at Chapman with many familiar faces noted—Bob Johnston down from Clewiston with Buddy Shelton just back from the wars in the Pacific, Lester Hudson dropping in from four engine school at Homestead, Tine Davis, Jim

GREETINGS

I wish to extend a very merry Christmas and a joyous New Year to all, with the hope that 1945 will bring to us a just and lasting peace.

Thornton E. Frantz

Pollard, Maston O'Neil, Marguarite Dowd, "Shorty" Hall, "Slim" North and hosts of others. Also a letter from Bill Jaster, now in the Marianas, which says in part:

"A voice from the past—hope you will remember your old dispatcher and general cut-up of Municipal days.

"I just finished reading *One Damn Thing After Another* by War Correspondent Tom

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CONSTANCE BECK, GROUND SCHOOL STUDENT, AND LIEBCHEN

Feminine Flyers

Future first ladies in aviation, feminine flyers sprouting wings, come from all over the United States to receive instruction at Chapman Field. Among the many members of the fairer sex now being trained by Embry-Riddle are four charming young girls from various walks of life but *with* one goal in view—to become instructors in the fascinating flying profession.

Quaker City Debut

Mary Willcox of Philadelphia, who made her debut to society at the big June Ball there June 24, when 22 girls were presented, has now made her solo debut in the field of aviation, recently obtaining her private pilot's license.

She came to Miami to study flying at Chapman Field, and now that she has completed work for her private license, has started on her commercial, with an instructor's rating. She plans to be an instructor after finishing the course.

Mary is a member of the Junior League of Philadelphia, and of the Philadelphia Cricket Club. She was graduated last spring from the Grier school in Altoona, Pa., and while still in school began flying at a nearby field.

She says she came here to complete her flying training where she could "get the best in a hurry," since restricted areas and weather conditions interfered with flight instruction nearer home. She now has about 90 hours in the air.

Her only brother, Ensign Harold Willcox, is overseas. She is the daughter of Capt. and Mrs. G. Paul Seabrease, of Philadelphia.

Skis and Wings

Flying through the air on skis from the time her Norwegian mother taught her to ski as a child has been only a partial substitute for Sylvia Kaytis' desire to fly, and

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New Tech Talk

by RUTH WESTENHAVER

In our last offering to the Fly Paper, we related a recent visit to the Coliseum and explained the various changes in both personnel and interior. Today, however, Verner D. Vale, our Director, is taking an active part in a discussion of changes to be made in the future. We make a point of mentioning this due to the fact that it concerns us all.

Mr. Vale is attending the National Aeronautical Training Association convention, held in St. Louis this year, planning the inevitable successful future of the present and post-war technical schools throughout the nation; therefore, although we are still in the stages of new development, the expansion era is being brought nearer a reality rather than a potential possibility.

Assistant Director

And we are still adding "something new." Malcolm W. Sankey, formerly of Denver, Colo., has joined our staff as Assistant Director. Fortunately, his arrival was inadvertently timed so as to "take over" immediately in the absence of the director. Mr. Sankey was previously associated with Mr. Vale in 1942 and 1943 on an Army Technical Training program in St. Louis, their combined efforts resulting in harmonious operation. Mr. Sankey has been, since 1941, connected with defense and technical training.

We also wish to extend a hearty welcome to "Pete" Kosky, instructor in radio communications, who comes to us from Cleveland, Ohio, where he served as Superintendent of the Experimental Hangar Flight tests at Fisher Aircraft Company.

New names added to our student roster of those taking the radio communications course include James Kirkland, William Dupree and William Malloy.

Congratulations are in order . . . Henry Metzgar and Jose Rodriguez have been awarded their diplomas, having completed the aircraft engine mechanics course. Henry entered the Army upon completion of his course and we wish him the best of everything.

Vice-President Stahl

We wish to congratulate Edwin P. Stahl, former director of the Embry-Riddle Technical School, on his recent elevation to the position of Executive Vice-President of the J. P. Riddle Company.

When John Paul Riddle sold his interests in Embry-Riddle to John G. McKay and formed the new company, Mr. Stahl was made general manager.

Now in Brasil, Mr. Stahl does not expect to return to this country for several months. His wife and two younger daughters, Mary and Ann, hope to join him in the near future.



RADIO STUDENT JAMES C. CHASE

With his eye on the sky as a radio operator on commercial planes after the war, James C. Chase is taking basic radio and advance communications courses at the Embry-Riddle Tech School.

His immediate objective is to prepare for a position with the Merchant Marine, which he expects to enter upon graduation, and which will provide practical experience to be applied toward his later ambition.

Graduated with the class of 1944 from Corinth high school, Chase won his letter for intermural sports at school and played in the high school band for three years. He is the son of Mr. and Mrs. Clarence E. Chase of Corinth, N. Y., and has a sister, Shirley, who is now a junior in Corinth high.

Aircraft and Engines

by ELEANORI EAGAN

December 1st brought new changes to 307 Northwest 20th Street. Ted Nelson, became manager of the new Parts and Supply Division, now in the process of organization. Charles Grafflin returned to Embry-Riddle to take over the pilot's seat in the Aircraft, Engine and Instrument Overhaul Division. Charles is well known to all of us, for he was previously with us in the capacity of Technical Assistant to "Joe" Horton.

Word from Ted Nelson, who is attending the National Aviation Trades Association Convention in St. Louis for the purpose of establishing contacts and sources of supply, is that he has met many old friends in the

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FELIZ NATAL

Mr. and Mrs. John Paul Riddle wish their former associates in the Embry-Riddle company a merry Christmas and a happy and victorious New Year.

COLONEWS

by LIL KENYON

Under the heading of "Our Gains, Others' Losses" comes Nate Reece and Bob Davis, in capital letters. Nate is acting as George Wheeler's Assistant while the latter is on vacation with Bob also assisting in technical matters. Our condolences to Carlstrom Field, but it's pretty swell having these two men in our midst.

Our versatile Sam Sparks has taken onto himself new responsibilities in the form of departments under Transportation, PBX, Mail, Utilities Shop, Purchasing and Mimeograph. Anyone trying to reach Sam, who is beating a path from one department location to another, will be happy to do so through our beautiful Emily Conlon who has moved from the warehouse to the second floor.

Eager Emily

Emily seems to be able to keep the invisible finger on Sam's whereabouts, but, in the meantime, will help on any information required concerning those departments. With her tongue and nimble fingers flying, in her inimitable fashion, the work piled up in the morning seems to disappear by night and there is still time for a tip on the races.

We have been honored by a visit from the Webster heir, Master Thomas Edward, just about five weeks old. Bring him in again, Kay, and let us all have a look-see. Helene Hirsch, Yeoman, 3rd class, also rippled in on a short leave from Jacksonville. She said "Hello, how are you" and was immediately taken off by that Jo Axtell.

It's hard for us to realize that Edna Callahan has left the Embry-Riddle world after almost three years service. Although Edna performed her many tasks practically glued to her desk, her presence was well known throughout the company and its affiliations. There were few employees who at one time or another didn't have to call Arthur Carpenter's office about either a complaint or requisition and Edna's efforts to "see the thing through" held no bounds. We all miss your ready wit and charm, Edna, and hope you'll find time to drop in and say hello.

Christmas Party

As you all know, the Colonnade Christmas party will be held in the second floor lobby at 11 a.m., Saturday, December 23. All employees of the G & A Division and Administrative offices have by this time drawn names from the hat. Each is to buy a 25¢ gift for the person named on the slip drawn and the gifts will be distributed at the party before the buffet luncheon. No holds barred on the choice of the gift—the more humor involved, the more laughs. A verie merrie Christmas to all.

PLAY SAFE — DON'T TALK

Candid Shots at the Colonnade



THE FLY PAPER PHOTOGRAPHER MADE A TOUR OF THE COLONNADE ONE DAY LAST WEEK AND CAUGHT A FEW OF THE "INMATES"—Upper left is Gertrude Bohres of Personnel, while the next picture is a view of the Accounting department. Edward Zwicker of Sales pauses for a moment on the steps and at the upper right is the head of Mimeograph, Frances Tolman. Next row: Joe Axtell, of H. T. Carpenter's office, looks quite industrious, as does Louise Dury of Pay Roll. Next is Margaret Missio, also of the Comptroller's office, and on the end is another Pay Roller, Ann Baldwin. Joe Simpson was caught unawares in the stockroom. In the background are Bill Liversedge of Auditing, Ted Nelson of Supplies and Mel Wheeler of Purchasing. Next is Glenn "Insurance" Kuhl nursing an injured finger and then, Emma Carnevale. Marie Sacconne of Auditing is on the extreme right. The next to bottom row: Joan Korn of Sales and Lillian Bradford, who is obviously our chief operator. Kay Wiedman looks up from Accounts Payable. Lower left is Registrar John Kille, head of Sales, then we see Florence Gilmore of the Mail Room, Ed Christmas of Auditing and Emily Conlon of Purchasing. The lower right hand corner reveals Gertrude Bohres and Lil Kenyon "putting on their faces" before going to lunch.

RIDDLE ROUND-UP

NO. 5 B. F. T. S.

Editors: F/Lt. L. N. KENYON, R.A.F. and HILTON I. ROBINSON

Courses come and Courses go but it seems that No. 5 B.F.T.S. goes on forever. With the graduation and departure of No. 20 Course more than 100 cadets of both British and American nationality have passed through the hands of our hard-working instructors.

Most of these cadets have been graduated and many of them have earned themselves great honour in aerial warfare. Of course there are a few who have fallen by the wayside, but quite a large percentage of these have found useful jobs in other forms of air activity.

When one thinks of the past work that has been done at this school, the thousands of spark plugs that have been changed by the maintenance crews, the miles of "hot dogs" that the Canteen staff have served, the thousands of square yards of aerodrome that have been mowed, the hundreds of workers and cadets who have been conveyed safely to and from Clewiston City, the gallons of G.I. coffee served by the mess hall, there would seem to be no end to the train of thought through which runs the cordial relationship that has always existed between the military and civilian authorities and those who work for them.

Welcome, Course 23

Our new course, arriving in the middle of November, resplendent in their R.A.F. blue uniforms and looking very fit after such a long rail journey, quickly settled down to the routine of hard work. It is pleasing to note the keen-ness of these young men, a few of whom have already seen plenty of war service in the European and Mediterranean theatres.

Keep going as you are, Course 23, and you may yet beat the records of some of your outstanding predecessors.



OUTSTANDING RAF CADET IN UNITED STATES, and member of Course 20, which was graduated at Riddle Field on November 10, was Dudley Lob of Brighton, England. Air Commodore Peter Davies, Senior Air Staff Officer of the RAF Delegation in Washington, pins on the wings, while John G. McKay, left, owner of the school, smiles his congratulations. Lob was outstanding cadet at No. 5 B.F.T.S. and also made the highest ground school average of all RAF cadets in the United States taking the wings examination at that time.

The Cadet Wing has recently become very "music-conscious," and under the able direction of Cadet Squadron Commander J. A. Killick several very pleasant evenings have been enjoyed. Contrary to expecta-

tion, symphony and like music is preferred to jazz, and gratitude and thanks are expressed to those kind people who loaned the records.

Many will wonder what music has to do with flying training but it has struck the editors that perhaps the words of Robert Bridges might not be inappropriate at this juncture—

Hast thou then thought that all this ravishing music

That stirreth so they heart, making thee dream of things

Illimitable, unsearchable and of heavenly import,

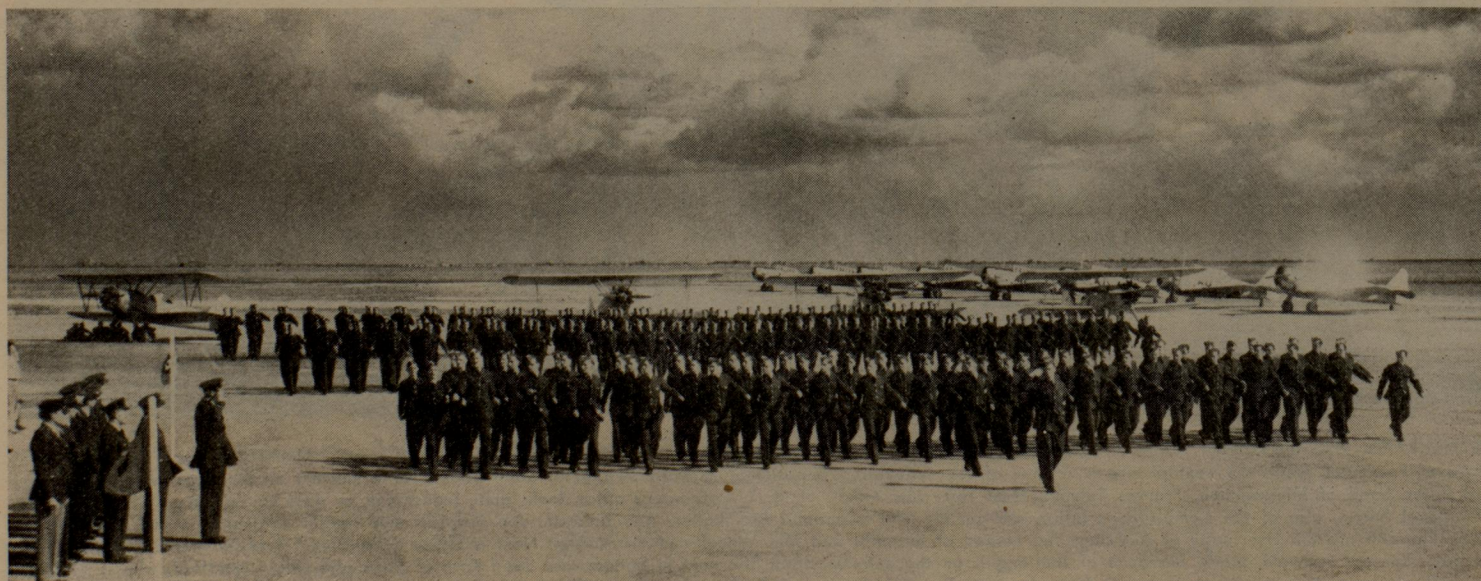
Is but a light disturbance of the atoms of air?

News From Across The Ocean

In a letter to the Editors Flight Lieutenant J. E. Keech, one time gunnery officer here, has given us a wealth of information about old associates. Wing Commander G. Greaves is in operations, Squadron Leader A. Hill is back in France again trying to finish the good work he had to leave in 1940, Flight Lieutenant W. Reinhart has successfully completed another operational tour, this time on the famous Mosquito. He also tells us that Flight Lieutenant W. Trewin is still touring the world as a transport pilot while Flying Officer G. Corbett has succeeded in becoming a fighter pilot, flying Spitfires. Flight Lieutenant J. Crossley and Flight Lieutenant J. Keech are flying rocket Typhoon aircraft in the occupied low countries.

Well done fellows, keep up the good work and all of us here in Clewiston wish you all you wish yourselves for Christmas and the New Year.

"THE ENEMY WATCHES AND LISTENS"
Prime Minister Winston Churchill



ROYAL AIR FORCE CADETS PASS IN REVIEW AT RIDDLE FIELD DURING GRADUATION EXERCISES FOR COURSE 20.

'Round Riddle

Once again we have the opportunity of exchanging news and views with an ever increasing family of Riddle-ites through the medium of the Fly Paper. A number of former students and employees keep us informed of their activities and whereabouts and their letters are more than welcome.

We recently had the pleasure of visiting the Instructor's Club in Clewiston and can now begin to justify the fact that so many of the Field personnel are confirmed bachelors. The home-like atmosphere and hospitality coupled with the masterful culinary arts of one Larry DeMarco and his able assistants render this spot a charming oasis.

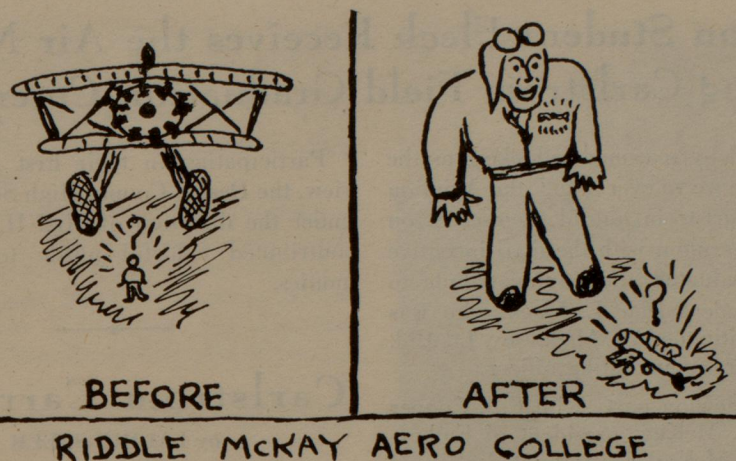
It is getting basketball time so how about all you artists of the bounding sphere getting in contact with Mort Feldner? Let's get some teams formed. There also is plenty of room along the fairways since the mosquitos are gone and we would like to see more golfers in action.

As We See Them

Famous first words: "Could you lend me some shotgun shells?" Jimmy Cousins going from one place to another with a hand full of papers. We are told he is leaving us to go to E. A. L. soon. Sorry to hear that as Jimmy is a very capable man. Instructor Carter passing out cigars, a fine big boy. Flight Lieutenant Harvey about ready to discard his crutches. Gordon Sanders very busy now on refresher line. Harold Curtis telling them how to get in and out from the tower. Lt. John Gilmore, U.S.N.R., Mrs. Gilmore and Wain Fletcher up from Miami to see us on Wednesday. The pleasure of a brief visit from Mrs. Elberta Ryan, mother of Mrs. George Wheeler, on Friday.



SQUADRON COMMANDER ROBERT M. JOHNSTON



RIDDLE MCKAY AERO COLLEGE

LETTER

Continued from Page 2

and all instructors out there for your pains-taking ways.

On my way to Italy I came across Fred Penny from Course 10 who is flying Spits out here. You may remember he had a pet alligator at the Field.

Back in Blighty I had an emergency landing at a strange 'drome one day and the first person I met on entering the Mess was young Pat Smythe, the pianist with our little dance band out there. He will now be on Spits.

I also met Nixon—Course 8, I believe—with his crew in England—he was flying heavies.

Please convey my regards to Jack Hopkins, Phil Com, Jack O'Neal, Jack McConkey, Pat McGehee, F/C Miller and all the old crowd at Riddle Field.

My mother reports my Fly Paper from home and they are welcome reading.

Well, your boys and ours are giving Jerry something to think about just now and, as you will see from your papers, the Second Round of the old "Cup Final" has commenced from the South right now. My boys and I had a grandstand view of the proceedings and well worth missing breakfast for.

How is that sweet little daughter of yours coming along? I bet by now she is a bouncing two year old. I still have the sketch you gave me of the baseball dart board and do you still want a challenge at casting into the water bucket? Any date and price you like!

Up to now I have not met any of the American boys who trained at No. 5 but I am still hoping. Should you know the whereabouts of any of my original Course 9 or my final Course 10 please let me know for I should like to meet some of the old boys.

I also note Mrs. Van has moved from the Field, to Lakeland I believe, and I should like her address as well as that of Mr. Robinson in the Met. office.

My regards to old "Malockee" Harold Collishaw. How is his little moustache coming along these days?

Keep up the swell job, victory is very near.

Your grateful pupil,
Harry Ingram.

P.S. Ask Mr. Peters if he has a solo ship for me yet. If not, he can take mine—for his office! All the best. Harry

Editor's Note: Mr. Schneider is an instructor at Riddle Field and we wish to thank him and his wife for permitting us to publish this interesting letter. Our deepest sympathy is extended to Harry on the loss of his brother.

A & E

Continued from Page 7

aviation field and that the continued rainy spell has not dampened the spirit of the convention.

Mel Wheeler of Purchasing and Joe Simpson of Shipping and Receiving, have taken up headquarters at A and E, which, by the way, is just like Topsy—it just grows and grows!

Christmas is in the air, including the appropriate cool weather. Mrs. Gunhild Johnson of the Covering Room is expecting her daughter, Natalie, home from Duke University for the holidays.

Jan Klint, Superintendent of Aircraft Overhaul, has moved his family from Arcadia and will celebrate Christmas in a new home in Opa Locka. This should be a big Christmas in the Klint household for Noel, who made his appearance in the Fly Paper sometime ago, has been joined by a new brother, Michael Klint.

Mary Frances Quinn, who was formerly with Accounts Payable at the Colonnade, is replacing Loui Allison Meredith as timekeeper at A and E. Loui is leaving us for a new job, that of Mrs. Zerney Meredith, housewife. Good luck to both Loui and Zerney!

A MERRY CHRISTMAS TO ALL and to all goodbye! . . . at least until the next issue of Fly Paper.

On behalf of the R.A.F. and U.S.A.A.F. Officers and the Officials of the Riddle-McKay Aero College, the Editors wish the Cadets and Civilian Staff a Very Merry Christmas and a Successfully Victorious New Year.

Aviation Student Fleck Receives the Air Medal During Carlstrom Field Graduation Ceremonies

Acclaimed by seasoned onlookers as the "best parade we've ever seen," the Aviation Cadets at Carlstrom outdid themselves on Saturday afternoon with the dual incentive of being graduated and paying tribute to Aviation Student Dale L. Fleck, who was presented with the Air Medal by Lt. Col. E. G. Cooper, commanding officer.

In the reviewing party with Col. Cooper was John G. McKay, president of Embry-Riddle. Mr. McKay congratulated each of the Group Commanders as they were presented diplomas for the men in their groups. After the ceremony, Mr. McKay also congratulated Col. Cooper on the fine demonstration of precision marching by the Carlstrom Cadets.

The shy center of attraction was A/S Dale L. Fleck of Redmond, Oregon, who was awarded the Air Medal for "meritorious achievement while participating in aerial combat." With characteristic modesty, A/S Fleck derived as great a thrill knowing that the other members of his combat crew were awarded the Air Medal on the same War Department Order. Among the throng of spectators was the very proud Mrs. Dale L. Fleck, the former Dorothy Kimball of Manchester, Conn.

A/S Fleck is the son of Mr. and Mrs. B. L. Fleck of Redmond, Oregon. He was stationed in the Hawaiian Islands for four and one-half years, and spent five months in Canada and Greenland. He was then transferred to the African and Asiatic Theatre where he was flight engineer and crew chief on a B-24, attaining the rank of Master Sergeant. He is now undergoing a course in primary pilot training at Carlstrom Field.

Participating in their first military review, the Desoto County High School Band, under the direction of Mrs. H. S. Agnew, contributed colorful music to the ceremonies.

Carlstrom Carrousel

by LAURIE SPEER

So many changes take place in this man's Army that copy can't be new enough to stay correct—we've even changed this since lunch! We need to take a tour around the Field to see who's where!

Beginning at Headquarters we find a new adjutant, a mighty fine fellow, Capt. James H. Viser, Jr., former adjutant at Dorr Field. Inquiring as to the whereabouts of the Sgt. Major we find he has been on furlough. Sgt. Jesse Townsend is assuming Edward's duties until he returns. Hey, where is Mary Melton? We thought for a minute you'd transferred, too! Someone had better stay and help Maude and Mrs. Dykes up here.

And so over to the Commandant's Office, after a welcome from Capt. Bowen we inquire about McPhail . . . he has left recently for O. C. S. Cpl. McPhail is not only a proud papa, but an officer candidate, too. That's alright!

Lt. Waters' desk is vacant—he isn't just out for lunch—he has gone to San Antonio, Texas, for a 12-day course in Military Training. He was accompanied by Lt. Glen Smith, our new Physical Training Officer,



LT. COL. COOPER CONGRATULATES A/S FLECK

who will also take instruction in San Anton in P. T.

And Lt. Caracofe, formerly of the C. of C. Office, has been transferred to Turner Field, Albany, Ga. You know Ben Moore, Chaplain's Assistant here in this office for a while after Chaplain Jones was transferred to Hendricks Field. Now Ben's place is filled by Cpl. Lane from operations. Are you still following me?

More Changes

Going over to Personnel we find Lt. Stanley Greenwood again in charge. W/O L. A. Burrows has been transferred to Turner Field. Pvt. Bernard Faught is here now—up from the line—taking Sgt. Ralph Jones' place. Ralph and Eleanor have been transferred to Harlingen, Texas. Lois Avant and Charlene Eller, formerly of this office, are down on the line now—Lois in Engineering and Charlene in Operations. We'll miss you all up heah! And so farewell to Personnel.

Now to Intelligence. Lt. Alex Marks introduces us to Mrs. Marion Koch, new secretary, whose husband is in 45-D. Look at Lt. Rose just beaming over there! It's a daughter—Dianne Louise—congratulations to you and the Mrs. That vacant chair over there has been left by Lt. Bernstein, whose Uncle Sam sent him to Turner Field.

Let's look next door—the processing and mimeographing room is full of new faces, those of Lt. Fred J. Muren, Processing Officer, and Sgt. Vonau. The Sgt. reports that his wife and son, Norman Lee, are doing nicely.

With Gestures

Down on the line we find Engineering and Operations offices somewhat moved around and around, but we found our way and met two new flying officers, Lt. Gordon Smith and Lt. Joel Fisher, Jr. They came to from Douglas and Decatur, Ga. Sgt. Livengood tells us that he killed a big deer while hunting during his recent furlough. If you could see him tell the story, you'd be convinced that it was an enormous deer.

There are two new feminine managers



JOHN G. MCKAY, PRESIDENT OF THE EMBRY-RIDDLE COMPANY, attends the graduation exercises at Carlstrom Field. He is seen shaking hands with the Commanding Officer, Lt. Col. E. G. Cooper. In the center are H. Roscoe Brinton (right) General Manager of the Field, and Capt. T. O. Bowen Commandant of Cadets.

SEASON'S GREETINGS

I wish to extend to the employees at Carlstrom Field the season's greetings, and express on behalf of the Embry-Riddle Company and myself deep appreciation for the loyalty shown and a job well done. Let us put forth every effort to maintain our enviable record throughout the coming year and contribute our small part in the great task we all face.

H. Roscoe Brinton

on the Field, Mrs. Katherine Eller of the Canteen, and our new Mess Hall stewardess, Miss Bertha Sexton.

Back to the Ad Building, Wilda Howe introduces us to her new boss, Lt. Truman Plantz, the Statistical Officer. He's from Illinois, coming here from Hendricks Field.

In the Accounting Office we find a pretty blonde, Betty Matuza, wife of one of our 45-D boys.

Did you get to see all our visitors recently? Lt. Col. Jack Hunt and Capt. Gordon McSwain were really welcome folks when they stopped at Carlstrom while hunting in and around Arcadia.

Kay Bramlitt, now in the WAVES, dropped in to see us during her leave from Rhode Island, where she is stationed. She looks just grand in those blues!

And Martin Gould was on the Field visiting Nell Monk and friends! He's a former instructor now in the Navy, stationed in Miami. It was good to see him!

That's the news for this time—so long for now!

PILOTS

Continued from Page 5

she is now realizing a lifetime ambition in learning to pilot a plane.

From Rumford, Maine, she has spent the past year working in New York City as secretary to the national executive of the Junior League, in the Waldorf-Astoria ho-



LAURIE SPEER, NEW CARLSTROM CORRESPONDENT

tel. She is a member of the Junior League at New Haven, Conn., where her parents, Mr. and Mrs. John F. Kaytis, are living until the war ends. Her father has been connected with a paper mill there for the past two years.

Sylvia is a member of the Quinnipiac Ski Club in New Haven, and has spent most of her Easter and Christmas vacations enjoying that sport. Her favorite skiing places are at Mount Washington and Cannon Mountain in New Hampshire, and at Stowe, Vt.

She was graduated from the Faye School in Boston in 1940, and later took special fine art courses at Yale University, before going to New York. She is now studying at Embry-Riddle for her private pilot's license, and as soon as she obtains that, will begin work on her commercial pilot's license, with an instructor's rating. She also plans to be an instructor when she completes the course.

She has one brother, Lt. John A. Kaytis, in the army infantry.

Ju Jitsu Expert

Ann Grizzle of Le Roy, Ill., who has done everything from raising prize sheep to learning ju jitsu, is now studying flying at Chapman Field.

Ann was graduated from high school last spring, and chose aviation training in preference to college. As soon as she completes work for her private pilot's license, she will begin training immediately for her commercial with an instructor's rating.

Her father, Miles C. Grizzelle, is a banker at Le Roy, but owns several farms in the country nearby, where Ann follows her hobby of raising sheep. She has entered them in several fairs and once won the county championship with her Southdown sheep.

A member of the Le Roy golf club, Ann plays in tournaments at the Bloomington Country Club and the Highland and Maplewood Country Clubs in Bloomington. She enjoys all sports and even mastered the art of ju jitsu, taking a course offered by the police department at Bloomington.

In high school she sang as a solo soprano with the Glee Club, played the drum in the school band, was a member of the school paper staff, and participated in various athletic organizations.

Ground School

Just back from a three-months visit to New York City, Constance Beck has decided to spend the winter studying aviation, and has enrolled for a ground school course at Chapman.

Born and reared in Lakeland, she attended high school in Winter Haven, and business school in Pittsburgh. Just after completing business school, she came to Miami three years ago to work for Pan American Airways, where she was employed until leaving for New York.

Mrs. Henry Mast, of Orange st., Lakeland, is her guardian.



MOTHER AND SON MEET AT CARLSTROM FIELD when Mrs. Elberta Bryan arrived to see A/C Nathan Bryan of Class 45-C. Mrs. Bryan also is the mother of Mrs. George Wheeler, Jr.

CHAPMAN FIELD

Continued from Page 5

Treanor. In it he stated that he was hung up at a dismal outpost in Africa for eight days in the process of getting to the front. He says, 'The only bright spot in all eight days was directing 18 natives in a lizard chase with Jack Wantz, our Pilot.' It's a small world after all!"

Well you asked for it, Wain, and there it is, but before closing I should like to bring to your attention a man of great perspicacity (whatever that means) who is not only a penman of doggerel and chit chat but an author of detective fiction and a checker player of questionable superiority. I refer you to none other than Malcolm Campbell and will gladly second any nomination to appoint him as future scribe.

WOMEN AIR FORCE SERVICE PILOTS

In a ceremony at Avenger Field, Sweetwater, Texas, on December 7, the Army Air Forces paid tribute to the Women Air Force Service Pilots for their contribution to the air war effort.

General Henry H. Arnold, Commanding General of the Army Air Forces, summarized the WASP utilization by saying, "I am proud of the WASP and their record of skill, versatility and loyalty . . . They have not only performed highly essential service, but also have established previously unknown facts concerning capabilities of women in highly specialized military flying jobs. This knowledge will be of inestimable value should another national emergency arise."

Student Flyer at Chapman Field Has Been on Fifty Bombing Missions

After travelling in a bomber at the rate of over 200 miles per hour, flying in one of Embry-Riddle's small trainer planes at the speed of 85 miles per hour seems like standing still, according to T/Sgt. Ronald DuBeau.

Sgt. DuBeau, whose life was saved by being thrown from a plane during one of

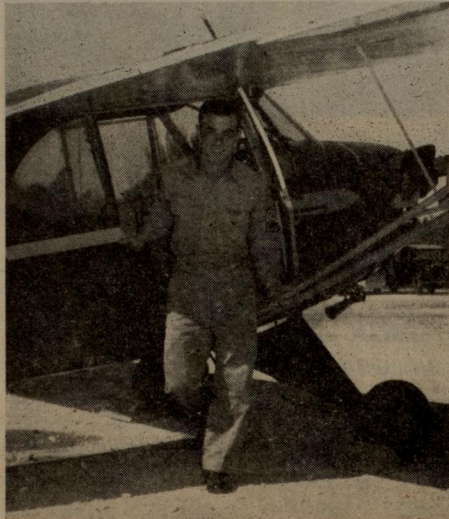
50 bombing missions which he made overseas as a radio operator and gunner, began studying flying at Chapman Field only five days after arriving here on furlough. After seven months overseas with the Air Force in Italy, he stated that he just could not keep out of the air and was anxious to get his own hands on the stick and do his own piloting.

A Miracle

It was nothing short of miraculous that Sgt. DuBeau was the only survivor when another American bomber, hit by flak, struck his plane and broke it in two where he was stationed. He was thrown clear, but every other member of the crew was killed when the plane crashed.

"It threw me from the plane," he said. "I didn't even know how I got out, but when I found myself falling, I pulled the rip-cord on my parachute. The others couldn't get out."

The only injury DuBeau received on 50 missions was a slight one above the eye, where a piece of flak struck his helmet. He has received the Presidential Citation for a mission over Wiener-Neustadt, and the



T/SGT. RONALD DUBEAU

BUD, JUNIOR

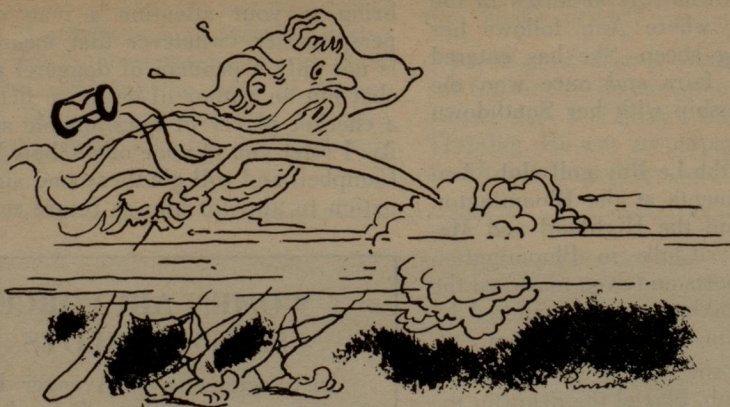
The Fly Paper wishes to congratulate its first editor, "Bud" Belland, on the birth of his son. Frederick Wahl Belland and his charming mother are wishing godspeed to "Bud" as he leaves for overseas duty as a lieutenant in the United States Navy.

Air Medal with four oak leaf clusters for meritorious achievement in combat missions over Austria, Germany, Romania, Poland and France.

It is a far cry from a bomber to a cub, but Sgt. DuBeau is enjoying every moment of his flying at Chapman. When he obtains his private pilot's license he will continue towards a commercial, hoping to be a pilot after the war. In any event, he is determined to become associated with the aviation industry when he puts aside his khaki.

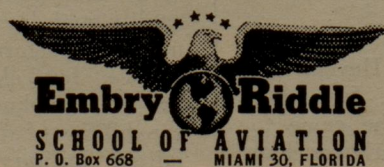
New Englander

Sgt. DuBeau was born in Northfield, Vt., and lived there until enlisting in the Army upon graduation from high school. His wife, a Miami girl, is the former Jane Johnson. She and their three-months old daughter, Lyn Catherine, are staying at the home of her parents, Mr. and Mrs. B. L. Johnson, 6402 N. W. 8th avenue, for the duration.



WHAT WAS THAT?

That, Father Time, was Aviation . . . on the move. You'll need more than your hour glass to clock its progress, old Timer. It takes a stop watch, these days . . . nothing less. And the men and women who are trained to take their place in Aviation are moving forward, equally as fast. There's a world of opportunity ahead, and they're on the march. Thousands of them have found exactly the training they need, right here at Embry-Riddle.



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