

# EMBRY-RIDDLE

## Fly Paper

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Miami, Florida

## A HISTORY OF EMBRY RIDDLE

By Lester A. Davis

Embry Riddle, International School of Aviation has been described as the largest and oldest aviation school in America, and certainly it enjoys this reputation, but not without reason. When one delves into the history of aviation he finds a close association of the school's development with the major events of aviation.

Just fifteen years after the first powered flight by the Wright Brothers, Embry Riddle was established at Lunfkin Field, Cincinnati, Ohio. The site was chosen by Mr. Tally Embry and Mr. John Riddle. With a vision that recognized the future needs of the aviation industry, which has proved to be the most dynamic industry of our time, the school was designed as a combination aviation mechanic and flight school has sent graduates into the field of aviation to play an important role in the growth of this industry.

In 1939, under the canny judgment of Mr. John Riddle, the school was moved to Miami, for the reason that the Miami area was rapidly becoming the major gateway to the South American countries and was to become, thereby, one of the major aviation centers of the world. The rapid expansion of Miami, the continuing growth of trade between the United States and South America has borne this out.

The real significance of Embry Riddle's position in aviation was felt during World War II, when the school was commissioned to train Pilots, Mechanics, Navigators, and other specialists for the Army Air Corps. The training became so extensive in fact, that many subsidiary branches of the school were established. Training fields were established at Clewiston, Florida; Arcadia, Florida, Riddle-McKay Field in Tennessee, as well as our operation at Amelia Earhart Field in Miami. A mechanic's school was established in the Aviation Building and was later moved to the Coliseum on Douglas Road. A Seaplane Base was established on Venetian Causeway, and Civilian Pilot Training under the CAA CPTC program was established at Chapman Field on Biscayne Bay. A mechanics school was later established at Sao Paulo, Brazil, which gave the school an international cast. Many thousands of graduates, both United States Citizens and Foreign,

under this program served the armed forces.

In 1944, Mr. McKay became owner-director of the school and determined the direction toward which it was to develop in the future. At this time the school was approved by the Civil Aeronautics Authority for the training of Civilian Pilots. Of course, with the end of the war, the subsidiary branches of the school were closed and the training program lessened to some extent. The school continued, however, to continue its training of mechanics and pilots at its various facilities throughout the Miami Area. October of 1947 saw the school established at the Opa-locka Naval Field: In the same year, as well, the 2 millionth hour of flight training was logged under Embry Riddle supervision. Yes, the school had enjoyed an illustrious past, but what of the future? The facilities at Opa-locka encouraged the enlargement of the advanced mechanic's school and the initiation of an Aeronautical Engineering program. This included an Aeronautical Design Technician's course and a Aviation Maintenance Technician's course. This was accomplished and recognized as the trend of the school's planning.

Shortly after the Korean Emergency, the Marine Corps reactivated Opa-locka for military operations; and the school suffered a minor setback in the realization of its plans. The mechanics and engineering schools were moved to the Aviation Building. Later the Engineering school was discontinued temporarily. The flight school was moved to Tamiami Field, then an adequate site for Embry Riddle's operation. Again, the process of development and expansion began. Plans to reestablish Engineering were formulated and carried out. New programs such as the Business-Pilot's Program, the Combination Commercial Pilot and A&E course was formulated. A new hangar was built at Tamiami in anticipation of the accelerated flight programs which would necessitate the purchase of new equipment. New planes were bought, new equipment for the Aircraft and Engine courses were bought, new facilities for the Engineering school were built, and gradually the school began to take shape again as a principal aviation training school. From the extensive programs being planned for all departments, Embry Riddle reveals itself as a school of determination; that it will continue to be of great importance to the aviation industry is its underlying motivation. As the aviation industry continues to dominate industry in the United States, the national and international reputation of the school will continue to be enhanced as a school for this industry. Watch the school; light a personality, it is going places.

### "HAPPINESS"

By ROBERT M. WILLIAMS

You should have been with me one night,  
Returning home at mission's end;  
With not a speck of land in sight;  
The battered plane my only friend.

I counted white caps on the sea,  
I watched the moon lit clouds go by,  
My guiding star directed me  
On through the dark and endless sky.

I heard a voice call out my name,  
"Who speaks to me?" I asked out loud.  
"Are you a gremlin come to claim  
Another airman for your crowd?"

I looked and saw a Godly man,  
And though but barely room me,  
He did within my cockpit stand  
And said these timely words to me.

"Be not afraid: I'll see thee home.  
Man has only himself to fear.  
While seeking others to destroy  
He is by himself destroyed."

"I do not doubt your word," I said.  
"I am not troubled by my task.  
The thing that troubles me instead  
is, What is Happiness?" I asked.

"Happiness is like Mass, Length and Time.  
We make it and measure it ourselves,  
As big as you like, as little as you please,  
Consisting always of contrasts and comparisons.

Happiness is a shadow of the past.  
That many falsely believe to be the future."  
What Happiness is, I now do know  
But tell me sir, "What makes it so?"

"Happiness depends, as nature shows, More  
on Spiritual things than most suppose.  
Material Wealth is but false happiness;  
The maker of slaves from would-be Masters.

The supreme happiness of life is to love  
And be loved in return."  
I only wish I understood  
If happiness is or is not good.

"Happiness is the only good.  
The time for happiness is now,  
The place for happiness is here,  
The way to happiness is to make others happy."





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### Mr. G. E. McAuley

Mr. G. E. McAuley, Director of A and P Department, may well be credited with many of the improvements in the department which have taken place within the last year.

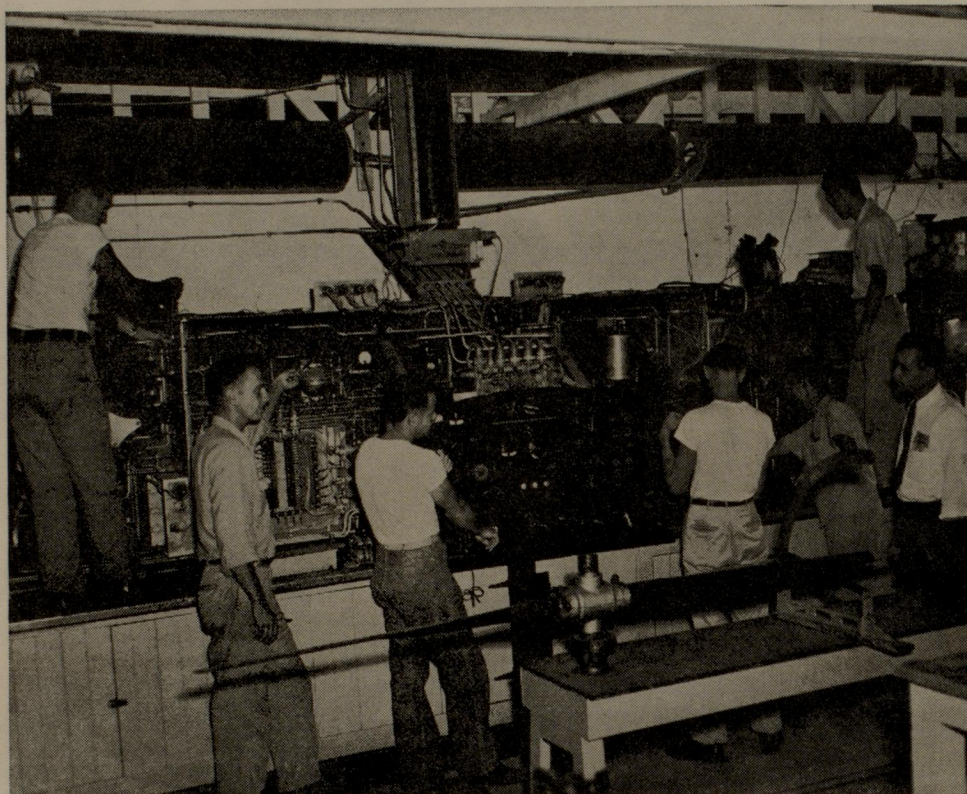
George McAuley is an Irishman, born in Dublin, Ireland. He came to this country when he was quite young and resided in Philadelphia for many years. He came to Miami in 1939.

An industrious young man, he attended the Evening Division at the University of Miami for a number of years to obtain his Bachelor's degree in Business Administration. During World War II he served as a Master Sergeant in the U. S. Army Ordnance Dept. While in the service he spent considerable time in the European Theatre of Operations, some of it in Paris.

Mr. McAuley came to Embry Riddle, July 2, 1947. His pleasing personality, sense of fairness, and devotion to duty has made him well liked by students and instructors alike. He has acquired a tremendous responsibility in the administration of Embry Riddle's largest Department, the Aircraft and Powerplant school. We can't think of a more capable or nicer guy to do the job.



Hi Fred, I'd like you to meet  
my boss - Mr. Newton"



Students in the final phase of A and P training. This mockup of a DC-3 is indicative of the training facilities available to the students.

### The Big Move

The future of A and P is reflected by the extensive expansion program now in progress. The Department has completed the operational move to Hangar 8A. All phases were in training in these new quarters on December 21. The Department phases expected to have new training facilities are: Carburetion, Propellers, Hydraulics, Basic Engines, and Electricity.

The final detailed layout of the classrooms, shop areas, and the placement of fixed equipment were completed by Mr. G. E. McAuley, Director, and Mr. Homer C. Roberts, Chief Instructor.

The Hydraulics Division will have, in addition to their small scale hydraulic systems, a complete operating system of a DC-3, to scale. This unit will be used to familiarize the student with various units and trouble-shooting.

The Propeller Division will now enjoy ample headroom for mounting and operating full size propellers, from Piper Cub J-3 fixed pitch props to large hydromatic and electrical constant speed props. This division will also be capable of inspecting reconditioning and testing propellers to bring them to airworthy condition. Equipment will include pitch-setting table, balancing stand and draft-free room, test stand for pressure testing hydromatic props, and a refinishing room.

The Carburetion Division will now be regrouped into a more compact unit, creating a higher degree of instructional supervision in practical shop work.

The Basic Engines Division has just received a new 1830 Pratt & Whitney engine with com-

plete cut-away to include propeller reduction unit and external lubricating system. This powerplant will greatly simplify training on larger type aircraft engines.

Welding and Sheet Metal Division now occupying Buildings 6 and 7 have been enjoying their new classrooms and shop layouts for the past several months. A new and up-to-date stockroom will be located in Hangar 8A, to supply all Departments the necessary equipment and supplies. The operation of the new supply set-up being one of the most important parts of school function, will materially add to the overall efficiency of technical training within the school.

In addition to new classrooms and shop space, a new and modern paint shop and sand blast room has been added for the use of all divisions. It is located in Building No. 10. This shop has the latest in lighting and ventilating systems to insure complete and satisfactory operation.

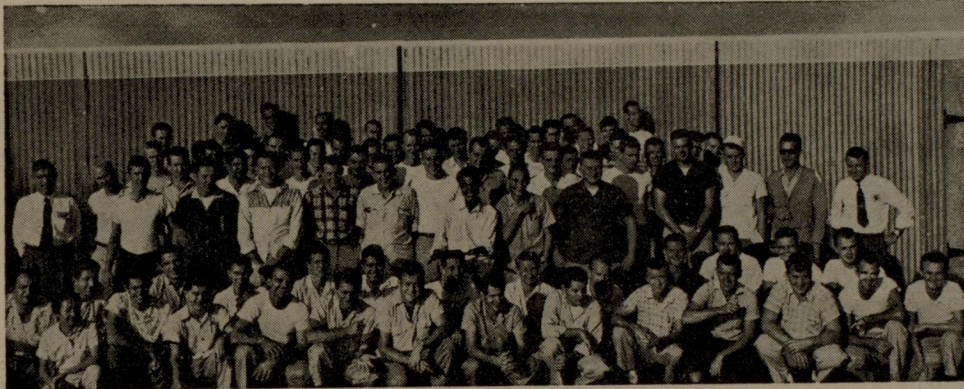
Also, centrally located, is a lounge for instructor personnel, near the Chief Instructor's office in Hangar 8. The central location of the Chief Instructor's office will insure immediate assistance and coordination of Instructor personnel to the Student Body.

A plan to set up a four month jet engine Mechanic's course is still very much in the minds of the Department Management.

When placed in operation jet engine training will be a separate course. Equipment difficulty prevents announcement of a definite starting date, but the earliest possible commencement would be in March of 1957.



## EMBRY RIDDLE INTERNATIONAL SCHOOL OF AVIATION GRADUATION CLASS



### GRADUATION BANQUET

The A & P graduating class was honored by a graduation banquet at the Miami Springs Villa Playhouse. Mr. C. B. Wilder, Director of Technical Operation for Delta Airlines, was the guest speaker. He gave a talk on the opportunities awaiting technical graduates in aviation. Special awards were given the Honor graduates of the class.

Name	Class Average
Bauman, L. W.	97.10
Howard, J. P.	95.93
Sibley, C. M.	95.20
Smith, J. H.	95.13
Brooks, J. H.	94.53

J. H. Smith and J. H. Brooks also had perfect attendance in classes.

#### Honorary Mention

McKenna, R. E.	94.30
Kosora, N.	94.26
Kray, L.	93.96
Weikert, R. L.	93.90
Thompson, W. A.	93.73
Shin, Marion	93.63
Weikert, W. C.	93.60

N. Kosora, L. Kray, J. P. Katz and R. R. Miegior also had perfect attendance in Classes.

#### Diplomas Received

Ackerman, Ronald E., Alvarez-Moura, E., Augustine, T. E., Ayola, P., Bauman, L. W., Barnhart, R. O., Bettinger, E. J., Boyle, E. J. III, Brett, J. J. Jr., Brookes, J. H., Burns, R. M., Campbell, J. C., Cannice, V. R., Carroquillo-Rivera, C. Cartus, H., Cone, R., Davis, B. S., Dembner, R., Derrick, R. J., Diaz, M. B., Duquette, E., Gilbert, H. R., Grady,

D., Hiss, F. C., Hornug, F. E., Howard, J. P., Hungerford, C. III, Hupp, R. L., Janda, P. A., Jensen, W. H., Johnson, F. J. Jr., Katz, J., Kepner, J. E., Kosora, N., Kray, L., Lauder-milk, D. L., Lukaszewski, N. H., McKenna, R. E., Maldordo, J. L., Miegoc, R. R., Misener, G. J., Morris, W., Moody, P. R. Jr., HenHym, N. G., Pagan, R. J., Pardo, E., Payton, G. M., Pittman, M. R., Plunkett, C. F., Poythreso, W. F., Priest, G. E., Radja, D. J., Rashash, M., Rebstad, E. D., Reynolds, G. R., Ricciordi, M., Rimpici, G., Royal, R. L., Rudy, M. K., Rutz, T. J., Sanders, B. J., Sausers, F. J., Sconyers, L., Scott, P. L., Scribner, D. E., Shin, M., Sibley, C. M., Simonds, G. A., Smith, J. H., Steff, D. E., Thel, S., Thompson, W. A., Trumball, W. B., Ungars, A. M., Webster, E. H., Weikert, R. L., Weikart, W. C., Werner, E. E., Wright, R. H., and Zydor, C. E.

### REGARDING INSURANCE

A recent survey regarding student insurance was conducted throughout the various departments of the school. Insurance companies contacted insist upon sixty percent participation by the students before putting any plan into effect. This survey indicated the following percentages of students favoring such a student insurance plan:

Airframe and Powerplant	30.9%
Engineering	1 %
Flight	0 %

As the percentage fell far below the sixty percent required, any plan to inaugurate student insurance at our school have been dropped for the present.

### THE STUDENT COUNCIL

The Engineering Department has had in effect a Student Council organization which serves to represent the interests of the student body. To be fully effective, it has been suggested the council be enlarged to include other departments in the school.

A recent survey was made by Mr. McAuley of the A & P student group concerning the desirability of forming a Student Council in A. & P. The survey indicated a mixed reaction, some for, some against. At the suggestion of many students, the Engineering Department was contacted to see if a member of their student council would make a tour of A & P classes to explain their operation and aims concerning the Council. The tour was postponed until after the Christmas Vacation. It is hoped that renewed interest will be shown in a school-wide Student Council.

### A NEWSPAPER NEEDS REPORTERS

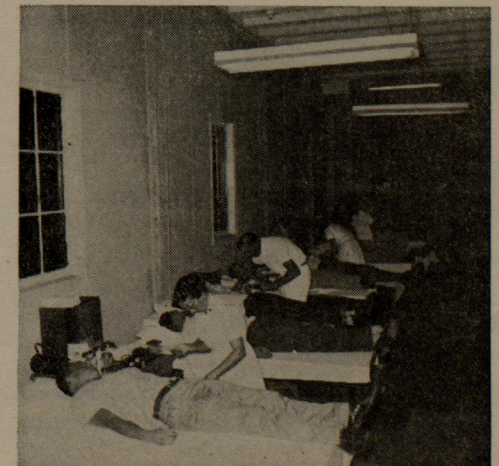
R. F. BRAWN

With the Fall season here and the enrollment of students increasing, the school's activities cannot adequately be covered by one or two people. If this paper is to report on all departments, there must be news from all departments. Most students are too modest to send in news of themselves, but depend upon friends to let us know what they are doing. So, be a friend, send the paper news of your buddy, his mischief, his honors, his hobbies, his humor.

The paper is going to run a "Letters to the Editor Column." Anyone having a suggestion as to school conduct, social functions, athletics, etc., (and written in an objective manner) should send such suggestion in a letter to the editor. His letter will be considered for publication.

### THE BLOOD BANK

Embry Riddle has for some years maintained a blood bank for the use of our student body. In June, 131 donors contributed 125 pints of blood to the bank. This month, 106 donors contributed 96 pints of blood to the bank. Only ten rejects have been made at this time, which is remarkable in a group of this size. War Veterans can certainly attest to the value of having a blood bank available; it has saved many lives.







These are the men who very adequately perform the task of turning out A and P mechanics, ranked among the best in the country. From left to right are: Back Row—T. U. Blake, Assem. & Rigging, Leonard Davidson, Adv. Eng., Homer C. Roberts, Chief Instr., Owen C. Verigan, Basic Airframes, Harold V. Booth, Assem. & Rigging; Second Row—Chester Alsdorf, Assem. & Rigging, Karl Lehman, Sheet Metal, Charlie Adkins, Final A & E, Wilfred E. Betz, Basic Engines, Chandler P. Titus, Advanced Engines, Tom Hughs, Advanced Engines, Clarence Hoffman, Propellers, Malcolm Hill, Basic Airframes, Walter Bergh, Basic Airframes; Front Row—Ralph Eaken, Electricity, John Piccione, Final A & E, Oliver Brown, Carburetion, William Traut, Hydraulics, Ayrnton Barr, Welding, Claren Clouse, Basic Engines, G. E. McAuley, Director Airframe and Powerplant Dept.

## HANGARTALK

Double honors to Mr. Chandler P. Titus and wife, Peggy on the birth of a 7 lb. 11 oz. baby boy, Donald Jay, born Thursday morning, 1:00 A.M., Nov. 15, 1956. Mr. Titus is a senior instructor in advanced engines.

And to Robert T. Murkland, Jr. and wife, Jehyri, who became the proud parents of a 7½ lb. boy at 6:00 A.M., Friday, November 16, 1956. Mr. Murkland is in Basic Engines. Our congrats to both the Titus and Murkland families.

The staff wishes to extend its sincerest sympathy to Charlie Adkins, Instructor in A & E Finals, on learning of the death of his father, a plantation owner who was born in 1885 at Chatham, Va. He died November 2, 1956 at the age of 71.

## NEW STUDENTS

Embry Riddle's enrollment has continually increased during the past three years. It is es-

timated that there are well over 700 students currently taking training with E-R. Immediately following the holidays, new classes were started.

Airframe and Powerplan Technician Albina, Rene B., Ammann, John J., Anderson, William V., Armstrong, Kenneth M., Arroyo, Rafael A., Ask, LaVern A., Bakke, Egil A., Battista, Frank J., Beatty, Donald O., Beggs, Robert, Bellinger, Raymond C., Burt, Earl E., Calvert, Charles L., Connell, William T., Cuevas-Lopez, Jose A., Clark, Douglas, Drake, Herman L., Emmons, Earl W., Fitch, Dace H., Fitzsimmins, Thomas L., Fleming, Wray D., Goodwin, William E., Gruner, Milton L., Heller, Irving, Hill, Richard L., Howe, Leo H., Kahkonen, Eion A. Kammeyer, Lyle J. Kauffman, Kenneth K., Kelsch, Roland L., Kotsinadelis, Stavros, McConville, Edward V., McKoy, Anthony C., Migel, Thomas H., Nelson, Charles B., Newsome, Jack D., Nolfo, Charles D., O'Neal, Coy, Pappantoniou, Antonios, Pelech, Frances, Phillips, Fred B., Rey, Ronald A., Rich, Clay A., Sale, Earl W., Sanford, Bernard V. Sebastian, Clemet G., Schlachter, Edward J., Severe, John M., Severt,

Dennis G., Spicher, Richard A., Suvak, Tom P., Turk, Osman, Ulrich, Donald C., Van Diepen, Kenneth R., Veasey, Douglas, Weeks, Donald A., Wilson, Herman M., Wilton, Lester H., Wolf, Martin C., Yoshimira, Roy Y., Zaidi, Khalil A.

### Engineering (Aeronautical)

Abar, Norman D., Acosta, Jorge Arturo, Aleszcysk, Ronald, Artus, Frederick J., Badgett, Carl H., Birch, Thomas T., Duncan, James W., Enxing, Carl W., Havlicek, Robert A., Helser, Rodney L., Hill, Joseph O., Kirby, Robert K., Osio-Ojeda, Rafael J., Sloan, Lawrence E., Susky, Jerome P., Teitelbaum, Seymour, Wilson, John F.

### Engineering (Electronics)

Barnwell, Dennie A., Furey, Robert D., and Stribling, Robert V.

### Flight Training (Commercial)

Biagini, Joseph J., Cole, William G., Davidson, James, Firestone, Burton, Gastaldo-Brac, Edward, Krout, Robert R., Longyezz, Robert D., McNeace, J. Clarke, McTique, Jerry E., Montri, Joseph P., Ellis, Selwyn, Muia, Nicholas L., Mydlarz, Andrew H., Nemetz, Jerome M., Perrin, William J., Rousseau, Jules L., Scola, Benito G., Wallis, Douglas, York, James, Young, Carl H., Main, Robert and Hansen, Charles J.

## CHUCKLES

Extortionist to victim . . . "Give me one thousand dollars or I'll kidnap your wife."

Harassed victim . . . "I'm sorry I haven't a thousands dollars, but your proposition interests me."

