

EMBRY-RIDDLE

Fly Paper "STICK TO IT"

VOL. VIII

FEBRUARY 15, 1945

NO. 13

AIR VICE MARSHAL WILLOCK ATTENDS WINGS PARADE

God Speed

Course 21, proudly displaying their wings, have started on their journey back to England.

Air Vice Marshal R. P. Willock, C. B., Deputy head of the RAF Delegation to the British Joint Staff Mission in Washington, attended the graduation ceremonies and wished the new pilots God-Speed.

He advised them of the great work ahead and congratulated them on having had the good fortune to have been trained in America.

He told them that they would be better equipped, better armed and better trained than any enemy with which they would encounter.

The Vice Air Marshal was accompanied by his personal aide, Sq/Ldr. J. P. Blackman.



AIR VICE MARSHAL R. P. WILLOCK, C. B., Deputy Head of the RAF Delegation to the British Joint Staff Mission in Washington, addresses the cadets of Course 21 after they have received their wings at the graduation ceremony held at Riddle Field on January 20. To the right of the Air Marshal is John G. McKay, president of the Embry-Riddle company, who also officiated in the ceremonies.

Course 24 Arrives

Clewiston survived the arrival of 24 Course with admirable equanimity, and, indeed, the ladies of the city recovered from the initial shock so well that they were very soon able to extend their usual wonderful hospitality to the new arrivals. Thank you, ladies of Clewiston; you gave us a welcome we shall not forget.

From Clewiston runs due east the road to Palm Beach, and down 'the long, long trail a-winding' we went on our first open post week-end (and, truth to tell, each one since), some getting a full hitch, some a half hitch and some merely knotting themselves into the bus.

The just item on a crowded but glorious agenda was tea at Mrs. NeSmith's, and in no time at all we met a galaxy of beauties and endless flow of kindness and felt ourselves at home. Indeed, we felt not as though we were in a Strange Land but after many wanderings had just come home.

Much, we are told, has been written by previous courses on the horrors of the

PT-17, so the only mention made here of that ship is that we have officially been introduced. It is an acquaintance we hope will ripen for the next seven weeks to a unity of purpose and great ease of co-operation.

This is Course 24 "listening in."

VISITORS FROM NO. 4

No. 5 British Flying Training School recently had the honor of a visit from Wing Commander A. V. Rogers, A.F.C., Commanding Officer of No. 4 B.F.T.S., which is located at Falcon Field, Mesa, Arizona.

The Wing Commander, who was on an official mission, was accompanied by F/Lt. H. D. Carter, RAF Administrative Officer of that School.

Senior Course

There is something about a red flash, don't you think? It gives a "je ne sais quoi" to one, a kind of stamp, a feeling that we are we (or should it be us?): What-ho and Tally-ditto. Not that we are at all superior about it not in the least. We—on occasion—even condescend—as "we walk our mystic way"—to talk to the white flashed noi-polloi and under the somewhat persuasive powers of K.R.s, the Air Force Act and Mr. Berka continue to eat with them. Jolly good of us, What? dontchaknow?

But joking apart we are now senior course: the mysteries of night flying, long cross-countries and final checks of assorted shapes and sizes loom ever more clearly ahead. Pre-Wings examinations have been taken, though unless they come under "Stop Press" the results will not make this issue.

We welcome to our family of Riddleites, Course 24. It seems ages since we left Blighty to meet the PT-17 and Florida hospitality. Indeed, most of us feel veritable "crackers," and few do not wish they could remain so all their lives.

Till our "listening out" then "au revoir."

23 and the AT-6

After plenty of "line-shooting" and hard work, 23 Course completed Primary Training, and then spent a much-needed leave throughout the State of Florida; some even braved the snows of New York, but were glad to get back to the Florida sunshine.

Since their return, everyone is trying hard to master the intricacies of the AT-6 and wondering if it is possible to solo in these ships. Anyhow, time and patience will tell, but we feel sure that within the next week all these fears will have vanished, and Course 23 will once again have smiling faces instead of the present strained expressions.

Further Riddle Field News will be found on Pages 10 and 11.

FLY PAPER

"STICK TO IT"

Published Monthly by
THE EMBRY-RIDDLE CO.



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Letters to the Editor

Honolulu 5, T. H.

Dear Editor:

I must express deepest appreciation for your utmost kindness and thoughtfulness in sending me the Fly Paper. I always read it from cover to cover, every word of it and each word is grasped so soundly that not a syllable is missed.

After reading it, I place it on file with the other issues. I have thus far received all copies with eagerness and impatience to learn the latest news of "my friends" at Embry-Riddle.

Please continue sending me the copies of the Fly Paper.

I am going to be, if luck is with me, a future student of Embry-Riddle. I have wanted to attend your excellent school for so long that probably those to whom I have written for information regarding your school are beginning to think that I have given up. I have not, and have no intention of giving up aviation so easily.

Perhaps, sooner than I expect, I'll be there attending the classes.

Thank you very much and may God bless you and guide you in your fine work.

Aloha,

Ruth Kim

Editor's Note: We do not recall publishing a previous letter from the Hawaiian Islands, though our mail does come from all over the world. We hope that Miss Kim's ambition to take up aviation at Embry-Riddle is not far distant, we'll be looking for her. In the meantime we will keep the Fly Papers flying.

242 Whitaker Street
Whitaker, Pa.

Dear Editor:

We have been regular customers of the Fly Paper since our son, A/C David E. Morgan Jr., was stationed at Dorr Field, Arcadia, Fla. I spent three weeks at the Arcadia House while he was there and I certainly enjoyed my visit to the fullest extent and made many friends—one especially, the Blount family of Brownville. Miss Edna Blount was a dispatcher at the Field.

I was at Dorr for the primary graduation and the Field never could have been made any more attractive and more pleasing to the boys. It was "the nearest to heaven on earth," I think.

Now to get to the point of this letter. Our January 15th issue of the Fly Paper came this week and we are all excited over one of the lads in Course 21 training at Riddle Field—on page 16, boy No. 20—R. J. Morgan from South Wales.

My husband's people lived at that address and have not been heard from since May 29, 1923. We are very anxious to know if this is one of his cousins and would like very much to get in touch with this cadet. He

might be the boy I think he is. Please send me his address at the Field he is stationed as soon as possible.

On December 23rd, our son received his wings and commission at Napier Field, and both my husband and I were there for the big day to pin his wings on him. He is now a utility pilot at Eglin Field and has signed up for P51. He is working hard for it and wants very much to be a real fighter pilot.

Enclosed is a letter to show proof of the same address in South Wales. Please send this old relic back to me for a keepsake. I hope you will comply with my request and that it will not cause you any inconvenience.

Let's all hope for a quick ending of this war.

Mrs. D. E. Morgan

Editor's Note: The Fly Paper frequently has been the medium through which old friends have found each other, but little did we think that we might be responsible for bridging the years by almost a quarter century. The letter Mrs. Morgan enclosed, dated May 29, 1923, came from 17 Church Street, Monmouth, South Wales; the cadet mentioned gave his address in the Listening Out edition of Course 21 as 11 Church street Monmouth, South Wales. Unfortunately, all the members of Course 21 already are in England or are on their way. We are writing to young Morgan in care of that address and sincerely hope that we will play our little part in the reunion of these Welsh and American families after all these years.

Miami, Florida

Dear Wain and Fellow-friends:

Does the mention of Chapman Field bring back nostalgic memories of land-crabs, sand gnats and mosquitoes? If so, perhaps you'd be interested in the following brief but accurate statement of condition as regards a few of the dashing, daring and traditionally famous sky-loving pilots who frolicked in the blue beyond over the wasted Everglades adjacent to Riddle Lake.

Although all of these, with the exception of ole faithful Curly Narrow, Ted Hunter, Lewis Smith and our favorite character, Mac Campbell, are scattered hither and yon, the topic of conversation when two or more meet still centers around the colorful past of Chapman Field.

So, consequently, taking all these things into consideration, you can easily imagine the pleasure we had at a partial reunion recently held at the Coral Gables Country Club.

There was Dave, "on leave-from-Pre-
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Letters from Britain

112 Wooley Wood Road
Shiregreen
England

Dear Sir:

We received a letter from you some months ago asking news of our son. We are sorry to inform you that he was killed in a flying accident over England in April.

I suppose the letter we sent never reached you, or we would have seen something in the Fly Paper about it. He used to look forward to receiving it and I always posted it on to him.

I am sure our son enjoyed every minute he spent in Florida. He was constantly speaking of it.

We heard from his Commanding Officer that he had every prospect of being a great Fighter Pilot, but of course I suppose things do happen.

We wish to thank you for all the grand times you gave our son—Sgt./Pilot Arthur Goddard, of Course 13.

Yours truly,

Mr. and Mrs. Goddard.

P.S.: We had him brought home to be buried.

Editor's Note: As we had not received the distressing news of Arthurs' loss, we wish to take this opportunity to extend the sincere sympathy of the Embry-Riddle company to Mr. and Mrs. Goddard.

9 Great Oak
Nr. Raglan
Mon., S. Wales

Dear Ruth:

My Dad sent on to me your Christmas Card and it literally came like a bomb out of the blue. At long last I have had some correspondence from dear old Clewiston; and with this in view I am settling down for the evening to try to outline a lot of news to you.

Firstly, a million thanks for that card. It was a heck of a surprise, but what a surprise! Many times I have wondered if you ever received my letters. One thing I do know—you are all still alive and attached to the school. A regular supply of Fly Papers have kept me well in touch with the school and I saw your name linked up with the canteen and Marcus with his Golf and Link section.

August 1944 (I think) my Dad received a letter from E. J. Smith, General Manager of Riddle Field, asking for my whereabouts and so forth. My Dad wrote in reply but we do not know whether it arrived. However, I hope that this will eventually reach you and that I will receive a reply in due course bringing with it lots of news of yourself, Marcus, etc.

Now comes the problem. How and where

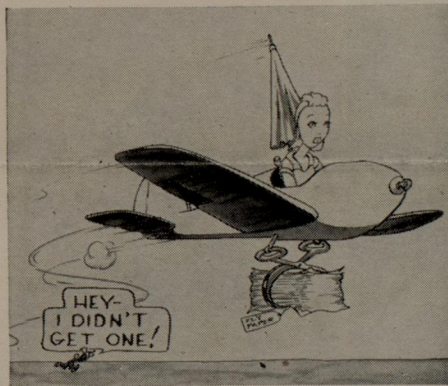
to start? Perhaps I had better put into précis everything that has happened to me since I left Clewiston station on February 19, 1943. Do you remember Course 10 leaving? I certainly do!

Well, here goes:

A short stay in Canada and then a quick trip across the Atlantic, quite safe and uneventful, arriving on March 23, 1943. At least everyone else had a good time, I, alas, contracted double pneumonia and nearly passed out, but I fooled everyone and pulled through.

Almost four months passed before I eventually got my leave, but that was a forerunner of much travelling around from convalescent homes to exercise camps.

In September, 1943, I started flying again. After a short course at an Advanced Flying Unit, I was sent to Scotland on an Instructor's course which was almost a repetition of my training at Clewiston. I was graduated as a flying instructor on



twin-engined aircraft and have been at Grantham ever since as an instructor on night fighters. (I don't think the censor will object to that information because there are lots of airfields in this vicinity and I could be stationed at any one of many.)

That is briefly what has happened to me in the past two years; of course, I could fill up pages of small things but doubt whether they would interest you very much. I do think you will be pleased to hear that I am instructing, for you often said that was what I should do. It seems so long since Frank Veltri, Mr. Coon, Fred Perry, Mr. Reeder, Bob Ohlinger and C. W. Bing put me through the mill. I often wonder if they are still doing the same thing.

It seems stranger still that I should be instructing now. It is not so very long ago that I had Pat Smythe as a pupil and have had quite a few from other Riddle Field courses.

I am always on the lookout for Clewiston boys because I get first-hand information about the school and those who run it. Inci-

dentally, my Flight Commander is F/Lt. Nolan of Course 2 (I think) and his deputy is F/O Smith of Course 5, 6 or 7—I'm not quite sure which. So, out of six instructors three are ex-Riddle Field boys.

At the moment I am a Warrant Officer and hope to be commissioned in about ten days time, so am gradually going up the scale. Promotion is very slow in Training Command but I should be on operations some time this year.

As far as I know, most of Course 10 are already on Ops, but have lost touch with most of them. Jamieson and Rowe-Evans are both F/Lts., and Peter West is a F/O, but other than West, who is in India, I don't know where they are. Smythe is a W/O and is stationed fairly near to me on an O.T.U.

The Fly Paper has furnished a little information about some of the other members of Course 10. Dixon and Land are now flying in a better land, I guess. So, alas, the famous Course 10 are not all in being.

As for myself—over 1,000 hours in my log book with 150 hours of Link. Not bad, eh Marcus? My service life has been quite interesting really, but I often think back on those few months at Clewiston and the lots of fun that went with it.

Actually, I have never lost touch with the U.S.A. because I am surrounded by

Continued on Page 10

Ridgeholme
Kington,
Herefordshire
England

Dear Sirs:

My son, Peter Train, was one of your lads who loved Florida and the training he had there. I have sent the Fly Paper on to him, as he has moved around.

He now has gone out East and writes, "Does the Fly Paper still come? If so, please send it on to us. Several of the boys in this Squadron were trained there and we are hoping to get news of Riddle Field again. It does not matter how old they are, it will be fresh news to us."

Could I ask you to send the paper direct to these boys instead of me? It means so much to them. I believe they were in Course 11. Peter Varley and my boy have kept together and each took a "Beau" out to the Chindwin. Now they are somewhere in India, "on the job."

Please send the paper on to the boys if you can. (Unfortunately, none have come through in three months.) I enclose the address.

I thank you for all your interest in the past and send you good wishes for the future.

Yours very sincerely,

Elsie L. Lewis.

Editor's Note: We not only have sent the current Fly Paper to Peter in India, but have sent him the last three issues, hoping that the two Peters and their friends will enjoy the news of Riddle Field.

THE TECH SCHOOL, WHERE NEW WORLDS ARE CONQUERED



REHABILITATION STUDENTS AND G. I. JOES ENJOY THE NEWLY-DESIGNED COLISEUM WHERE THEY RECEIVE EXPERT INSTRUCTION IN RADIO, RADIO COMMUNICATIONS, INSTRUMENTS, AIRCRAFT AND AIRCRAFT ENGINES. The upper left hand corner shows Embry-Riddle's Coliseum, home of the Technical School. On the right is Joseph F. Sullivan, preparing for an exam in radio communications. Benjamin Goldberg, James Chase (a private student) and Robert L. Brown, Jr., are in the middle row, reading from left to right. Instrument student Guy Lanier, lower left, is repairing a watch, while James DuPree repairs a radio on the right. In the inset is Thunder Cloud, the Tech School mascot, who is a glaring example of the color dynamics used in the building—he blends right into the neutral floor!

TECH TALK

Since the Embry-Riddle Technical School moved from its 27th avenue quarters to the Coliseum in Coral Gables, it can be said with confidence that it is the newest and most modern school of its kind. The last word in design, the latest methods in equipment and expert instruction have been employed to surround the students with an atmosphere of efficiency and comfort.

The boy at the Tech School whose rehabilitation is necessary or desired, the lad who is learning a trade under the G. I. Bill of Rights and the private student, finds himself in an environment that is the result of diligent study.

We know of no other school that has applied color dynamics throughout the entire building. The walls, the furniture, the machinery, all have been made to blend into each other. The application of soft greens and other neutral shades have been found restful and tend to ease the fatigue of the student.

Subdued illumination and careful attention to lighting effects assure less eye strain and are inclined to lessen the tenseness so frequently evident in the boy who is starting a new career.

Some of the students at the Tech school have received honorable discharges from various branches of the service and are applying themselves to radio, instruments, engines and other technical training to equip themselves for the post war world.

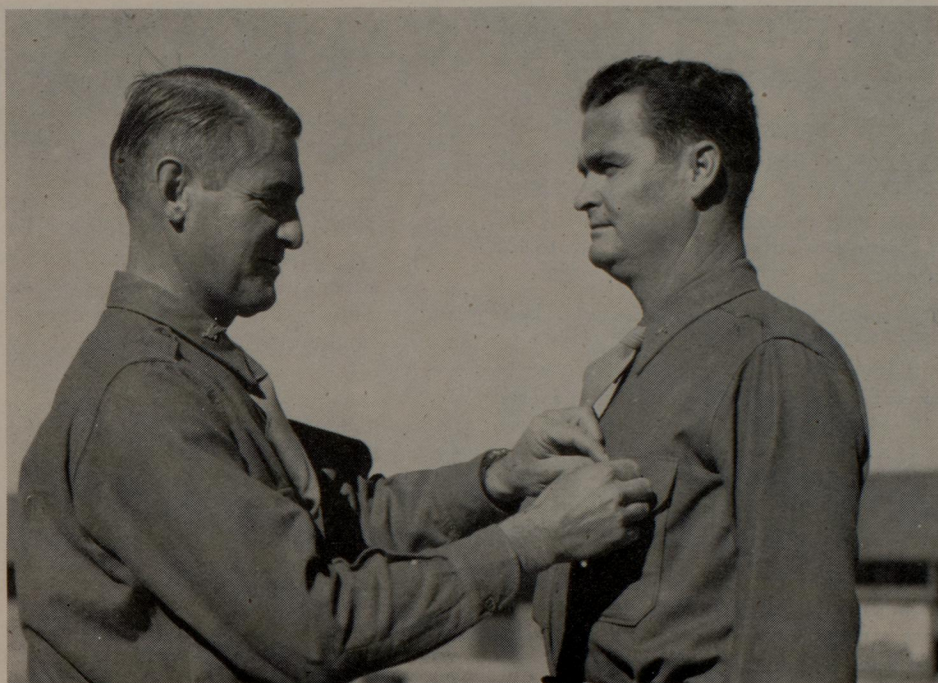
Robert L. Brown, Jr., was a corporal in the Marine Corps and served two years at sea. He was on the heavy cruiser Astoria which was sunk in the battle of the Coral Sea and was rescued with most of the crew. Brown is from St. Petersburg and hopes to join the Merchant Marine when he completes his course in Radio Communications.

Guy Lanier of Melbourne, Fla., whose 67 missions in the China-Burma-India theatre

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A CORNER IN THE TECH SCHOOL LIBRARY, where Ruth Westenhaver checks over some of the books in the most modern and complete technical library available to students of aviation. Ruth is secretary to Verner Vale, Director of the Embry-Riddle Technical School.



HEADQUARTERS, FOURTEENTH AIR FORCE, CHINA—Lt. Col. Oliver H. Clayton, former commanding officer of the technical training detachment at Embry-Riddle, is presented with the Bronze Star Medal for meritorious service by his commanding officer, Col. Clayton B. Claassen, commander of the East China Wing of the 14th U. S. Air Forces in China. Shortly before the presentation of the award at a decoration ceremony at Wing Headquarters, it was announced that Lt. Col. Clayton had been promoted from the rank of major.

Former Commanding Officer of Tech School Receives Promotion and Bronze Star Medal While on Duty in the China Theatre

Tech School was proud to learn of the promotion of its former commanding officer, Lt. Col. Oliver H. Clayton, from the rank of major, and that he had been awarded the Bronze Star Medal for distinguishing himself by meritorious service in connection with military operations against the enemy.

The announcement came from the headquarters of Maj. Gen. C. L. Chennault, Commanding General of the 14th U. S. Air Force in China.

Col. Clayton was commanding officer of the Army Air Forces Technical Training Command at Embry-Riddle from early in 1943 until he was transferred to overseas duty. For ten months he served as Wing Air Inspector on the staff of Brig. Gen. Clinton D. "Casey" Vincent, Commander of the 14th Air Force's East China Wing, and recently was appointed as Wing A-4.

Close Control

In addition to his duties as Air Inspector, Col. Clayton was coordinator of all transport plane operations in the Forward Echelon area of the 14th AAF from May 28 to November 7, 1944, from the time the Japanese started their greatest offensive of the China War and through the battles that resulted in the evacuation and demolition of the U. S. Air Bases at Hongyang, Kweilin and Liuchow.

In the words of Gen. Vincent, "His careful planning and close operational control of the dispatching, loading and routing of

the transport planes contributed importantly to the bringing in of vitally needed supplies on schedule and the evacuation of personnel and valuable material for the lost bases to other fields for continued operations.

Co-ordination

"His achievements in obtaining maximum use of all transports during this critical period, in spite of bad weather and operational difficulties, saved many thousands of dollars worth of supplies and materially facilitated the 14th Air Force's campaign against the enemy's ground forces."

Before being commissioned from civilian life as a captain in the AAF in November of 1942, Col. Clayton had been associated with Pan American Airways from 1936 to 1940 as a test flight inspector and instrument technician at Miami, Fla., and LaGuardia Field, N. Y.

Prior to joining Pan American, he served for eight years as an enlisted man in the U. S. Army. He enlisted in 1928 in the Ordnance Branch and a year later took a one-year course in the U. S. Ordnance and Electrical Engineering School at New Brunswick, N. J. In 1931, he re-enlisted in the Air Corps and served for five years in the engineering section at Maxwell Field, Ala.

In 1940, he became a civilian employee of the Air Corps Materiel Command, and

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CARLSTROM CARROUSEL

Welcome, 45-F

45-F, we heartily welcome you to Carlstrom Field. You, the 43rd class of cadets to be trained at this field, now bring the total trainees reporting to Carlstrom to the grand total of 10,000.

You have the best of instruction, both on the ground and in the air, that is obtainable; the best of care is given to your well being. You have the added privilege of training at the school with the highest safety record in the country.

We welcome you and hope that your stay will be a memorable one.

That Cherry Tree

This February issue will just have to adhere strictly to the truth, won't it, with Washington's birthday right around the corner! Maybe that won't be so hard!

Some of our former Carlstromites have been on the Field in the last week . . . hope you all saw them while they were here. Former Instructor "Bing" Crosby stopped by to see us the other day. He is stationed at Drane Field in Lakeland, and maybe you knew that there is a "Bing" junior now.

Did you see Lt. LeRoy Wade when he was here for a couple of days? Roy has been stationed in Ft. Myers for some time, and was just "between stations" when he was here.

Another fellow we welcomed back to Carlstrom recently was Julian K. Onsrud, now a 1st Lt. for his Uncle Sam. Onsrud was on his way to Columbia, S. C., where he will be stationed . . . Someone remarked that he looked like a "perfect little toy soldier" . . . Carlstrom salutes you, Lt. Onsrud.

Do you remember when Jess Thomas was with civil service here at Carlstrom

as a civilian athletic director? He's Capt. Jess Thomas now, and back for a visit from Moody Field, Valdosta, Ga.

A former cadet of 44-I who was on the field recently was Lt. Fred Helms. Helms made many friends both at Carlstrom and in Arcadia while he was stationed here, and is now in his final phase of training at Buckingham in Ft. Myers.

Newcomers

New personnel on the Field are, namely, Lt. Ralph W. Jollensten, our Statistical Officer, who comes from Darr Aero. Tech in Albany, Ga., and Lt. Henry Krawiec, whom you will find down in Flight Operations. To the infirmary staff has been added Pfc. Warner Biggs.

If you've been up in the tower lately you'll find Sarah Jones in the office of the Director of Flying . . . You'll hear her saying "Group Commander's Office" now instead of "number, please." Sarah was postmistress while Lula Mackie was on her vacation—versatile, I'd say.

Bobbie Lee Kistler is now working with Intelligence! Perhaps she has been working intelligently all along, but now you'll find her in the Intelligence Office. Wilda and Wade Howe are on furlough. Mary Melton is working in the Stat office until Wilda returns. Did we say Mary Melton—it will be Mrs. Roy Weiner on February 24. Congratulations to you two!

Speaking of weddings, Ray Farwell, head of the Parachute department, was married January 21 to Hazel Thompson of Wauchula. Mrs. Farrell is also a former Carlstrom employee.

Southpaw Glitter

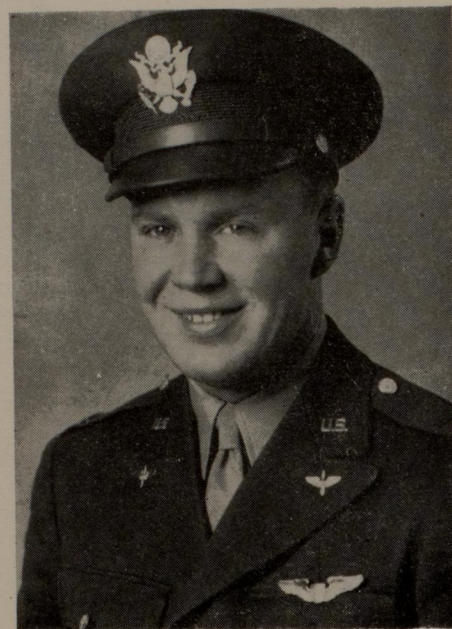
Have you seen that diamond on third finger left hand of Martha Holbrook? The lucky guy is a former Dorr Field enlisted man who hails from Buffalo, N. Y. If Martha starts working those payrolls with her left hand now, you'll know why!

Our Civilian Personnel office has been moved from the barracks over to the Ad. Building . . . it seems to be much more convenient to all concerned . . . and the phone number is No. 3 now!

And we have a new switchboard operator, Dona McLeod. Dona's been with us before and we are glad to have her back. By the way, she usually keeps something good to eat up there for those who stop by—but don't tell her where you picked up the information!

Champion!

In the recent MARCH OF DIMES campaign Carlstrom Field donated \$216.00 toward the drive. Much credit should be given to Lt. Waters, who was head of this committee. Lt. Waters is now stationed in Lakeland on temporary duty as Commandant of Cadets at Lodwick School of Aeronautics.



1ST LT. DONALD H. MACGUFFIE, cadet in Carlstrom's Class 43-C, is now somewhere in the South Pacific as a pilot of a C-47 plane in the Troop Transport Command. He has received the Air Medal with four Oak Leaf Clusters and the Distinguished Flying Cross with two Oak Leaf Clusters. He is the son of Mrs. Elizabeth MacGuffie of Moosic, Pa.

And don't you people forget to turn in any good news you might know to the Fly Paper . . . sho' nuff now.

P.T. Progress

Signs of progress have been in evidence around Carlstrom Field's P.T. Area during the past few months. Lt. Smith, Physical Training Director, reports that clay has been placed on six volleyball courts, five basketball courts, used to patch four softball diamonds and now is being put on the four football fields.

Co-operation

We have the County to thank for the donation of a "Blade" to level the courts and the City of Arcadia for the loan of a ten-ton roller to pack the clay. Embry-Riddle came to the fore by securing two dump trucks for hauling. And the men who really did the work are Lt. Smith and the members of the physical fitness department, Lt. Weiner and S/Sgt Treadway. Through the cooperation of all concerned Carlstrom Field is well on its way towards having one of the best athletic areas in the command.

Added improvements for the near future will be the planting of grass on the football fields and the placing of padded posts on the basketball courts, which will serve to further reduce injuries.

Intra-field Games

In recent intra-field games the officers soundly trounced the enlisted men 8 to 2 at softball, and Capt. Morgan's "Little Blues" hold the upper hand over Capt. Collier's "Big Reds" in the "Loser-Buys-the-Beer Series," six games to two.



AVIATION CADET ROBERT R. ROSS, whose home is in Franklin, Pa., received his C.T.D. training at Duquesne University in Pittsburgh prior to being transferred to Carlstrom Field in Class 45-E.

Flight Lyin'

Carlstrom Field trainees now are flying the Boeing Kadet PT-13 ships in the place of the PT-17 formerly used. The pilots report that they like the "13" much better. The engine runs much more smoothly, operates with less noise, and thus less fatigue is involved.

The two planes have the same airframe, but different engines. The PT-13 has a few more gadgets on it, which includes the installation of the new electric two-way communication system whereby a student can give in to the feelings of his instructor instead of it being one-way all the time.

If you'd like to be technical about the difference in these two planes, the PT-13 has a 9-cylinder Lycoming engine with the exhaust ring in front of the engine, while the PT-17 has a 7-cylinder Continental engine with the exhaust behind the engine! But just between you and me, they *look* just alike!

We welcome to our ranks the new flight instructors, "top-notchers" from Raymond-Richardson at Douglas, Ga. They are George W. Goetzen, former Director of Flying; Dudley B. Reed, former Group Commander; Stanley Beach and P. D. Schlundt, former Squadron Commanders; Gordon Bellah, J. T. Cotton, J. L. Gray, R. T. Rundlet, former Assistant Squadron Commanders; and C. S. Compton, R. H. Corkran, A. S. Cross, Jr., and C. H. Sherrill, flight instructors. We hope your stay at Carlstrom Field will be a happy one! We are proud to have you.

Assistant Squadron Commander Fishel who has been flying airplanes for the last seven years fell off the fender of his car and broke his arm—and now he realizes that the safest thing he can be in is an airplane. And we've discovered an artist in our midst, namely, none other than Wilis Bishop.

Johnnie Duris is back with us after spending a week in the Sarasota hospital. He tells us all it was food poisoning, but knowing Johnnie we think it is his heart!

Well—so long for now. Keep in the groove, but stay out of a rut, folks!

FULL HOUSE

The Antilla Hotel, which is operated by Embry-Riddle under the Housing Division, has been running to capacity for some time. This is due to the able management of James J. Helm and his capable staff.

Situated on Ponce de Leon boulevard, this hotel is one of the most charming in Coral Gables. Attractive rooms, efficient service and an excellent dining room have gained for the Antilla a reputation for the last word in superior quality.



JUST ONE PHASE IN THE HUGE OPERATION AT EMBRY-RIDDLE'S AIRCRAFT AND ENGINE DIVISION.

Trade-In Policy is Established At Embry-Riddle A&E Division

There was a time when you decided that you had out-grown your old automobile or that it needed such major overhauling that it was the better part of judgment to trade it in for a new one or a later model. We want no cat-calls from the audience—we are about to leave that unhappy subject and launch into the trading-in of airplanes.

Yes, you can trade in your airplane—or almost any part of it for that matter.

Embry-Riddle, with an eye to the stimulation of private flying, has established a trade-in policy for aircraft, aircraft engines, propellers, instruments and accessories.

Reconversion

For over two years the Embry-Riddle Aircraft and Engine Division overhauled engines for the Army Air Forces, concentrating on precise attention to the smallest detail, efficiency and speed. Using production line methods, the A and E Division attained an enviable record in overhaul and repair work and the natural sequence is reconversion to serve the needs of private aviation.

There are thousands of people now interested in aviation who would take up private flying if the initial cost of an airplane were not so great. To be able to purchase a second-hand airplane with the same surety as buying a second-hand automobile would doubtless provoke the interest of the most conservative.

Less Upkeep

Rebuilt carburetors, second-hand magnetos, second-hand engines and all parts pertaining to aircraft, will make it possible to reduce the expense of the upkeep of an airplane.

There are obstacles of course, but with the aid and backing of the CAA the pos-

sibility of trading in your old plane will be effected with the same simplicity as is now possible in transferring the ownership of your car.

For example, you will be able to fly into Chapman Field, have your engine removed, a newly-overhauled one installed and in three hours take off to your chosen destination.

Caution

But great care must be taken when the trade-in policy is definitely a part of aviation. Inferior workmanship, chap overhauling and get-rich-quick methods of hasty and inadequate repair jobs will dampen the enthusiasm of the owner of the plane if it spends too much time in the hangar.

Also, inferior workmanship and carelessness may easily cause serious accidents, not to mention the expense involved in repairing a damaged plane, much less a damaged human being.

Embry-Riddle, in its reconversion of the Aircraft and Engine Division in the interest of private and commercial aviation, stresses on the minute inspection and extreme care in every detail that it used with such success in the overhauling of engines for the Army Air Forces.

Ingenuity

The huge shop on 20th street is fully equipped to meet any type of repair, overhaul or maintenance for light planes. When tools and equipment were unobtainable from outside sources, the company designed and manufactured many themselves and, in many cases, provided implements that proved more ideally suited to their needs.

Ingenuity was shown in the design of an adjustable cylinder-honing stand, making it possible to hone cylinders and reface valves without removing them from their

Continued on Page 9

CHAPMAN CHATTER

By KAY VAN AKEN

We're flying up a breeze out here at Chapman these days. It's mighty good to see the Cubs and Fairchilds zooming madly in and out and up and around, and Operations buzzing and noisy with shop talk.

Old students are returning and new ones are flocking in from all other the North and West and South—and from Miami, too. That cold weather up North does its best to dampen that good old air consciousness—but Miami's agreement with the Weather Department is being gossiped around in northern flying circles and the Yankees are coming in to give our famous flying weather a try.

North and South

The Jim Clemens are combining business with pleasure while he's working toward a rating—and they are doing a little muttering about the thought of having to return to Chicago when the business is completed. Barbara Kelly, in from the West, and Barbara Potts, from the North, can't believe this perfect flying weather can go on and on the way it does.

Felipe Monino is up on business from way South—Barranquilla, and getting his flying in at the Field while he is here. Not many days when there aren't at least one or two Navy or Army boys around, too.

Ev Bowman, our new dispatcher, is scheduling students, planes and instructors with a gentle but firm hand, and making them all enjoy it. Red Bensman has come over from A.E. to take over Line duty and do a little flying and get a sun tan.



THE FLYING BUG BIT BARBARA POTTS so thoroughly that she has temporarily deserted her home in Rumson, N. J., to take up the business of piloting at Chapman.

He's beaming all over the place—the beam is gradually quieting down from a bright red to that golden over-all pattern, and he says his nose is more comfortable now.

Ways and Means

Ann Grizzelle has no fault to find with the bus transportation to the Field, but she makes a specialty of ways and means to get from here to there. Her first preference is flying—now we see her cruising out to the Field on her new motor bike, and we understand she spends her spare time away from the Field riding horseback at the riding academy in the Gables.

Merrie Carpenter made a forced landing



FAMOUS FOUNDER OF THE FLYING TIGERS, WILLIAM DOUGLAS PAWLEY (left) decided that it was about time that he learned to pilot his own plane. He is seen with his son, Bill, Jr., at the Seaplane Base where he, one of the best known men in aviation, is taking flight instruction. His son recently arrived home after many months in the China-Burma-India theatre of war.

over the side of the little foot bridge into the creek the other day—parachute and all. No, there was no airplane involved. It was rather a muddy landing but she couldn't help laughing, either—it was funny.

Mary Willcox's enthusiasm for flying is overflowing to other members of her family. Her mother, Mrs. G. Paul Seabreeze, finds it pretty exciting, too—as does her brother, Harold.

Earl Battersby is turning out expert maintenance in tremendous amounts. We are continually amazed at his super disposition—clamors from every side for immediate attention don't seem to ruffle him, and that smile stays on while he gets things done.

This chatter business could go on and on, but we had better save a bit for next time. Come on out to the Field in the meantime to keep up on the latest dope.

Talk can defeat—
Silence assures victory!



MOTHER AND DAUGHTER WAIT FOR THEIR SHIPS. Mrs. G. Paul Seabreeze (right) and her daughter, Mary Willcox are down from Philadelphia keeping abreast with modern times by taking flight instruction at Chapman Field.

LETTER

Continued from Page 2

Flight" Pearlman, former Flight Instructor, who, after six months of indoctrination has been deemed acceptable as Pilot Material and will commence flight training shortly; Martha and Tim "Pan-American Grace Co-Pilot" Heflin already flying scheduled runs; Gardner Royce, unanimously voted our choice as the Most Popular Pilot in the Southeastern Flying Field today.

There was Billy Fernandez, the gal who immortalized the Trials and Tribulations of a Control Tower Operator; Leona Gulko and ever-constant Eugene Masters, looking mighty fine and fitting in his Merchant Marine rigging (we're wondering WHEN the merge?)

There was Chapman's contribution to the society for more and louder laughs, Mac Campbell, who says that after 50 more missions in his Ford-38 Controllable Pitch, clipped winged gas truck, he not only expects a furlough but the purple heart and promotion from Line-Boy to Line-MAN.

And last but not least, one ever-lovin' friend husband, down from the muck fields of Clewiston. (Clewiston's the notorious place where everybody I met is either a Flight Commander, Squadron Leader or a Democrat, bless 'em.)

But, nevertheless and notwithstanding, the place reeked with joy, in spite of the fact that unsuccessful efforts were made to convince a few in particular that the Country Club was too old for such reunions.

And so, in appropriate and fitting manner we proceeded to toast ourselves to an even-glow in fond memory of all who were not able to be present. Least of all these was honorable Mr. "G" Gibbons, who has left Embry-Riddle after more than four years of unexcelled service, thusly

writing finis to the colorful era herein-before mentioned.

Not to forget our buddy-pals who are now affiliated with Eastern Airlines, such as Wilbur Sheffield, Jim Pollard, Bill McGrath and "on leave to the Navy" Tom Moxley. Tom, incidentally, is now in Oklahoma but due to be transferred soon to the Advanced Naval Instructor School in New Orleans.

And if you're wondering what has become of likeable Tiny Davis, "the fellow with the built-in parachute," plis' be advised he has resumed his position in the Wholesale Grocery bezziness. Guy Haygood still has his filling station complete with everything but gas.

Jack Muller, "The Gremlin," is reported doing a good volume of business as sole proprietor at Hollywood Airport, and Herb (the red-bearded shriek) is as busy as a lost buzz-bomb over at the Macfadden Deauville. June Page is reportedly working for a local banking concern, Jennie Mickel Harris and Tillie Tiley are busy with their respective offspring.

And so it goes, the wheels continue to turn, but where ever and whatever they are doing, I speak for the gang when I wish them good fortune throughout the year and hope for not too distant renewal of old acquaintances in the peaceful years to come.

All the best to you, Wain, for the fine efforts we all appreciate so much in keeping us coordinated with current events. I look forward each month with anticipation for the Fly Paper which still has a little hunk of me filed away in some of the old copies.

Best of luck,
Cookie

Editor's Note: Need we explain "Cookie" to our readers? We doubt it. Anyone who



G. RALPH KIEL, PUBLIC RELATIONS DIRECTOR



TOMMY SUTTER, SOLOING AT CHAPMAN FIEELD ON HIS SIXTEENTH BIRTHDAY, receives the congratulations of his instructor, Lewis M. Smith. This ambitious young man hopes some day to have his own "flying orchestra."

ever heard of Embry-Riddle's landplane base knew the effervescent, witty and completely charming Cara Lee Cook DaBoll.

TRADE-IN

Continued from Page 7

positions. The division has sandblasting and metalizing equipment, a portable test cell, infra-red drying oven, magneto testing equipment and many other extremely simple and convenient installations to do skillful work in record time.

When the war is over private flying will grow by leaps and bounds and the aviation industry is preparing to be prepared. The owner of a plane will fly from Maine to Florida, from Florida to California, and there must be adequate service every step of the way. The glorified service station at an attractive airport, immediate and thorough attention to the aircraft by skilled mechanics will, as it did in the automobile industry, be of great benefit to the private pilot of tomorrow.

Necessary repairs, complete overhaul or the trading in of a defective part will be available, and Embry-Riddle's Aircraft and Engine Division is paving the way.

CLAYTON

Continued from Page 5

in 1941, rejoined Pan American to direct training of ground personnel in the Ferrying Division. After being commissioned in the AAF, he was assigned to Embry-Riddle.

Col. Clayton's wife and five-year-old daughter, Linda, live at 614 Sorrolla avenue, Coral Gables.

On behalf of the entire Embry-Riddle organization we wish to extend congratulations to Col. Clayton for both his promotion and decoration, and wish him the best of luck and continued happy landings.

Tommy Sutter Solos On Sixteenth Birthday

Since he was thirteen years old, Tommy Sutter has pattered around Chapman Field, spending his week-ends polishing and cleaning planes and helping the mechanics with other maintenance work. From the money that he earned, Tommy paid for eight hours of flight instruction, and on his sixteenth birthday his instructor, Lewis M. Smith, handed him his CAA solo permit.

Tommy has great plans for the future. His ambition is to have his own "flying orchestra" that will travel by transport plane from New York to Rio, filling engagements throughout the hemisphere.

For the past six years he has been dreaming about this orchestra with wings, and has nurtured his musical aspirations by taking piano lessons and playing the trumpet. He plays the latter in the concert and football bands at Miami Senior High School, where he is a junior.

"Ever since I was a kid I've wanted to have my own band and fly from city to city, playing engagements," he said. "We could carry the whole band in a transport plane and if it were a little more expensive that way we could more than make it up by the extra engagements we could play with the time saved."

Tommy's father, Alfred O. Sutter, is field manager at Chapman and his mother is well known in the educational field in Miami, and is principal of the Sylvania Heights School.

The enemy's ears
Are opened wide
So military secrets
We must hide!

New RAF Administrative Officer Assumes Duties at Riddle Field

To the musical accompaniment of 3 pt. 5 ack-ack guns, F/Lt. Spencer Boddington, Riddle Field's new RAF Administrative Officer, managed to put three coats of paint on the walls of his home in England in lieu of sleeping. Placed right in his backyard, this orchestra of destruction changed the quiet countryside to a turbulent spot of unrest. There was no sleep, but work could be done.

Trained Cadets

F/Lt. Boddington did not come to No. 5 BFTS as a stranger; associated with the training of air crew cadets while stationed in the north of England, every cadet destined for the British Flying Training Schools in the United States and Canada was known to him.



F/LT. SPENCER BODDINGTON, RAF ADMINISTRATIVE OFFICER at Riddle Field, Clewiston.

"I am very pleased to continue in the training of these cadets, said the Flight Lieutenant. "It is a natural sequence to my post in England. Another phase."

Joining the RAF in April 1941, Boddington was commissioned in October of that same year. He served in the capacity of Entertainments Officer and did magnificent work for the RAF Benevolent Fund and for the Wings of Victory campaign. He was responsible for a symphony concert by the well known Halle Orchestra and an all star variety concert, which raised many, many thousands of pounds.

Sent to America

In October, 1944, F/Lt. Boddington was sent to the United States and was posted to the RAF Delegation in Dayton, Ohio. He recently was transferred to Riddle Field to relieve F/Lt. L. N. Kenyon who has since returned to England.

F/Lt. Boddington attended Wimbledon College and rowed for that school and Thames clubs in the Hendley Regatta. Before entering the RAF he was in the textile business in the south of England, making smocks, house coats, etc. The factory has

since switched over to industrial clothing, such as coveralls and workman's uniforms. The business premises have been subjected to enemy action and not a window has been left unbroken, but they still are carrying on.

As this paper goes to press, F/Lt. Boddington is in the midst of preparations for No. 5 BFTS' Winter Dance to be held at the Sugarland Auditorium tomorrow night. The proceeds will go to the sports and entertainments fund.

As RAF Administrative officer at Riddle Field, F/Lt. Boddington is adjutant, accountant and in charge of equipment. We wish him the best of luck in his new post and hope that his stay at Riddle Field will be a happy one.

LETTER

Continued from Page 3

your boys and spend lots of time with them. I have never met anyone from Clewiston itself, but lots from Florida, Georgia and other southern states. My Mother had a couple of U.S. boys going home for supper for quite a while, but they are in France now so have lost touch with them.

I often wonder whether I will ever get back to No. 5 BFTS some sunny day—as an instructor, perhaps? One of Course 10 did go back, I believe. Those few months I spent there certainly went by far too quickly. I would sure love to go back again and see you all. In spite of being a couple of thousand miles away I still know quite a lot about No. 5 and what goes on.

I mentioned the Fly Paper earlier in this letter. As far as I know now I have a complete set since I left and have saved them all up to look back upon at a later date. Your photographs have appeared from time to time and they certainly bring back memories.

England, or I should say Britain, is still as good as ever, knocked about a bit here and there but still chugging along quietly. In spite of almost six years of war we definitely are not starving, a bit thin in places, maybe, not quite as bright as peacetime, but pretty good on the whole.

Everyone here thinks the War will be over this year. I wonder? The newspapers are quite promising and the news is good, so perhaps it will be finished in 1945. The Japs will need a bit of beating, but we should be able to help Uncle Sam knock them out.

A few things I long for—a spot of Florida sunshine, coke, an orange, or maybe a grapefruit also would be welcome. I believe I had my share in Florida, but what a contrast at the moment! Outside my window I can see nothing for snow. We have had over two feet in the last 36 hours and it is still snowing. It does not



WARRANT OFFICER J. A. MACDONALD, the outstanding cadet of Course 21 at No. 5 BFTS, Riddle Field, tops his navigators wings with those of a pilot. MacDonald comes from "way down under," Rockhampton, Queensland, Australia.

stay long in this country, however, which is a comforting thought. I hate the stuff. No doubt it is so dashed hot that you can hardly breathe in Clewiston!

I hope that one day an answer to this letter will find its way to me. I shall be delighted to hear all the news and what's going on in Florida. Is No. 5 BFTS as good as it was when Course 10 were there?

So here's wishing you and Marcus all the best in 1945 and always. Kindest regards to any of instructors if you see them on the camp.

Yours very sincerely,

Frank Canaway

Editor's Note: We wish to thank the Blounts for permitting us to publish Frank's interesting account of himself and his fellow course members. His father's reply to Mr. Smith's letter did arrive—it was postmarked June 4, 1944. We sincerely hope that it won't be long before Frank gets another taste of Florida sunshine, Florida fruit and coke!



A/C D. K. FREETH, OF COURSE 22, IS EDITOR of the Riddle Field cadet news in this issue, and next month will supervise the Listening Out edition of his class.

'ROUND RIDDLE

by HILTON I. ROBINSON

Once again we roam about the camp and stop off at the Post Supply where we find a well-arranged stockroom under the management of Eugene Kelley and his able assistant, Connie Bowen. Mr. Kelley is a native of Fort Lauderdale while Mr. Bowen grew to manhood in Moore Haven.

Leadership

Both of these young men not only take care of their jobs with Riddle-McKay but also are valuable citizens in their own communities. Wherever you see any civic enterprise, there you will find these stockroom men. Kelley is a boxer of no mean ability and his given valuable assistance in Boy Scout leadership. He also is an ardent fisherman and upon occasion will take to the water if he deems it necessary to land his fish. Connie is a basketball and football player and frequently officiates in High School play.

These men make it possible for Riddle personnel to get necessary supplies within the minimum of time.

Pioneer

Next door to the Stockroom is found the Transportation department under the direction of Eugene Williams. Mr. Williams needs no introduction to Riddle-ites as he has been with the company for a long time, filling many important positions. He is a pioneer in transportation development, having at one time organized the largest and most efficient transportation facilities in the South.

Mrs. Williams looks after the office work while T. M. Gomez and Chester Alley are the mechanics. Our bus drivers, Messrs. O. Mizelle, Ball, Boe, Taylor, Stanford, Jacobs, Mott and Summerall, have established an enviable record in always being on time and going out of their way to see that everyone gets in and out of the station on schedule. Their safety record is perfect, having driven thousands of passenger miles without an accident.

H. F. Edwards looks after the maintenance of the flying fields and is assisted

by E. Archer and F. Archer.

W. L. Wetherington, the station carpenter, also has his shop in the Transportation building. He is a very busy man and is capable of taking care of any assignment from erecting a building to making a minor repair.

The entire personnel is happy to see F/Lt. S. D. Harvey back on the job after an extended absence due to his serious accident.

TECH.

Continued from Page 5

of war with the 14th Air Force were climaxed by a parachute jump to safety, is taking a course in instruments.

James DuPree of Cottdale, Ga., served many months with the 1st Cavalry Division in the southwest Pacific and has chosen the study of radio and radio communications.

Benjamin Goldberg of Norwich, Conn., studying radio under the G. I. Bill of Rights, was discharged from the infantry after a serious accident. He expects to make radio repair his life work.

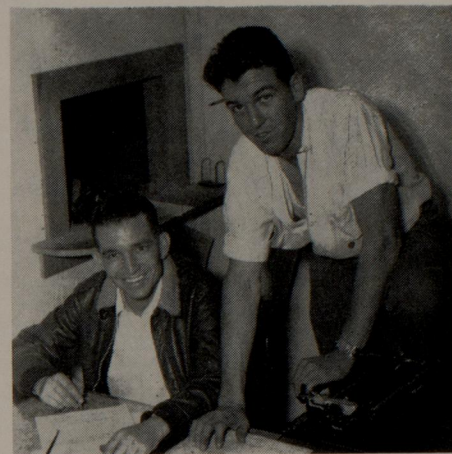
Joseph F. Sullivan of Buffalo, N. Y., discharged from the medical corps on account of ill health, also has taken up radio communications and hopes to be employed by an airline.

The Technical School is playing an important part in the veterans' rehabilitation program and is planning for increased courses and staff to handle the training of a large number of men.

NEW COMPTROLLER

J. W. Liversedge has officially assumed the duties of Comptroller of the Embry-Riddle company and affiliated organizations.

We all wish "Bill" happy accounting, happy auditing and happy landings in the sea of finances.



THE STOCKROOM BOYS, EUGENE KELLY AND CONNIE BOWEN.

RIDDLE FIELD WEATHER REPORT FOR OCTOBER 17-18 (1944)

The teletype is clicking away
"We're going to have some weather today."
Our weather-man does tear his hair
And almost tears what isn't there.
Then he shouts: "It isn't fair!"
That he should have to stay.

And now he's pacing up and down
With scarcely time to turn around.
The windows rattle, the phone is ringing
And all the time dear Robbie's singing:
"I know what this wind is bringing.
I'm going to leave this ground."

Then in the receiver he hears a voice say:
"Will all my petunias blow away?"
"My gosh! Good woman, you better get goin'.
Say, can't you hear that wind a'blowin'?
And if you're knowin' what I'm knowin',
You'll clear out right away."

With one last glance at the teletype sheet,
Robbie rips off fully three feet.
Then for his car he heads with speed,
Carrying nothing which he doesn't need.
Following where the road did lead,
He really clears out neat.

Then far away at a small hotel
Robbie stopped and felt quite well.
But the storm caught up to him in the night
And the way it blew sure was a sight.
As everything shook, he said in fright:
"I told them we'd catch hell!"

But back at Riddle we calmed our fear;
The wind subsided, the sky did clear.
So Robbie returned to scenes sublime;
Our palms still standing right in line.
He said: "Now fellas, ain't that fine?
I led the storm away from here."

Forecast: "... mild gusts, etc."

—Anon.



T. M. GOMEZ, EUGENE WILLIAMS AND CHESTER ALLEY OF TRANSPORTATION.

COLONEWS

By LIL KENYON

Three cheers for Sam Sparks on the interior decorating job he did in the Colonnade lobby. Poor Sam, he had a host of kibitzers who bedevilled him with suggestions: "Put the prop up a little higher;" "The Keep 'em Flying banner ought to be lower"; "I can't see the clock from here." Sam's retorts to his little helpers will be left unquoted.

While in the Personnel department we must mention the Bloomer Girl. Was Gertrude Bohres face red when that sobriquet was given her after a story, accompanied by a picture of her admiring those many yards of luscious real silk, came out in the *Miami Herald* about the uses of condemned parachutes.

Super Salesman

It was all Catherine Witherspoon's fault, who, by the way, is assistant to our Public Relations Director Ralph Kiel, because she wrote the story and approached it from the angle of making "unmentionables."

But the joke wasn't all on Gertrude—Bob Davis took a bit of ribbing, too, when "Gramps" Carpenter came into the warehouse and asked for "the panties salesman!" Bob was the super salesman who was so enthusiastic about the advantages of a parachute in the home that he prac-

tically was responsible for the sale of all of them in record time—so super was he that he neglected to save one for his wife!

Peter Ordway's visit to the Colonnade a week or so ago was brief but breezy. Our former Dean of Admissions, now a junior grade lieutenant in the Navy, recently was transferred from Norman, Okla., to Sea Island, Ga., and is very happy about the whole thing.

A Bit of Glamour

Congratulations to Mr. and Mrs. George Albrecht on the birth of Diana Cushing, who came into this world on February 4th. The proud mother, our former Frances Fredericks, said Diana weighed six pounds at birth and looks like both her parents. We bet she's a wee bit of glamour if she looks like her Ma.

It's like old times seeing Jimmy Koger's smiling face again. Jimmy, who is in charge of liquidation of surplus stock, says "Brazil was never like this!" Everyone joins me in saying that it's nice having him back with us again.

Now, Adieu

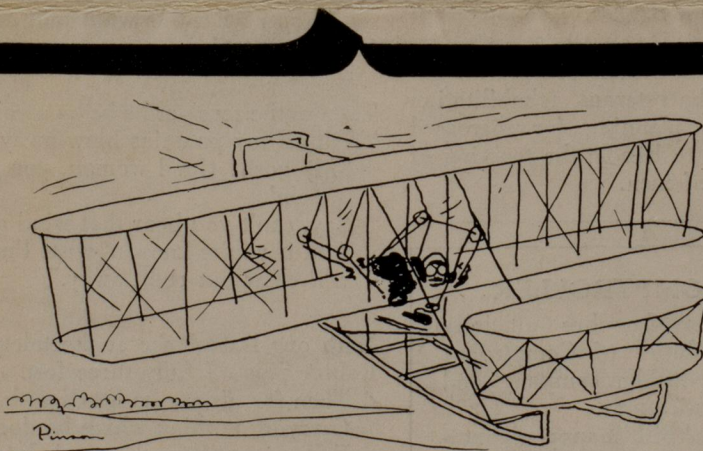
I almost wrote my swan song about last May; however, Cupid with his sharp arrows, pierced the tho't and I decided to stick around these parts which, all at once, proved more interesting than ever.

Cupid did a very thorough job and now I find I must stay at home and read up on new methods of getting three-cornered pants to stay on! My association with



REAL SILK! YARDS AND YARDS OF IT as is demonstrated by Gertrude Bohres. Condemned parachutes, put on sale at the Colonnade, went like hot cakes to the gals with an eye to reconversion. Our charming model took a few moments off from her duties in the Personnel department to show us one way to use a parachute.

Embry-Riddle has been most interesting, never a dull moment, and I must say that I've met the nicest people in the world here. It's been swell, folks, and I hate to leave you-all.



You're Right, Brothers— YOUR WRIGHT BROTHERS SURE STARTED SOMETHING!

It's a far cry from the flimsy contraption in which the Wright Brothers defied the law of gravity, to the sleek, speedy planes of today. Few people, indeed, anticipated the amazing advance which Aviation has made in a few short years.

The coming years will bring developments equally amazing in their scope. For Aviation has just begun to hit its stride . . . and those who build with it can go far. Why not find out how easily and quickly you can get the training you need for a real career in Aviation?



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