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Embry-Riddle Fly Paper 1941-09-23

Embry-Riddle School of Aviation

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WITH THE WIND AND THE RAIN IN OUR FACES!

A hurricane to the East of us, a hurricane to the west of us, rain all over the State of Florida and the Atlantic Ocean actually breaking in the Cabanas at the Deauville, -- yet the Embry-Riddle school party was a Success! -- about 300 people braved all this weather to come out for supper and a swell evening of companionship and dancing, and those who didn't get there will someday learn that it takes more than a couple of hurricanes to stop the Embry-Riddle gang from "putting the show on the road!"

First names on the Guest Book at this party were the Lieutenants Dave Phillip and W. B. Carpenter who came in from Arcadia Friday evening to be sure and arrange for dates, - and when we last saw them on Sunday afternoon, they were still looking for dates! Also arriving Friday evening were KENNY WOODWARD and his new bride! ... Kenny pulled a fast one on the Arcadia gang, got married Friday afternoon and beat it for the Deauville in Miami ... he was accompanied by his best man "Gunner" Brink and Maid of Honor, Mrs. Mary Brink...but he still rates being thrown
EMBRY-RIDDLE

FLY PAPER

"Stick To It"

Published weekly by
The Embry-Riddle School of Aviation
Miami, Florida

Riddle Aeronautical Institute
Carlstrom Field,
Arcadia, Florida
Riddle-McKay Aero College
Riddle Field
Clewiston, Florida

* * *

JOHN PAUL RIDDLE, PRESIDENT
F. C. 'Bud' Belland, Editor

* * *

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Ray Fahringer { Airport
Betty Meyer { Riddle Field
Charlie Ebbets - Staff Photographer

EDITORIAL

SPEED

You all know how Donald Duck acts when someone steps on his toes—well, that's the way we feel right now! Not that anyone has stepped on our toes, but we're mad just the same; -- and it's all because of SPEED, speed that very nearly killed one or more of our friends driving down from Arcadia for the party last Saturday afternoon!

Now, looney here, kids, in an airplane "speed" is the thing, the faster you go the safer you are, -- and your instructor will drum into your head that you must "Never lose flying speed!" --- but that's in an airplane! In an automobile, it's different, much different, the faster you go the more dangerous it is -- so let's take this little editorial warning to heart and stop this foolish fast driving between our various bases located around the State of Florida!

We have made this trip many times, both in planes and in cars, and believe us, we'll take a plane any time! The Reliant will fly between Arcadia and Miami in one hour, safely; the fastest time we've ever been over this course in a car is 2 hours and 17 minutes, driving between 95 and 100 miles per hour! There is absolutely no sense to such foolish driving. If you don't respect your own neck, think of the others who might be injured thru your carelessness; think of the School, our organization is made up of individuals, and we can't afford to lose even one thru carelessness!

(Continued on Page 5)
into the pool on his return to Carlstrom... In all, about two dozen of
the lads and lassies came down from Arcadia and spent the weekend - among
those whom we saw were British Cadets Peter Clayton, Gerry Walker, Sgt.
Tom Pullin, "Barn" Sims, Vic Watson and John Cowan, instructors, Keene
Langhorne, C. C. Clark, Jr., Mr. and Mrs. Charlie Benson, Mr. and Mrs.
Nate Reece, Lieut Geo. Ola, - and a bunch more whom we didn't see!

Saturday afternoon, first Tech Schooler to register was student ELMER
MUCHLER, JR. who came in early to join the hardy souls swimming in the
rain in the pool... the Tennis Match, as you might have guessed, was NOT
played but there is a good chance that the Miami Team will drive up to
Arcadia some week-end in the near future and fight out that battle...
and from here on in the Guest Book looks like a who's who of Embry-Riddle
students, employees, graduates and friends... all in all, weather or no
weather, we had a good crowd of fine people and everyone seems to have
had a super time!

** * **

Top ticket selling honors went to Municipal Superintendent of Maintenance
LES BOWMAN, who went to town, selling 26 tickets on his own efforts,
bringing out old friend Warren Keller and his attractive little girl
friend, Vern Wumenberg and "The Mrs.", and, as far as we could see,
about 99% of the whole maintenance crew! Congrats to Les, and to all
the rest of the ticket committee, too, for their splendid efforts in
making the party a success!

** * **

P. S. Contrary to the whispered rumors,
that lovely beach in front of the
Deauville was NOT stolen by any of our
"gang", despite the fact that it disa-
peared sometime Saturday night... speak-
ing officially, it was the storm off the
decoast that sneaked in and washed away
all the sand. However, Bernarr Mac-
Fadden, who flew his own ship in from
New York Saturday morning, assured us
that the action of the waves would re-
place the beach within a few months
time.
SOME ITEMS from the STENGEL PILOT, another contemporary magazine published monthly by the Stengel Flying Service at Gainesville, Fla. -- we note that R. A. I. flight instructor GEORGE DUDLEY stopped in at Gainesville on his recent vacation ... and PAUL RANDALL, former mechanic at our Municipal Base, is now working at the Stengel Airport ... mention is also made of James Touchton, T. Waldo Davis, and Harper Beville, former Stengel Instructors, now with the R. A. I. at Carlstrom Field ...  

***  

THRILL OF THE WEEK  

Ye Editor's Thrill of the Week, and what week don't we get a thrill working around this fast expanding aviation company, was the wholly unexpected photographic flight we took Thursday afternoon with JIM TIERNEY, senior photographer on the Miami Herald. With JACK WANTZ at the controls, Lieut. VAN H. BURGIN holding down the co-pilot's seat and Jim and Ye Editor bringing up the rear, we took off from Municipal Base in the new Stinson Reliant, flew east to the coast and thence northward, following the Intra Coastal Waterway. What a beautiful trail that is, an old dream of Ye Editor's is to navigate that channel from Miami to New York, and anyone having the boat, time and money, please contact us -- we have all the charts!  

Flying thru intermittent rain squalls, we felt plenty safe, -- "on the beam" with both Van and Jack glued to the radio head sets ... yes, sir, radio navigation was a wonderful thing ... then, Van turned around and handed us one of the head sets, and our stomachs did like what we heard, it was "Swing and Sway with Sammy Kay" !! ... Those were our two hard working pilots! ... when they broke contact with the control tower at Municipal after the takeoff, Jack had tuned the radio to a commercial broadcast from Miami Beach, and there they were, enjoying music ...  

The Lieutenant spent most of the time going up reading his issue of the "Fly Paper", -- said it was the right way to read this publication, up in the air ... at one time we went into a cloud, flying "Through the Overcast" and experienced that sensation of "My God, Where are we?" ... Ye Editor's
first experience with "Blind" flight and something we won't forget in a hurry... someday, we're going to hold Van to his promise to take us up into the clouds... that ought to make a story!

About 8 miles west-north-west of West Palm Beach we had a silent wish granted,—and were first to spot our objective, a Navy training plane forced down in the swamps... we made four passes at the ship while Jim ground out pictures for the Herald and then a final swoop to salute the pilot who stood on the wing of the wrecked plane and waved back... swamp buggies were already on the way, and we understand he was taken out before dark... and so back to Miami at 145 miles per hour, much safer than driving in from Arcadia with Geo. Wheeler or Chas. Ebbets!

* * *

AND STILL MORE NEW EMPLOYEES!

And still they come, more new employees. We can't even keep up with the number now working for the Embry-Riddle organization, but here's the latest list of the new members of the family, several of whom came to the School Party Saturday. Also, reading over the list, we find many of them are ex-students and old friends, and to them, too, we saw "welcome to the School", let's all "Stick to it" and make Embry-Riddle the best school in the world!

ADMINISTRATION:  Accountant, Louis Conrad Marks; TECHNICAL:  Sheet Metal Instructors, James Todd Pyott, Ashley A. Whitlatch; MUNICIPAL:  Flight Instructor, Robert Langley Ahern; Line Men, John A. Stubbs, Lynelle Thurman Rabun; Stockroom Clerk, David Chaneult Elmore, Jr.;


F. S. Perry, W. R. King, C. C. Clarke, Jr., A. R. Brink; Ground School Instructor, Ralph Waldo Thung; Mechanic, Ora Othel Songer; Lineman, Walter E. Mann, Dorrell Lloyd Summers, James Edward Brannan, Earl Reubin Smith, John St. John Parker, Bill Garner Johns; Assistant Stockroom, Pliny Junior Crews.


** **

BOWLING NEWS

Still in a slump is the Tech Team which lost two games Thursday evening, while the last place Pilots Team took over the first place leaders in the league for two games. We don't understand that, but so help us, it happened! Among visitors were Nancy Saeger who recently married our old grad Bud Saeger, now flying with Eastern Air Lines, Jean Smith, Wilbur and Virginia Sheffield, Lynelle Rabun, Betty McShane, June Tinsley, Bill Bowden, Jim Santacroce, Mrs. Eleanor Ottino, Alberta Francis and Mr. and Mrs. C. W. Brown. A lot of the kids have been getting to the bowling alleys early, and many a good match game is played off before the regular playing begins. Oh, Yes, all best wishes to TOM MOXLEY who celebrated his 20th birthday on the 19th of Sept.

SCORES:

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DEPARTAMENTO LATINO AMERICANO
por Philip A. de la Rosa

Ha pensado Ud. seriamente en la oportunidad que representa una carrera en la industria siempre creciente de la aviación. Si es Ud. una de las personas alertas que desean marcar paso con el progreso y ocupar un lugar seguro en la vida moderna, no hay duda alguna de que sus pensamientos gravitarán hacia la aviación.

Con el establecimiento de la escuela de aviación Embry-Riddle, en la ciudad de Miami, Florida, que es el punto de entrada y salida de pasajeros aéreos más importante del país, le ofrecemos a Ud. la solución del problema de donde y cómo adquirir los conocimientos que son imprescindibles para formar parte de la industria del porvenir...la industria de la aviación. Aquí le ofrecemos cursos completos, en su propio idioma, en todas las fases de la industria, tanto en pilotaje como en la técnica de diseño, construcción, servicio y reparación de las naves del espacio. Nuestros cursos están aprobados por el gobierno de los Estados Unidos de América, y están a cargo de instructores licenciados por la más alta autoridad aeronáutica de la nación; lo que asegura que su instrucción sea la más completa.

El clima de la parte sur de la península de la Florida, se asemeja mucho al de la mayor parte de las repúblicas de la América Latina. Las condiciones para la instrucción de vuelo aquí son perfectas todo el año. La ciudad de Miami es bien conocida en toda Hispano América, pues por muchos años ha sido la meca del turismo latino americano. Aquí residen muchas personas que representan todas las naciones de centro y Sur América. Es estudio del idioma español ha tomado mucho incremento y la mayoría de los establecimientos comerciales ofrecen servicios de interpretes para la comodidad del viajero procedente del sur. Todo esto le asegura un ambiente propicio para el estudio.

Le invitamos a seguir el ejemplo de otros hombres latino americanos, con buena visión del futuro, que están en estos momentos absorbiendo la técnica de aviación en nuestra institución. Dirija una carta o tarjeta postal a Embry-Riddle School of Aviation, % Sr. P. A. de la Rosa, 3240 N. W. 27th Ave., Miami, Florida, U.S.A., y tendremos sumo gusto en darle datos completos de los cursos que ofrecemos. Hágalo ahora, pues cada día que pasa es un día perdido.

Miami, Septiembre 17 de 1941.
We wonder if any of us has really gotten a clear picture of what it will be like to see all three, Carlstrom, Dorr and Clewiston, in full operation turning out better than 6,000 future fighting pilots a year.

Not to mention the "Rebels" who will be safely tucked out of the way down at Clewiston, Dorr and Carlstrom together will have in training nearly 1,000 Cadets. Have you tried to imagine the number of training planes, the tremendous number of maintenance and ground crew men and all the other vitally necessary cogs that go to make up an efficiently operating machine.

And what of the civilian instructing staff? That number of Cadets in training would call for, under the present set-up, 20 flights of about a dozen instructors each. Since each flight requires two flight commanders and each two flights a stage commander or about 50 flight and stage commanders. (Which, incidently, seems like many of you present flight instructors are in on the ground floor for pretty swift promotion.)

And speaking of....but say, how did I ever get into all this? It all seems like too much to me, maybe you'd better figure it out that last ice cream I had must have gone to my head.....or did it is?

NOT THAT ALL THAT ISN'T ENOUGH, but Clete Huff's "refresher uppers" are turning out to be a good sized flight in itself. In addition to his already large refresher class eleven more instructors have reported for training since the 15th. They include; H. R. Shephard, P. J. Simmons, W. H. Southern, J. M. Sharman, C. H. Dwinell, M. S. Freeman, C. A. Lund, B. K. Catlin, E. J. Sharkey, J. T. Gramentine and J. C. Fredendall. Many of you older instructors must know some of these boys why not scout around and say hello.....this can be an awfully lonely place when you first arrive.

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TECH SCHOOL STUFF AND MAIN OFFICE GOSSIP

By Dot Schooley

With September nearly over, the "Summer Slump" appears to be passing, with many new student registrations in all divisions. Among newest students to join the Tech Group are Jimmie McCann and R. M. Livingston, taking Instruments; Horace Stewart, Herman Williams, Jr., Bob Cottrell, John R. Murdock, Jr., and Dick F. Walker, all taking Airline Maintenance Courses; Bob Pickens and Earl L. Harpster taking Sheet Metal; Ed Wilkinson taking Welding; and E. R. Hutchins and K. C. Gannaway doing post graduate work. Well, well, - Welcome!

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Among the new flight students at Municipal Base was George E. Roberts who came in last week to have his picture taken at the Main Office photographer's studio. George is from Kentucky, he wrote every school in the country, and then decided to come down to Embry-Riddle to take his
instructor's course. He looks like a swell gent, and certainly must have made a lot of friends in his previous contacts, on the day he arrived here the mail brought in about 20 letters addressed to him, and not all in a feminine hand, either!

** **

Other visitors to the School included Jack Morrow, resident inspector for Vultee, now stationed at Intercontinental; Dick Allen, traveling coordinator for Vultee; "El Capitan" Len Povey and George May who flew in from Arcadia on the 16th to pick up the payroll; and Vic Watson and John Cowan, a couple of the British Cadets who came in with Ed China to select band instruments for the student band to be formed at Clewiston.

** **

Kent Painter, the tall, genial lad from Virginia, started working for Intercontinental Aircraft Friday morning in the metal fabrication division, he will continue working on his A&E course at the school evenings. Plenty of success, fella, we're all for you.

** **

EMBRY RIDDLE ON THE AIR, Peter Ordway just told us that the School will sponsor a weekly radio program, dramatizing outstanding incidents in the lives of famous aviators, and the development of aviation as a business. Most of the actors on these programs will be selected from the students and employees of the company, if you are interested, sign up at Mr. Ordway's office in the Tech School Building and an appointment will be made for an audition at W K A T, Miami Beach.

** **

Lucky fellow is Ned Turner, a fire recently completely destroyed his home, leaving him with only the clothes on his back and an automobile, but neither he nor his family suffered any injury. So, he's still lucky! And speaking of homes, Norman D. Bennett, Tech School stockroom man, has just moved into his new home at 1856 Opacho Drive, Coconut Grove. How's about that housewarming, Norm?

** **

The Fly Paper editorial offices got moved, again. This time it's up to the old welding class room on the 4th floor of the Tech Building... Grace Roome and Dot Schooley have moved their office into the old publicity office on the first floor... Incidental, Grace and Bill just got
back from New York, and reported plenty rough air on the return trip.

* * *

Things and Stuff, -- Sept. 22 marked Chief Welding Instructor ART BARR’s first year with the School...new employee is lovely VEE BUTTON, Warren’s lovely wife...who will work in Ed China’s Office...and We wonder how JIM PYOTT takes to his new job of herding together the Sheet Metal Sheep and teaching them the difference between a semi-circle and a sewing circle...

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PRIMARV C. P. T. P. NEWS
By Tommie Hilbush

With the successful graduation of JOHN McCORMICK at Municipal Base the other day, we come to the end of the Summer program of the Civilian Pilot Training Program.

Beginning early last summer with a quota of 30 students, we lost 6 of them thru wash-outs in the primary stages, 3 students failed to pass the School’s final flight check, and two of the students "busted out" with the flight inspector, leaving us a total of 18 successful private pilots, 63 1/3% of the entering class! Which is not bad at all considering that this course must be given within a limited length of time under a pretty tough training schedule as specified by the government.

To the lads who did not "make the grade", stick to it, there are still good chances for you to get your private license on your own, and beyond that possibility is the ever expanding field for good men on the ground in any one of the many important roles necessary to "Keep 'em flying!" And to the 19 new-born pilots, congratulations and all best wishes for success!

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MENTIONING MUNICIPAL
By Jack Hobler

Gosh, but this is one week when we are sure barren of any news in any great quantity. Things have been rather quiet around the airyard as the CPT program ended Monday with James McCormick passing his final flight
test with Bill Hutchins. So now we have a little lull until the next program starts. The let-up means time for a short vacation for some of the instructors, and we miss hard-working Charlie Barnhardt our Operations Chief, who is grabbing himself a few days of well earned rest. It also came to us from an indirect, but reliable, source that Clyde Ellis is motoring and hiking around the North Carolina hills; somehow, he ran into an old acquaintance from St. Petersburg, the charming and lovely Betty Brown. We're awfully sorry that we don't have any detailed information on any of the other vacationing pilots, but when we do hear from them, we'll let you all know how our air-machine drivers spend their days off.

The past week brought us two distinguished visitors from Arcadia. Lt. George Ola, Army Air Corps commander of Carlstrom dropped over in his AT-6 to confer with Charlie Ebbetts, and genial Len Povey brought George May over from the English flyer-factory in one of their new BT-15's. It goes without saying that we're always glad to see these fellows; in fact, we wish they'd drop in oftener.

All the Municipal gang are going to wear expressions of surprised regret when they hear that our old pal, Jim Sawyer, is leaving us Monday the twenty-second, to work for Pan American Airways on the Douglas DC-3's and Boeing Stratoliners. Jim has been keeping them flying for us for quite a while, and we're really going to miss his familiar figure, with pipe stuck between his teeth and his welding goggles pushed up on his forehead. It's been swell knowing you, Jimmie, and all the Maintenance Crew wishes you the best of everything.

To sort of help fill Jim's shoes, Harold Young has come to us from Pan American, and has been no small help to Charlie Bestoso's night shift. Welcome, Harold; we're glad to have you!

Jack Crummer stopped in to see us Friday and tell us all about the progress he's making as an instructor at Clewiston. And we were pleasantly surprised to see our old stockroom buddy, Johnny Gewinner, who left Municipal to work in the Purchasing Department about a month ago, and who is now getting checked out as instructor at our branches across the state. Golly, but these guys certainly climb up the line.

We got a real hearty laugh out of Earl Shuptrine's account of flying thirteen years ago. His description of his Earldraulic brakes simply brought the house (or should we say "hangar"?) down. It seems Earl was
flying a Monocoupe at the time, that cruised at 85 and landed at 83, to quote Earl. Anyhow, airports being scarce then, he had the stumps cleared off a field near his home and used it as a base of operations. That the field wasn't any too big, and that it was bounded on two ends by a sizeable ditch didn't dismay Earl and his brakeless ship, for on landing, once the ship had really settled down, he'd hop out, grab a strut, dig his heels in, and stop her rolling that way. Well, one day he had taken a friend up, and knowing he'd have to come in pretty fast (84½ mph.) he told his passenger ahead of time how they'd have to stop the plane before it rolled into the ditch. Evidently the passenger was eager to help, for—-but listen to Earl: "Shucks, I didn't know the guy was so fast on the draw. Here we were, coming in like a bat out of Hades, when, about five feet above the ground the guy bails out! He missed the strut when he grabbed for it, and went tumbling all over the field, about 80 miles an hour - darn near killing himself. I had to gun it and go around again to keep from hitting him, he was bouncing so high!" We don't know how funny this seems to you readers, but the whole night crew had to knock off work for a few minutes, paralyzed from laughing.

Courtesy to the press was extended to your reporter the other night when he was invited to go hunting with Chenault Elmore and Phil Stiles after getting off work. What a picture we hunters made! With Phil's Fiat chugging through country that must not have seen white man's presence since Columbus found the Indians, we sat high up on the back of the tiny convertible, rifles in hand, for all the world like the crew of one of the Army's new little "jeeps". No, darn it, we didn't find a thing to shoot at, but the mosquitos certainly found us! Gosh, they were landing in squadrons of fifties, armed with more gun-power than a Spitfire. Yessir, you can believe it or not, but we had to put the car in low gear to plow through them.

* * *

- 15 -
Excitement of the week was the chartering of our new Reliant by the Miami Herald to get pictures of the Navy plane that came to grief in the Glades west of West Palm Beach. Piloted by Lt. Van Burgin and Jack Wantz, with Observer Bud Belland, the Stinson got the photographer up there for the pictures that appeared in the Herald the same evening.

Well, we want to get to bed to be in shape for the Party. There ought to be lots to tell you next week.

Week's Worst Pun: Charlie Restoso's crack that your reporter's copies of the drawings in Esquire are Petty thievery. Ouch!

New students around the Municipal Base include our old friend Billy Britton who has come in for his instrument rating, Emmett Brown, another old secondary grad, who is taking a commercial refresher, George Roberts from Frankfort, Ky., who is taking an Instructor Refresher course, Henry A. Laird, Melbourne, Fla., and John S. Prescott from Ft. Lauderdale, both taking commercial ground school and James H. McGehee from Clewiston, taking commercial and primary instructor refresher courses.

CARLSTROM FIELD NEWS

By Arthur Lee Harrell

WE SEE BY THE PAPERS........and how else can you find out about "What's coming to Carlstrom",......that on October 4 nearly 300 new Cadets, and probably 30 new planes will descend on Carlstrom marking the beginning of the complete expansion of flight training facilities at the three Riddle fields.

On that date, according to Associated Press releases, about 145 British Cadets will arrive for training at Carlstrom field, another 100 Cadets,
probably American boys, for present training at Carlstrom and future assignment to Dorr field upon its completion, and an additional 50 British Cadets for present training at Carlstrom and future assignment to the Riddle-McKay field at Clewiston. We also learn that in all probability an additional 30 new PT-17s will swoop down on Carlstrom about that time.

While work on the Dorr and Clewiston fields is running ahead of schedule, apparently Carlstrom field will be in complete readiness. Hangar No. 3 is practically complete and being used and the material for hangar No. 4 is being hauled out to the field daily. (Since there is only one foundation left upon which to put the last hangar perhaps no mistake can delay the erection of this one.) Of the four new two-story barracks one is already in use, two just about ready, and only a few days work will complete the fourth. The enlarged Recreational Canteen is complete, particularly with larger counter space - but what with the quantity of "pop" consumed by the future RAF'ers, not nearly enough even now - and additional "resting" rooms including the "observation coach" with its huge window looking out upon the tennis courts and swimming pool, and the new 5th Ave. barbershop all in its new splendor.

THE TENNIS TOURNAMENTS are progressing. In the Instructor-Officers tournament most of the first round matches have been played, those reaching the second round are Lt. Bill Hart, Ralph Cuthbertson, Deregibus, Gardner, J. Woodard, Lieuts. Jack Pinkerton, Jim Curnutt, "Doc" Nethery, and George Ola, Sid Flueger, Bob Forrester and Lt. Bently. Lieuts. Hart, Curnutt and Ola have reached the third round and from here on out we can expect to see some very interesting matches.

In the Cadets tournament those reaching the second round include J. B. Collins, E. J. Holman, A. G. MacGibbon, R. H. Wellspring, J. F. Turner, E. Jary, D. Wood, A. E. Prain and G. B. Whigham. Wellspring is the only U/K Cadet to reach the third round...so far.

From the looks of some of the matches we have witnessed lately we are beginning to get a kick out of the smugness with which the Miami bunch have been reiterating their challenge to the RAI players. We'll see.
IT SEEMS THAT FLYING MACHINES, and their little tricks, are no respecters of persons. As witness the fact that flight commander Gordon Mougey and Dick Granere, who should know better, while on a recent flying-fishing trip, let a little pesky Cub go "up-on-her-nose" and had to walk six miles along a railroad track back to civilization. Tch! Tch!

Of late friends of "how's your condition" Sid Flueger have been worrying about HIS condition, even to the point, they say, of wondering whether the "Bassenetting" trip of Mrs. George Cochrane and Mrs. Woody Edmondson wasn't for "Suave Sid" after all - could be?

So many of the new instructors are planning to become wed, and right now, that we will say that two of them will definitely this week and not mention any names. Then if they all do we'll say - "I told you so."

CLASS 42 - B
CARLSTROM FIELD
By British Cadet Bruce Smeaton

"What goes on around here...."

Derek Shelton says he was considering putting on an acrobatic dance act in his show after one of the recent flag parades.

The Editor of the Fly Paper says he thinks that "Wally" Whittaker looks like a typical American college boy. Maybe, that's what Sarasotan Miss Judy Meriweather thinks too! His slick style of dancing makes him one of the most popular boys over the week-end. Thought that Judy and he made a very pretty picture dancing at the "Manhattan" last Saturday night.

Most precious article on the post is Norman Macleod's new movie film, containing shots taken at the "Lido" beach of Sarasotan bathing beauties. Tommy Blackham is said to have offered a fabulous price for it. Wonder who can be in it? What red-headed cadet acts the playboy and gives tricky presents of scent.....putting his brother adventurer in a tough spot?
And, what quartette, predominantly Scots in character, spent a fruitless week-end chasing ravishing butterflies?

A party of the boys were invited to form a choir to sing in the Methodist Church in Arcadia last Sunday. I hear there were other attractions in addition to the singing.

The G.G's (Glamour Girls to you) in the Administration Building are rallying round Class 42-H no end nowadays. Dellzell supplied the props for Bill Wykes to wear in the show. I have got a "shadow" promise of an article from Statia for our class magazine. Whilst Edna matches pennies and loses "socks" to your correspondent for her sins.

Incidently, Statia has played the Good Samaritan to so many people on the road between Carlstrom and Arcadia, that the boys suggest that she should run a regular taxi service.

Mr. "Gus" Brannigan wishes me to announce to his numerous friends and sympathizers that he has finally and totally recovered from his recent injury and is now on the "active list" once more.

And that's just about all this week's news. So I come to the end of what must be my last contribution to the Fly Paper. I would like to take this opportunity of expressing my gratitude to Miss Edna Poston for the way in which she has so gallantly deciphered my weekly scribbling (My writing, like Browning's poems, is often as great a mystery to its author as it is to everyone else). I would also like to thank Ye Ed for giving me the chance of putting our weekly news in his fine paper. I have enjoyed writing the articles and I hope that in the not too far off, days when I am back in Britain I may be one of those privileged people, scattered throughout the world, who receive the Fly Paper by post, so that I may keep in touch with those good friends I have made during my stay at Carlstrom.

(Ed's note: To Bruce Smeyton, the pleasure has been ours, we have all enjoyed your writing in the Fly Paper. Sorry, of course, to see all you chaps leave us, but the trail leads onward, so keep 'em flying, and write to us whenever you can.

* * *
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