

# EMBRY-RIDDLE

## Fly Paper "STICK TO IT"

VOL. 9 NO. 1

SEPTEMBER, 1959

## "PORTER'S NIFTY" COMMISSIONED

### NEWS FROM THE SHEET METAL CLASS

No one in the present sheet metal class made a tomahawk out of their rivet hammer. Several boys center punched wrong but caught it in time.

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65% of the students in the Sheet Metal class are working toward an A&P certificate and Commercial Pilot Rating.

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Mr. Blake had a little trouble on the Cessna Wings, seems somebody kept elongating the rivet holes.

\* \* \*

A pair of pliers, misplaced during maintenance, were swallowed by a jet aircraft. There was a fire, an explosion and finally strike damage to the aircraft. Cost of the incident \$1,450,000.00.

The pliers were found jammed in the turbine section of the engine.  
**LEARN TO KEEP UP WITH YOUR TOOLS!**

### AIR SQUADRON

The Air Explorer Squadron 5 has been holding meetings regularly during the Summer. Several of the youngsters are vacationing with their families and have promised to report on scouting activities in other sections of the country. The flight trainer being built by these Air Scouts is taking shape and they have also completed the construction of an auxiliary power unit which they intend to use for camping and emergency power.

There is room in the squadron for a few more scouts, also any ex-scouts who may be interested in working with these youngsters. Meetings of this Embry-Riddle sponsored squadron are held every Wednesday evening at 8 o'clock. Contact any of the instructors in the Advanced Powerplant Phase for further information.

The wind tunnel of the Engineering Technology Division was finally christened and placed in commission on Monday, August 11, 1959.

The ceremony took place at 2 p.m. in Room 38, of the Aviation Building.

Mr. A. W. Schaefer, former director of the Engineering Technology Division, opened the ceremonies with a brief history of the tunnel, acknowledgments of support and effort on the part of various persons, and the introduction of the honor guests.

Mrs. Isabel McKay, President of Embry Riddle Aeronautical Institute performed the christening honors. Substituting a bag of confetti for the traditional bottle of champagne, Mrs. McKay declared, "I now christen thee 'Porters' Nifty'."

Honor guests included Mr. G. S. McAuley, General Manager; Mr. H. C. Malcolm, Treasurer; Mr. F. C. Begy, Director of Admissions; Mr. H. C. Roberts, Director of the Airframe and Powerplant Technician Division; and Mr. L. M. Smith, Director of the Flight Division.

The majority of the credit for the completion of the tunnel must be given to L. D. Porter for whom the tunnel is named. Porter, a sixth semester student, spent many hours of his own time devising a clutch mechanism to engage the fan to the power source. He also redesigned the intake grid to reduce the vortex effect created by the fan.

By installing a high density fan the maximum velocity was raised to approximately 40 miles per hour through the testing section.

A series of tubes connected by flexible tubing to points on the upper and lower surfaces of the test section give a visual indication of the pressure at these points.

Among others who deserve much credit are, L. Normoyle, sixth semester, Mr. Reginald M. Lowery, head of Aerodynamics Department, and Mr. Duncan, Aerodynamics instructor.

Refreshments were served after the ceremonies and enjoyed by all present.

The tunnel makes possible an addition to the curriculum and will be a required course for fifth semester students. Persons now in the sixth may take advantage of this course although it is not mandatory for them.

### TAMIAMI TALES

It made everyone very sad to see flight instructor C. O. "SPEEDY" SNYDER cry as ship number 4 taxied away for the last time. For those who are not familiar with #4, it was the last remaining Stinson in the Embry-Riddle fleet. It was retired from the flight line last month and sold to A&P Instructor LEONARD DAVIDSON.

Everyone at the field was glad to see BOB FETTIG and his son RUSTY wing in from Romeo, Michigan in Bob's 195 Cessna. Bob came back to ER to pick up his Instrument Rating and brought son Rusty along for a Private ticket. We are pleased to report that both completed their mission and are now back in Michigan waiting for the first snow.

ANDY GODFREY looked well rested after his two week trip to his home state of Massachusetts. He spent his vacation visiting relatives, some of whom he had not seen in over 20 years.

With tearful eyes, the employees and students on the line said good-bye to BARBARA DAVIS. Barbara is returning to St. Pete to live. We certainly wish her luck and hope she doesn't forget to stop by when in Miami.

The Flying Ace from Indonesia, LT. PANDITJO of the Indonesian National Police has completed his flight training and is now in Washington, D. C. He will be returning to his country this month to resume his duties as an officer in the police force. Understand he has a new Aero-Commander to fly.



## AED STUDENT COUNCIL HOLDS SEMESTER ELECTION

During the month of August, the Engineering Department held general elections for the Student Council offices of President and Secretary. The candidates were chosen by a convention of the third, fourth, and fifth semesters.

Of the several nominees for President, the candidates chosen were Alex Wrzesniewsky of fifth semester and Parker Henderson, fourth semester.

Leo Normoyle, fifth semester, and Cline Futch, semester four, were selected as candidates for secretary.

With two-thirds of the student body casting ballots, Henderson was elected president and Futch succeeded himself as secretary.

President Henderson is a native Floridian, born and reared in Jacksonville. He was graduated from Julia Landon High School in 1955, and attended the University of Florida for two years where he was a member of the Kappa Sigma fraternity and the Air Force ROTC. He came to Embry-Riddle after switching from medical school to aero engineering. Upon graduation from ERAI he plans to enter the USAF aviation cadet program.

Cline Futch was born in Ocala, Florida, and spent his school years in Jacksonville. He was graduated from Landon High in 1948. After working as a herdsman on a registered Hereford ranch for a year, Cline was employed by a mechanical contracting company in Jacksonville and spent three years working on construction of missile facilities at Cape Canaveral. He moved to Miami in 1953 and joined the Army where he was attached to the Signal Corps as a cargo helicopter mechanic. He came to Embry-Riddle upon discharge from the army.

Futch plans to join the publications department of an aircraft manufacturer upon graduation with the hope of eventually becoming a technical editor.

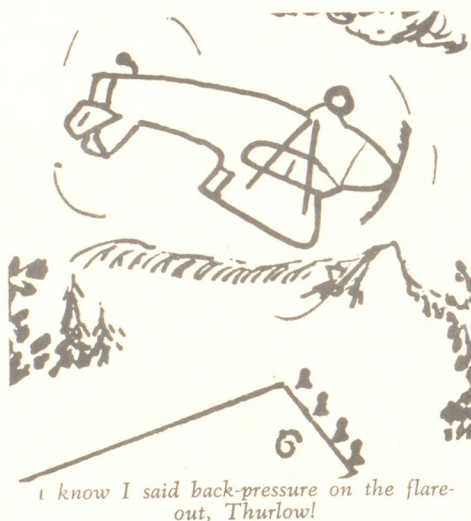
Jack Clark and Stan Fletcher, both in Advanced Engines, were recently visited by their mothers, Mrs. Fred C. Fletcher and Mrs. Leo Clark, who together with other relatives of the Fletcher family, drove down from Clearfield, Pennsylvania. Also visiting at the same time was Marvin Clark of Dayton, Ohio, who stayed with his brother, Jack Clark. Mrs. Clark and Mrs. Fletcher and relatives stayed at Miami Beach during their visit.

## THE "D" NOTES

Recently, several disc jockeys have offered to "spot" a record we cut at Stereophonic Studios. The group has been together over a year and has previously gone by the name of The "D" Notes, consisting of five men. Bart Santoro on electric guitar; John Deanello on electric bass; Kent Abrea on sax and clarinet; Tom Paramore on drums, and Duncan Neville, of the A&P Division, on piano and piano accordion.

The records put out are: "Streetwalk," "Come to Me," "You and You Only," and "CADG." (odd name isn't it.)

We play for Fraternity parties, and private parties.



## A & P STUDENT FLIES TO SOUTH AMERICA

Robert Ray, a Commercial Pilot from South Dakota and an Embry Riddle A & P Student, temporarily left school for a 90-day flying tour in Latin America. He was hired to fly a local salesman in a single engine aircraft. They will demonstrate aviation products from "tires to complete aircraft."

They were to start out in Mexico and then continue down the west coast to Santiago, Chile. From there they will head back up the east coast and end up the journey in Venezuela.

He is expected to return to complete the Airframe and Powerplant Course.

## A&P VISITS EASTERN

C. R. Eehnberg

With a clash of gears and a rumbling of exhaust pipes, MR. CLOUSE'S "Basic Engine" class left the Embry-Riddle Parking Lot and descended "en masse" on Eastern Air Lines.

Unexpectedly, we lost no one, and all survived the hazardous trip to Miami International Airport, and arrived promptly at 9 o'clock. After the usual do's and don't's lecture, such as "Don't whistle at the young girls, and no smoking in restricted areas, stay together etc." we formed a column of twos (very sloppy) and amid very professional cadence calls of "Hup - Tuup - Treep" we started out on what proved to be a very interesting and educational tour of Eastern's engine overhaul shop.

Eastern has spent \$36,000,000 on their Miami maintenance and operations base, and I doubt whether anyone can dispute their claim to the "finest facilities available." There are approximately 20 buildings dedicated to the overhaul and maintenance of Eastern's fleet and each one of them has a separate job.

As we rambled through the various departments, with stops here and there, Instructor JOHN WARWICK pointed out something interesting, or someone asked Instructor HOWARD a question. We noticed the care with which each and every part was disassembled, cleaned and checked. We visited the cylinder overhaul department, the plating room, the prop shop and others too numerous to mention. Comments such as "stick your hand in that vat and see what that bubbly stuff is" were many, and sharp eyes watched to see that no one did.

The trip was highlighted by an inspection tour through one of the new Propjet "Electras," and upon completion we went to the cafeteria for a "pepsi" on the house.

The class would like to thank Eastern for their courtesy, and the instructors for arranging the fine tour.

Mr. and Mrs. John Mitchell are the proud parents of a son, John Mitchell, Jr., born at 7:07 p.m., August 9, at North Shore Hospital. Mr. Mitchell is presently in the Final A&P phase.



## CLAFIN TAKES REINS

The incoming Director of Engineering at ERAI is well known to the students of the division, having been associated with the mechanical design department since early 1958.

Mr. Claflin, affectionately known to the older students, and thousands of Miamians as Bob Lynn, was graduated from the University of Michigan with a Bachelor of Science degree in mechanical engineering. He was in the top one-fourth of his class and was selected as a member of Tau Beta Pi, a national honorary engineering fraternity.

His first position in industry was with the Aluminum Company of America where he remained for eleven years. During this period he rose from a junior mechanical engineer to Chief Carbon Plant Engineer. His specialties included designing machinery, and air handling and dust collecting procedures. He also was supervisor of the trades apprenticeship program for the plant. Mr. Claflin terminated his association with Alcoa after having been chosen Junior Chamber of Commerce Man of the Year, and subsequently being petitioned to build and manage a local radio station in Alcoa, Tennessee.

The radio station was sold (at a profit) after one years operation, and the new owner wished to manage the station himself.

Finding himself suddenly without a job, Mr. Claflin says, "I then fulfilled a lifelong ambition, and up and moved to Miami."

Arriving in Miami in 1948, Mr. Claflin found no desirable openings in large industry, so he immediately found employment as a morning disc jockey with radio station WIOD (now WCKR). This is when the stage name, Bob Lynn, came into being.

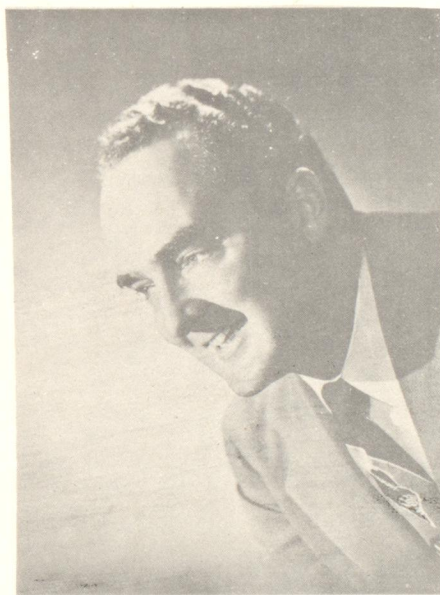
Bob Lynn switched to television in 1951 at the instance of his major sponsor, and joined the staff of WTVJ where he did all types of audience participation programs.

Mr. Claflin returned to the engineering field in 1953 when he became Chief Engineer of Farr Filter of Miami. He gradually worked himself into sales engineering, while continuing with T.V. as a hobby.

Since coming to ER in 1958, Mr. Claflin has been one of the more popular members of the faculty, always willing to lift a helping hand, and showing a genuine interest in the students. He was always an enthusiastic supporter of student athletic programs.

During the past summer, Mr. Claflin obtained a leave of absence from the school to be one of 22 graduate engineers from all over the U. S. attending the Summer Institute in Nuclear Science and Technology sponsored by the American Society for Engineering Education and the United States Atomic Energy Commission. He successfully completed the eight week accelerated course in nuclear physics with an A average. The course consisted of six weeks classroom study at Pennsylvania State University, and two weeks work at Argonne National Laboratory.

Mr. Claflin, a licensed professional engineer, steps into the post of Director of the Engineering Division holding membership in the National Society of Professional Engineers, the American Society for Engineering Education, and the Florida Engineering Society.



## DAFFYNITIONS

**AIR CARRIER:** Any container or vehicle used primarily for the purpose of carrying air.

**AIRSHIP HULL:** A whole airship.

**ALCLAD:** Entirely clothed.

**DIE CASTING:** A form of gambling.

**LINK TRAINER:** A device to train links.

**PYLON:** All aboard.

**STRESS ANALYSIS:** The art of manipulating figures in such a way as to prove that a deficient structure is twice as strong as it is supposed to be.

At present there is an engine in the Advanced Engines class which is being completely overhauled, which time of manufacture dates back to 1937. It is a Warner Scarab, manufactured by Warner Aircraft Company, Niles, Michigan. It is a seven-cylinder radial with 145 rated horsepower, and uses 73 octane fuel. One particular notable feature of its construction is the lubrication of the rocker arms and shafts. The end of the shaft is equipped with a Zerk fitting to provide lubrication by the use of a grease gun.

## WHY DEPARTMENT

Why does Bengamen say his stomach is relaxed muscle and not fat?

\* \* \*

John: Why do you keep snapping your fingers?

Sam: It keeps the elephants away.

John: But there aren't any elephants around here.

Sam: I know. It works, doesn't it?

\* \* \*

Eastern Air Lines Cafeteria welcomes all Embry Riddle students. You must have a student I.D. card to get in.

\* \* \*

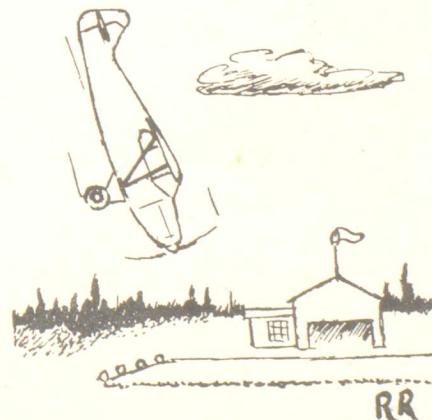
To all students with motorized vehicles: Please maintain 15 M.P.H. when on school property. Remember — the life you save may be mine.

\* \* \*

Father: Son, say the blessing.

Father, after the blessing: Son, you better say the blessing again. I couldn't hear you.

Son: That's O.K. I wasn't speaking to you.



No Thurlow! You still don't see what I mean in a spot landing



## AFTER GRADUATION:

### Where to?

The uppermost question plaguing every graduate is, "Where do I go from here?" The answer is sometimes definite, more often not.

Former ER engineering grads have landed positions in the industry ranging from Eastern Air Lines and L. B. Smith in Miami, to Grumman at Long Island, N.Y., McDonnell in St. Louis, Boeing in Seattle, and Ryan in San Diego. These men have spread the name of Embry-Riddle around the country well enough for it to become increasingly easy for present day graduates to gain employment.

The seven graduating members of the Engineering Department of ERAI may consider themselves fortunate in that each man is accepting an immediate position in his chosen profession.

Of these seven, four received Associate Science Degrees in Aeronautical Engineering, two were presented with Electronics Associate Science Degrees, and one earned an Aircraft Draftsman Certificate.

James Petro, aged 20, Engineering Division Student Council president last semester, has been tentatively accepted for entrance into the USAF as an Aviation Cadet. His scheduled entrance date is 1 October 1959.

Joseph Biondo, at 33, a veteran of Air Force duty during both World War II and the Korean conflict, received a degree in Aero engineering. After a lot of careful thought Joe turned down an offer from L. B. Smith Aircraft Company in favor of a teaching position in the mechanical department of the ER engineering department. Biondo also obtained offers from EAL and NAL in Miami.

Julius Bauer, 22, a former U. S. Army helicopter mechanic, has started work at American Airmotive in Miami. Bauer will be in the drafting section for three months to familiarize himself with company procedures and then will divide his time between stress analysis and design.

Paul Everhardt, at 21, has chosen Chance-Vought of California to begin his engineering career. He will perform the duties of a forecast coordinator in engineering and planing. Paul refused a tentative offer from Grumman Aircraft of Long Island, to take the Chance-Vought position.

## IN MEMORIAM

The students wish to express their sympathy to Mr. Eaken in the death of his wife, and to the family of Mr. Tom Hughes, Instructor in Advanced Powerplants who passed away August 12, 1959.

Rudy Alstrom is a veteran of the Korean War, having served in the Air Force. He is 28 years old, and holds an Electronics degree. Rudy had tentative offers from R.C.A. at Cape Canaveral; G.E. of Syracuse; and Electro-Mechanical Research Inc., at Sarasota, Florida. Definite offers came from Bendix Aviation of Teterboro, N. J.; and Philco of Philadelphia. He accepted the offer by Bendix, and is now attending a six month company school prior to becoming an electronic field engineer. Alstrom will work with the Convair B-58 "Hustler."

Garland Withers, also the recipient of an electronic degree, is 21. He has accepted a position with I.B.M. of Kingston, N. Y. He will be a computer units field engineer attached to the USAF "SAGE" project upon completion of a five month company school. Withers also received a tentative offer from Electro-Mechanical Research of Sarasota.

J. C. Nowlin, the individual holding the Aircraft Draftsman Certificate, had tentative offers from North American Aviation, of Downey, California, and Sikorsky Division of United Aircraft of Stratford, Connecticut. Definite offers have come from a major mill works of Waterbury, Connecticut, and Pratt and Whitney of West Palm Beach. J. C. has accepted the terms offered at P & W. He will start work in the West Palm Beach research and development plant this month, and will gain needed experience while working toward the position of Technical Illustrator.

## TIME FOR GOD?

In each week we have a total of 168 hours at our disposal. Of this total, 30 hours are spent in classes or in school, which leaves 156 hours. Now, assuming that you have to work an eight hour shift for 6 days, another 48 hours are gone, leaving 90 hours. An average of 7 hours sleep each night leaves 41 hours that you have left for free time. How much of your free time do you give to God? How long has it been since you attended Sunday services?

In these days Christians need to be more faithful to the One who gave His all for them. Let God have His way in your life and seek to know His will. Take Him in on your plans and you will know a richer, fuller life that will be happy and successful, instead of a burden.

If you work on Sundays, then plan to meet with the group of students who are meeting each day in the Props classroom for Bible reading and prayer. God can help you, and use you.

## DAVE TO MINE RUBYS

Powerplant Instructor LEONARD DAVIDSON will attend the "Ruby Rendezvous" held in Franklin, North Carolina on September 17th through the 20th. This fly in provides the participants to dig his way to fame and fortune in the ruby mines of the Carolina hills. Mr. DAVIDSON, who is President of the 'Florida Air Pilot's Association' who are sponsoring the flight, will get a chance to try out his recently acquired Stinson Station Wagon.

## E-R SOFTBALL TEAM FINISHES THIRD IN EDISON CENTER LEAGUE

The slow starting Embry Riddle Softball Team caught fire at the end of the season. By winning four of its last six games, the Riddle club managed to cop third place in the league.

The team was hurt at midseason by the summer vacation but came back strong thereafter. Immediately after the vacation, one or two run losses were the rule. After a few heart breakers such as this, the team found itself and came to life. Sparked by the steady pitching of Walt Ott, the consistent place hitting of Jerry Goodman and the big bats of J. C. Nowlin and Randy McAdams, the team began moving from its lowly league standing to finish only a game out of second place.

After the vacation layoff, Jerry Goodman, probably the outstanding center fielder in the league, went on a hitting spree. From this point until the end of the seasons Goodman batted well over .400. Mowlin, our steady first baseman, saw his big bat come alive and finished the season stroking at a .360 clip. Shortstop Randy McAdams took up the slack during most of the season and batted .342 for the season.

Among the standouts for the season was Garland Withers who capably held down the hot corner. Without Withers at third base, it was obvious that many of the scores of the games would have been more than embarrassing.

"Pete" Henderson, John Fodos and Bernie Halprin all added fire to the team's stretch drive.

With the completion of the regular season, the team was entered in the Miami Gold Ball Tournament. But a two week delay and lack of practice took its toll. The "hot" team cooled off and after drawing a bye in the first round, it was eliminated by Sellers Numbers 1, the Miami Church League Champions.