IS YOUR NAME ON THE MAILING LIST??

EMBRY-RIDDLE
Fly Paper
"STICK TO IT"

Published weekly by the Embry-Riddle Company

Vol. 2       June 23, 1941, Miami, Florida       No. 10

EDITOR'S NOTE:

This issue of the FLY PAPER really
is a flying paper! Thru an error,
Boss Riddle boarded a northbound
Eastern Air Lines ship with the FLY
PAPER copy in his brief case. We
cought him by telegraph at Jackson-
ville airport, and he shipped the
copy back by the next returning
plane. Apologies for being a day late!

***

FRONT PAGE NEWS

So many big stories this week, we don’t know where to start, for exam-
ple, Bob English and Danny Bowen, both sheet metal graduates at the
Tech School, have been called to work at Intercontinental Aircraft Corp.
in Miami. That Intercontinental is expanding its activities is really
good news.

Under Alumni Club News you will find that other Tech School grads have
gone to work for Glenn L. Martin up in Baltimore, — more good news.

(Continued on Page 3)

FOR R.A.I. NEWS SEE PAGE 8
AN INFANT INDUSTRY

Fastest growing industry in the world today is the aviation industry, and yet it's the youngest! An infant in arms, as it were, but we don't know of any other business in the world which offers such tremendous opportunities for young men and women — in every branch — production, sales, flight, management, legal requirements and instructional services.

We have to laugh when we hear a person make such statements as "I've been with this company 43 years. We sold President Lincoln his first coal oil lamp, and the company's been doing business for over 200 years". Swell enough, an established business and reputation is all very well, but to the young man seeking fast success, as who isn't, don't miss aviation!

And what other industry has so many men still actively employed who were among the very first to start that industry? In a trip thru the sheet metal department the other day we say Bob English, Charles Carpenter and Bob Baessler repairing a pontoon under the direction of James Henry Halstead, Instructor, master mechanic, A & E mechanic, inventor and pilot, one of the real "First Men In Aviation", still actively engaged in the industry, 63 years old and going strong. Mr. Halstead began his aviation career back in 1905, just two years after the Wright brothers first flight; in 1906 he built his own plane and taught himself to fly it, since then building 18 planes of his own design, inventing a new wing, a new motor, a synchronized multiple machine gun, among other things, and flying over 12,000 hours. And you know what he says about the aviation industry? He says, "It's just beginning! Watch the next few years, especially after the war is over!"
Bob Iba, primary and secondary flight graduate at Embry-Riddle, came back to Miami for a two weeks vacation after winning his commission as Ensign in the U. S. Naval Air Corps at Pensacola. At the end of the vacation, Bob goes back to become a naval flight instructor. And he brings news of many other Embry-Riddle flight grads, - TOMMIE COLES, long missing on these pages, is at Pensacola and doing right nicely in the Second Battalion... F. Webster Wiggin is there, too, as a Lieutenant, junior grade, taking his instructor refresher course... Wiggie doesn't like all the traffic and distinctly dislikes the Navy style of steep climbing turns on the take-off... J. Russell Wilson is in the patrol bombers now and will complete his course within a couple of weeks... Bill Moore is flying in Squadron One and George Nasworthy is plugging right along... Irwin Carter and Bob Shelley (Ruth’s brother) are both at the Naval Air Station in Jacksonville... Ensign Iba tells us that Embry-Riddle is the best represented of all air schools, and that our graduates are outstanding in the ability as student fliers...

**FLASH REPORT ON THE DANCE**

Hi, kids, an early Saturday morning roundup on the Embry-Riddle dance at the Coral Gables Country Club last night indicates that it was more than a big success, despite the rain storm which threatened to cut down our crowd, and everybody had a super excellent time! A few facts and figures, and stuff... by actual count, we had 290 people at the party... 89 tickets sold at the door... the music played from 10 to 2... an extra hour because Boss Riddle thought the gang were having too much fun to go home... the midnight supper hit the spot!...

Particularly satisfying was the way all the old graduates, flight and tech school, turned out for the affair... the Navy was there... and Intercontinental Aircraft... and Pan American Airways... and the Civil Aeronautics Authority... an aviation "jam session" went on most of the night... the Public Address System broke down... and squelched our graduation ceremony for the CPTPers... but the "wings" will be sent the kids in the mail...

Ye Olde Editor felt pretty sentimental about all the gang stopping past the table to tell us what a good time they were having... that was nice of them, but all credit for the party goes to those who pitched in on the ticket sales, and to the gang themselves for turning out for the dance... after all, it’s their party!

And what about the next party?? It’ll be held on a Saturday night,
just about a month from now. No definite date set yet, but we are planning to have all the Royal Air Force cadets down from R.A.F. at Arcadia. As soon as everything is set we'll let you know details in the Fly Paper — meanwhile, many thanks to all the gang for making the party last night such a grand success!

* * *

BOWLING TEAMS ARE ROLLING ALONG

Tech School won 3 games Thursday night to maintain its place as leader in the league, while the PILOTS won 1 game and lost 2, still in last place. The payoff, tho, is going to be this Thursday evening, the 26th, when the Pilots bowl against the Tech boys. That should be plenty good, with blood money running knee deep in the gutters. Don't miss it.

New faces in the rooters gallery last week included Mrs. John Paul Riddle, Clyde Pieper, Steve Anderson's room-mate and Mr. and Mrs. Jim McShane, these in addition to all our old gang of pals.

The scores, with no boasting on anyone's part, were:

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ALTERNATES ON THE CPT PROGRAM

Arthur Gibbons tells us that in addition to the students accepted for flight training on the summer CPTP program, an additional 20% will be taken in as "alternates". This group will participate in the ground schooling with the regular flight appointees, and will be used to replace any regular appointee who might drop our during the "A" stage. In the event that an alternate does not get an opportunity to take the flight training on this program, he will be first to be accepted on the next training program.

* * *

BETTER LATE THAN NEVER is the news (?) that Jake Lacinak, Mac Lowery, Burrill Hamon and Howard Beazel have returned from Chanute Field, Rantoul, Ill., after taking extensive refresher courses in the U. S.
Army mechanical training procedure. Welcome home, fellows, or have you-all gone again?

***

Biggest new student story of the week concerns Dorothy "Tommie" Bailey, first girl to ever take a complete flight AND technical course with Embry-Riddle. Of course, we've had plenty of girl students before, but never one who came in and took EVERYTHING in the book. Look at this course - Spanish, Portuguese, Instrument Technician, 1 and 2 S flight ratings on land and seaplanes, complete Aircraft and Engine mechanics course, yeah, be nice to the gal, she'll be here for more than a year on that one! "Tommie's" idea in taking all this is that she believes that there will be a tremendous demand for trained executives in aviation, particularly in the South American field, and she's determined to be ready for such opportunities. Good goin', gal. We're all for you!

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TECH SCHOOL STUFF
By Don Watson

What With the War ... and all.

There seems to be an epidemic of car trading. Word has finally seeped into the deep south that there will be less production on new autos in 1942 than heretofore and that those produced will have very severe treatment; no white side wall tires, very little if any chrome and a lot of other extras that in the past we have taken for granted. So maybe it's good business to trade the old bus now while there are still many good used cars to be picked up on the local market.

* * *

Students and graduated students are respectfully requested to refrain from visiting the Intercontinent Plant for employment interviews until directly called or advised by the school to go over. The Intercontinent plant is a capable organization and have classified all the applications students have submitted and the latest report is that the following men have been employed:

Daniel Bowen  Sheet Metal Graduate
Robert English  Sheet Metal Graduate
James Jenkins  Sheet Metal Graduate
Raymond Sullivan  Sheet Metal Graduate
Jack Barco  Sheet Metal Graduate
Alban Reid  Sheet Metal Graduate
E. R. Welch  Sheet Metal Graduate

Chances will be given all qualified men to be interviewed for positions and we feel reasonably certain the absorption over a period of time will be fairly good. The best thing about all of this activity is that the boys already in the plant to a man intend to further their capabilities by continuing their schooling with Embry-Riddle and in so doing make themselves practically indispensable to their present and future employers. The logical follow up of the Sheet Metal course is Wood Working and fabric work; further along the road to the Aircraft Ticket is the Welding and Finishing. We are very glad to see the men returning for evening instruction after completing their days' work in the plant.

* * *

From the building maintenance department at Tech, we have dubbed Frank Marshall "Termite" after the way he has been cutting holes thru the walls for ventilation purposes.

- 6 -
And if that guy doesn't stop hammering soon, --- after all, what's the rap for murder these days?? And another of our carpenter friends, George "Scotty" Hope just told us that he sends the FLY PAPER back to his folks in Scotland each week after he reads it. Whatta circulation manager he'd make!

* * *

A MIGHTY IMPORTANT ANNOUNCEMENT FOR ALL EMPLOYEES!

Comes to our attention that Embry-Riddle will very soon have a cooperative company insurance plan for all employees, whereby employees will receive sick, accident and death benefits. Worked out by Boss Riddle, George Wheeler and Glen Kuhl, this is the same type insurance plan adopted by Pan American Airways and many other big timers in the aviation business, and is decidedly worth your sincere investigation. Complete details of the Embry-Riddle insurance plan are being made into a booklet which will be distributed to the employees this week.

* * *

SOCIETY DEPARTMENT

PARTIES - PARTIES - PARTIES

With the advent of summer, seems like like most everyone has moved the cooking department to the charcoal grill in the backyard. Anyhow, Ye Editor has been getting an awful lot of free meals in back yards these days -

Take Saturday evening, last week, for example, Bonnie and Jake Lacinak had us over for broiled hamburgers and weiners, with plenty of onions, potato salad, home baked beans and stuff, and just about a tub full of excellent lemonade! Oh, boy, what food! Other guests included Mr. and Mrs. Ed Riolpel, Mr. and Mrs. Howard Beazel and their 6 year old son Peter, Harriett Erpenbeck and Mac Lowery, Golda Jackson and E. M. Smith, from Canton, Ohio.

Then Sunday evening, to Virginia and Don Watson's for charcoaled steaks, (you bring the steak) and the traditional potato salad, olives, pickles, etc., etc., and a case and a half of Coca Colas. Guests included Bob Bowen, Alice Gordon, Harriett Erpenbeck and Mac Lowery (don't they ever eat at home?), David and Owen Hard, Dave Beatty, and Grace and Bill Roome. Nice party, and swell victrola recordings far into the night.

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The British Cadets, who are officially known as 42-A, are now becoming fully acclimated and are getting into the old groove. Flight schedules started on the 11th, and rapid progress is already being made.

We find that there are important people in the group. One of the Cadets, Mr. Trapp, is a golf pro, and was a candidate for the Ryder Cup Team. Also in the group are two members of the press, so we understand. We haven't become acquainted with them yet, but hope to in the very near future. How about it fellows, can we have a little contribution?

* * *

The Cadet contribution this week comes from Flying Cadet Bowers, and it throws some interesting light on the matter. Really, it is our first bit of insight into the way our boys and the British are getting along together. Anyhow, we give you Cadet Bowers report.

We haven't yet much to report on our new British Cadets. They are settling into U. S. Army life in fine style. There was an inspection last Saturday which caused some consternation - but all in all, Carlstrom sees them as another class - and no different.

That's all for now. By the next issue the British "Right turn" will probably have been changed to "Right face", and a snappy uniform will be the only difference. And, by the way, the Saturday walk on the ramp has not differentiated between nation!

ED. NOTE: How about it, 42-A? Do you have any replies you would care to make? This is an open column, and we certainly will welcome your contributions?

* * *

Two new instructors at the Post are Mr. E. J. Smith and Mr. Hunsiker, who arrived via Luscombe the other day from Santa Maria, California. They were previously employed by an Army school there, and after finishing up their contract at that establishment they came down here to be with their old friend G. Willis Tyson.

The latest instructor refresher class has about 12 new men, with more scheduled to come all the time. This will bring the total instructing force up to about 55. The new men are now taking the course under Clete Huff, with Gordon Mougray and Lloyd Lampman assisting.

* * *
It might seem like the instructors were copycats, but if the truth be known, they had planned for some time to adopt Sun helmets for the official uniform during the summer. However, the idea sprang into actuality at almost the precise moment the British lads arrived with the sun helmets that are issued to them. The difference being that the instructors wear an "inexpensive" pressed fibre hat, while the Cadets have the real McCoy, which, I believe, are called "Topoys". (Let us know about that word if we're wrong, fellas.)

* * *

STUFF AND THINGS

Random Chatter (mostly nonsense) —— One of the flight instructors, while chastising his cadet for not looking around enough, said "Looky here, Son, I don't want you to become 'Jerry bait". —— Some of the Army Sgts. having a field day against yours truly for some of our recent writings. The occasion was a forced landing at Punta Gorda due to bad weather. —— Kay Bramlitt getting all excited about a trip to Sarasota.

THE EDITOR'S MAIL BAG

Just received a letter from Bud Heck in Mobile, Alabama. Bud is still "covering the territory" for Paris, and is still promising us that pair of free garters. He says the food is wonderful in New Orleans.

* * *

AROUND AND ABOUT THE SEAPLANE BASE

Biggest news around the Seaplane Base is the rather sad story that our old pal Instructor Mike Covert has been called north by the death of his brother in law, Dr. Stephens of Rochester, N. Y. Mike, having other business in the north, will spend the summer there, returning to Miami next fall. Taking Michael's place as an instructor at the Seaplane Base is Roger Carloy, transferred from the Municipal Base.

* * *

On the happier side of the ledger, we offer all congratulations to Ad Thompson, who successfully passed his commercial flight test, after
many an hour of solid plugging. The CAA inspector in the case was Dick Vavrina, and now Ad is going ahead for his instructor's rating. "Stick to it", Ad.

***
This and that ... George Hall got his water rating last week ... Dot Bailey has begun on her primary flight instruction ... and Dr. Margaret Williams, who is flying on a private ticket, is vacationing in Indiana and will be back July 15th.

***
The successful passing of flight tests by Harry Reeder and Fred Cunningham winds up the spring CPT program at the seaplane base. Of the three girls and seven fellows to start in this group, one girl, was washed out, and one fellow, discontinued, the remaining eight successfully completing the program and obtaining private pilots licenses. Nice!!

*** *** ***

VISITOR OF THE WEEK

Flying in via Eastern Air Lines from Birmingham was N. A. "Dick" Brown, AWA editor of the Dixie Air News, who came to Miami to visit his two brothers and sister, as well as renew old friends in the aviation industry. He left Monday evening to return to his home port at Charlotte, North Carolina.

***
Among other visitors were Bruz Carpenter's parents, who came to Miami to spend a couple of weeks with Bruz before leaving for the Pocono Mountains up in Pennsylvania. This is the first time Bruz has seen the family for about 18 months.

***
And another visitor, Lieut. Van Burgin's little (?) son, Van, Jr., who is spending a week in Miami before leaving for the Athens (Ga.) "Y" camp where he will be instructor in tennis and track. Van, Jr., will return to Miami for a month after camp is out on August 20th.

***

VACATION DAYS!

By being the first to complete the boys under his care on the Secondary CPTP program, Flight Instructor George May is getting himself a well deserved vacation. He and Tommie Turner left Miami Monday morning for R.A.I. at Arcadia, where Tommie took his Army instructors check flight, after which they went on to Orlando, taking off Tuesday morning in the "Airknocker" Chief which Tommie and Al Janes just bought, - enroute to
"Yeah, I been here quite a while. My 'chute didn't open."

Reprinted from Squads Riot, 1941
Milwaukee, Wisc. Up yonder, George will visit his family who live near Madison, while Tommie, the old devil, will visit THE GIRL! He met her here last winter while she was vacationing, and the purpose of this flying trip is to meet the family, present the ring and set a date for the wedding. Good luck, fellow, and we'll be seeing you again in about 10 days.

AND ANOTHER WEDDING IN THE OFFING:
Comes Friday, June 27, David Abrams, Jr., will marry Betty Serpas. Swell going, fella! Dave is a Chicago, Ill., laddie, the son of Mr. and Mrs. David Abrams, Sr., 4534 N. Albany Avenue; a graduate of the University of Miami, and taught mathematics at Shenandoah Jr. High School one year before joining the Embry-Riddle Staff.

***
MENTIONING MUNICIPAL
By Bill Jaster
Ex-flight instructor and old pal ANDY STINIS came last Tuesday to get his Waco sky writing ship and ferry it back to New York City for a new job there. Couldn't stay long, but Andy said to say hello to all the gang for him.

***
Bob Johnston's SAFETY THOUGHT FOR TODAY:
The pilots who fly in Japan
Are indeed a peculiar clan,-
They fly in kimonas-
Zoom all the pagodas-
And keep their nose down when they can!

***
Jack McKay, Jr., on a cross country flight, just phoned in from Belle Glade, saying that he was "weathered in" and would return next day. Could be Jack has a girl up there, or did he just want to get in some fishing in Lake Okeechobee. Anyway, it was a good idea, and we hope the next CPTP program doesn't get wise, or they'll all be spending the night "out". Seriously, tho, Jack used good judgment in not hesitating to set 'er down. By taking no chances, he averted the possibility of
a serious disaster; - a terrific storm blew up less than an hour after he called. 'Twere a good example for all students, please note!

When Ye Olde Editor visits Municipal something exciting always happens, - (Ed. Note, - this is Jaster talking!) usually he brings beautiful models for publicity purposes, but this time he came alone - found a ball bat and 10 minutes later he had a ball game going on. And all this at 7:30 in the morning, too!

Instructor refresher student Mary Brooks beat her instructor, Joe Garcia, out for the 7:00 A.M. appointment one morning, and has been razzing him ever since. Joe has no comeback now when Mary chooses to be late.

Newest pilot instructor to join the family at Municipal Base is Clarence O. ("Speed") SNYDER, who was transferred to Miami from the Carlstrom Field base in Arcadia because an appendicitis operation temporarily disqualified him from the advanced acrobatic flying practiced there. Well, welcome in "Speed", and hello to wife, Helen, too. "Speed" was born up in Syracuse, N. Y., where he learned to do his flying act, and went to Carlstrom Field after spending a year at the Peter O. Knight Field in Tampa. He has better than 2,793 hours, about half of which was on S ships.

The swell comradeship which exists among our students and employees was well demonstrated last week when the "gang" at Municipal Base clubbed together and bought Rocco Famiglietti a super suit case as a "going away" present. Rocco who has been on the line crew, just finished his primary flight training under the CPT program, and is returning to his home in Waterbury, Conn., for a short visit before being assigned to the Army Air Corps. Sorry to see you go, Rocco, but we're glad to have known you, - and all best luck in the future!
Keith Phillips passed his private flight test with Bob Johnston on the 14th, which winds up the Spring Primary Program. Out of the 29 who started this program at Municipal Base, 22 successfully completed the course and graduated with private licenses, the other 7 having been washed out for one reason or another. Nice going, lads and lassies!

After Instructor Jim Cousin’s name on the Primary Progress Board, there are marked down 5 demerits and we are wondering why. It must be a good story whatever it is.

** TALK OF THE TOWER - W M A 0 **

We borrow Maybell Manning’s column name from the Daily News long enough to tell you of our first experience with the Control Tower out at our Municipal Base. Along about 7:30 Wednesday morning at Municipal we got curious, so Quintus Feland drew a pair of head-phones from the stock room and we went out to trainer #2 and plugged in. About the first thing we heard was, "Miami Tower to Embry-Riddle trainer #5, NE of Municipal. If you read tower, dip wing please". We pecked out NE, and sure enough, there was a trainer coming in, and the wing dipped. Immediately the Tower continued, "Circle field to left and use South-east runway. Surface velocity 8 to 10 miles. All clear".

Ship 5 circled the field and made a perfect landing, and the Tower cut in again, advising future action of the ship, this time, "Ship 5, all clear. Turn right and taxi to hangar area". And we watch as the ship turns and taxis to our hangar. And who climbs out but Jack McKay, who had been out all night on a cross country flight, forced down up-state by bad weather.

Well, kids, all this radio talk just made us real curious, so we went up into the Control Tower, where we met Jimmie Wynne, chief senior control tower operator, who showed us all the equipment, 11 different receivers among other things, and introduced us to his gang, Martin Hansen, Clyde Cohron, Kenneth Schwinger, and Bill Fuss.

’Twas a mighty interesting half hour we spent there. We saw Bob Thompson take off in his Cub, using the light gun in absence of a radio, and also Andy Stinis take off in his Waco for New York. "This is just a temporary tower", Jimmie told us, and, pointing to some new construction near the tracks between Municipal and the new Master Airport, "the permanent tower is being built over there, and will have more complete equipment, an altimeter and anemometer and all that stuff."
Jimmie asked us to pass the word along to all our fliers that he certainly appreciates the way they've taken hold and are cooperating with the operators in the control tower. "After all", he said, "it's new to all of us, but believe me, when we get used to it, it will certainly be a wonderful safety measure, and after all, those pilots in training should be accustomed to flying off a controlled field. Eventually, all airports will be controlled, and it is good training for them".

And he gave us his final recommendation, "Tell your gang that the secret of good reception is fine tuning and high volume. And don't forget to increase your volume after takeoff!" Well, All Right, Jimmie! We'll do that, and hats off to you and your boys for doing a fine job!

* * *

Joining the stockroom personnel at the Tech School is David Abrams who came to us from a year of teaching math at Shenandoah Jr. High School. Dave is a University of Miami graduate and former member of the football squad.

* * *

Arriving June 17 as newest addition to the Tech faculty is Dr. T. D. Phillips who will teach ground school and act as consultant on technical aviation problems, a position for which he is well suited, having been one of the 9 men who wrote the text books for the Civilian Pilot Training Program under which 50,000 pilots have been trained. "Doc" has a string of those college degrees after his name, and among his other accomplishments he is head of the physics department at Marietta (Ohio) College, was on the research staff of the U. S. Bureau of Standards and wrote the "Digest of Civil Air Regulations" for the government. Some Stuff!

* * *

OLD TIMERS CLUB WILL NOW MEET!

A babe in arms, as it were, it's fun to check back over the records and see who's who and how long they've been with the company, Flight Instructor, Bob Johnston, takes the cake as being the oldest pilot with the company, in length of service. Ad Thompson comes next. He and Bob, we think, were about the first two employees of the Embry-Riddle company when we first began operating the Miami Seaplane Base. Next oldest pilot is Charlie Barnhardt, who came with the company June 15, 1940. And there's Registrar Arthur Gibbons and Comptroller George Wheeler, both of whom came in on June 14, 1940. Way back in history, Ye Editor joined the company on June 7, 1940. Tempus certainly fidgets, doesn't it??
Plenty of new students at the Toch School! And do you notice the trend to the South American business? The students are beginning to come up from South America, so let's exercise that "Good Neighbor" policy and welcome them into our family. Enrolling in the flight division was Sr. Eduardo D. Hernandez, Cuban Counsel in Miami, who is going to take a private pilots course at the Municipal base, and from Medellin, Columbia, S. A., comes Luis Emilo Jaramillo, 24-year old son of a prominent real estate dealer there, who is taking a complete Aircraft and Engine course to prepare himself for the growing aircraft industry in his country.

And a great big welcome to all the other students who have enrolled in the following courses:


AIRCRAFT SHEET METAL: John Tierney, G. R. Lyon

WELDING: Fate A. Crews, Jeffie K. Waldrip, Claud Jones, A. Darnes, M. W. Jahn, Asa F. Pilcher, Harry Mayer

DRAFTING: Dick Momand

AIRLINE MAINTENANCE: Webster Clay Bright, Mark Hall Fredericks, Raymond Beymer, Thos. B. Winkikus, Robert N. Gray, W. L. Bell, C. J. Sedlmayr.


A & E: Luis Jaramillo, K. Painter, John J. Hufnagel, Arthur L. Walter, Jr.


Here's good news about one of our ex-employees who was probably one of the best liked lads to ever pass thru our memory. 'Tis JOE NEISER, who left the dispatcher's tower at our Municipal Base to enter Northwestern University at Chicago under his Naval Reserve Commission. Our last letter from Joe came in April 2, and told of mighty hard work, and the doubt in his mind that he would be able to pass the stiff requirements, but, latest word on Joe was published in the local papers Monday, and confirmed our belief in him, he did pass the course, and was given his commission as ensign. Congratulations, Joey, boy, and write to us again.

Anyone wanting to write to Joe can address mail to him at 801 N. W. 63rd Street, Miami, Florida, with the notation "Please Forward".

POST SCRIPT: JOE NEISER WAS IN MIAMI! After the above was written, Joe dropped into the office to say "Hello" to Ye Editor. He was in Miami for only a couple of days vacation, and left Saturday morning on an undisclosed official Naval assignment. Good luck, fellah!

Comes a letter from Secondary flight graduate Seaborn Chiles, Air Corps Training Detachment, Americus, Ga., who tells of meeting Tom Schepis there. Seaborn says to tell all the gang, "Hello!"

A letter from flight graduate Bud Saegor to Wilbur Sheffield tells of Bud getting a job with Eastern Air Lines. Nice going!

Kenneth Manion, Tech School graduate returned last Sunday after a motor trip around the eastern part of the country looking over the job prospects. Kenny reports that Vultee up in Tennessee will take on 3000 men within a couple of weeks, Piper Aircraft is still wanting welders, and Glenn Martin and Curtis Wright are very receptive to applications from qualified aircraft men. Incidentally, Kenny's brother, Arnold Manion, and James Sackett and Pat Stewart, all Embry-Riddle Tech graduates were accepted for employment by Curtis Wright at Columbus, Ohio, and went to work there last Monday morning.

There've been some changes made since last reporting the whereabouts of some of our Tech graduates, IRVING BLOOMBERG is with Brewster, Lynn Bottom and John W. Patterson are with Bell Aircraft at Buffalo, Ernest H. Cutler is with Sikorsky at Bridgeport, Conn., and Bob Shively is
with Allison Engineering at Indianapolis, Ind. Write in fellows, and tell us all about things and stuff! Flash! A letter just in tells that Dunn, Cooper and Huffman are now with Glen L. Martin, making bombers!

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BART SCHWARZENBEK, who finished his primary CPTP last January at the Seaplane Base has successfully passed his physical exam for the Army Air Corps and is now waiting at his home in Nutley, N. J., waiting to be assigned to a training base. Bart started his primary training with Jimmie Cousins and finished with Wiggin.

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A postal card from 2nd Lieut. Al Bachmann, one of the first U. S. Army Air Corps men assigned to R.A.I. at Carlstrom Field, "I am being transferred to Curtis in Buffalo and want to keep up with the news at E.R. Please send me the FLY PAPER, and say hello to Len Povey for me and have him drop me a line, will you? Many thanks and lots of luck to all the Cadets at Embry-Riddle". Sincerely, 2nd Lieut. Al Bachmann

U. S. Army Air Corps,
Address: 581 Potomac Ave., Buffalo, N. Y.

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STUDENTS! ATTENTION!

FLASH! Due to being late with this issue of the Fly Paper, we're able to get in the last minute news that next Tuesday and Wednesday, July 2 and 3, Arthur Barr will show some very special moving pictures covering every phase of primary and advanced welding. These pictures, thru the courtesy of Mr. Mittermeyer, of the Linde Air Products Company, are excellent examples of visual education, and are well worth being seen by not only the welding students, but also, all those interested in aircraft construction and maintenance.

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MORE LATE NEWS!

Tuesday morning, June 24, and we learned that the following Air Craft Line Maintenance graduates reported to work today at R.A.I. Carlstrom Field, Arcadia: John Concannon, Elmer Hilbrant, Roger Saxon, James Groves, Homer Taylor, Eldon Farwell, Robert Ohlinger, Clark Batchelder, and Norwood Latimer. This, the first group to go from Tech School to R. A. I.

Best wishes and good luck, Fellahs!

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By special, secret messenger, Kay Bramlitt sent another Odom cartoon down to the FLY PAPER, telling all about Ace Correspondent DALE DELANTY getting lost in a rain squall the other day. Kay says the boys wanted it sent straight down, 'cause they were afraid Dale might censor it. Why, Dale, - you wouldn't duck out of a good laugh, would you? Anyway, fella, it's all in fun.

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Speed is vital in America's need for trained men in Aviation. And there will never be a better moment than this present one for you to take advantage of the opportunity! Don't delay -- enroll today for the Embry-Riddle Government-Approved course that will open the door to your place in Aviation - in the air or on the ground.

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