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Embry-Riddle School of Aviation

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During the summer Secondary CPTP program, R. L., "Peter" Brooks and L. M., "Bud" Holloway worked out, from actual experiences, what they were pleased to call "Tombstone Technique." The last issue of The Sportsman Pilot carried one version of this story, but we are happy to present herewith the actual, original Technique as promulgated by these two ace aviators:

TOMBSTONE TECHNIQUE

1. Rock propeller with switch "on". Insurance covers cost of replacing arms.
2. Start motor without chocks and nobody in the cockpit. The airport is equipped with huge nets to catch ships flying without pilots.
3. Take off quickly in front of landing ships. Two crack-ups are better than one.
4. When motor quits on take-off, circle the field before landing. The fire truck and crash wagon must be kept in working condition.
5. Turn against traffic to keep the other pilots alert. Parachutes are guaranteed to work.
6. Look for traffic only out of the left side. The C A A takes care of the right side, also the pilot.
7. Now assume a graveyard glide—cross controls in a low, tight turn and if the flight doesn't end there:
   (a) Don't look for the red checkered flag.
   (b) Just land in front of the Stratoliner as it is taking off.

Add, Little Known Facts about Well Known People: George Wheeler owns a shoe shop in Coral Gables.

Howard Wade, commercial pilot student at the Seaplane base is planning to fly to the Florida-Georgia football game at Jacksonville next week.

Solo, solo, solo, everyone's doing it these days. At the seaplane base, J. R., DeHart, H. Galbut, Ruth Shelly, P. Schwersenbeck and D. Whitman soloed this week, and three of the boys are in Stage "C" already. The gang at Municipal this week soloed Tom Campbell, Art James, N. Cooper, Sam Lightholder, Bill Jaster, Fred Lack, James Parrott, "Tiny" Marella, and Irene Cropp. Nice going kids, Congratulations.

Everyone will be sorry to know that Shorty Hall resigned Friday. While "Shorty" won't talk, rumor has it that he's hesitating between an airplane job and ferrying planes to England. Whatever you do, "Shorty", happy landings to you!

Instructor Jimmie Cousins has been transferred to the Municipal base.

Flash! Our newest student at the Seaplane base is Billy Vino, Master of Ceremonies at the Belcourt Club.

CORRECTION: Thomas Halpin's telephone number at the Embry-Riddle School of Aviation, Technical Division, Fritz Building, is 2-1359. Incidentally, this new technical division will teach angles of aviation mechanics and is open to everyone. For complete information, call Mr. Halpin.

Ye Editor visited the Fritz building the other day and was amazed at the size of the whole proposition. The first person to greet us was Eddie Gaubis who was hammerin' and sawin' up a storm. Afterwards, Bill Barr gave us a nice exhibition of acetylene torch cutting. All in all, it's a right interesting place, and you should drop in soon for a visit.

Among visitors this week were Bob Iba from the Navy and Amos McLean and Jack Burr. Bob Mills is at Randolph Field, Texas.
Speaking of a feller being on the spot, be sure to get Max Husted's reactions to spots.

A good many people seem interested in having that party we mentioned last week. It is Al Shultz's suggestion that we try to arrange with the Bell Brothers at Bell Haven to let us use their bar-b-que pit, swimming pool and dance floor. Sounds good to us, but we'll have to do this before the season opens. Look for more news on this next week.

NOTICE TO ALL: Extreme vigilance and lack of alacrity are advised while motoring on Le Jeune Road. The gendarmes have recently been stricken with a chronic case of "Arrestiveness", and wings on the bosom do not prevent cabbage being put in the coffers. Embry-Riddle requests all personages to remain free of the well known sneezer. In other words, we quote from the sign over the door in Operations Office: "Constant Vigilance is the price of Safety. Be alive when you arrive."