Course VI Takes Sports Day

At Clewiston; Cup Presented

Course VI, Red Flight, which was
Yellow Flight won the first Riddle
Field Sports Day, turned on the
steam to triumph in the second,
hef July 22. Despite the intense
heat, Red Flight rolled up 24 points
to outscore Blue and Green Flights,
which tied for second place with
12 points each.

Yellow Flight scored 11 points
and a Staff team rolled up one point
at the meet, which was composed
of high jumps, relays, dash-
er, cricket ball and a tug-of-war.
A sack race, obstacle race and
three-legged race were not con-
sidered for championship points,
but added to the entertainment.

New records were made in the
100 yard dash, 440 yard dash, one
mile and relay races, and the high
jump.

A pleasant surprise was the presen-
ce of "Boss" John Paul Riddle,
who presented the Riddle-McKay
cup to the winning flight. Mr. Rid-
dle appeared to enjoy the after-
noon, as did the other spectators.

The complete results were:

Red Flight or Yellow—They're Still Winners!

220 yards: Butler, Red Flight,
first; Woolley, Green Flight, sec-
ond; Ainsley, Yellow Flight, third.
Time: 25 seconds.

Cricket Ball: Williams, Blue
Flight, first; G. A. Clark, Red
Flight, second; Teate, Staff, third.
Distance: 85 yards.

100 yards: Gray, Yellow Flight,
first; Lean, Blue Flight, second;
Butler, Red Flight, third. Time:
11 4/5 seconds—NEW RECORD.

Broad Jump: Gray, Yellow
Flight, first; Rothwell, Green
Flight, second; Thomas, Blue
Flight, third. Distance: 17 ft. 11 1/2
in.

Relay Race: Red Flight first;
Blue Flight, second; Time: 1:14.9
NEW RECORD.

High Jump: Tufnell, Red Flight,
first; Williams, Blue Flight, sec-
ond; Pegram, Yellow Flight, third.
Height: 5 ft. 1 in. NEW RECORD.

440 yards: Goodwin, Yellow
Flight, first; Ardley, Green Flight,
second; Simms, Blue Flight, third.
Time: 58 seconds. NEW RECORD.

Tug of War: Red Flight first;
Green Flight second.

Continued on Page 10

EMLBY-RIDDLE PAPAER

"STICK TO IT"

VOL. IV AUGUST 6, 1942 NO. 16

NEW HOME OF EMBRY-RIDDLE SCHOOL PARTIES

Behold ladies and gentlemen, the new home of the weekly Embry-Riddle Victory
Vacation Parties. The Northshore Hotel and Aero Club, located on Normandy
Island just off the 79th Street Causeway, Miami, Beach.

Addi ted Attractions

It’ll be the same story, kids, swimming in the salt water pool
in the afternoon, a GOOD steak
dinner in the evening from 8 to 9,
and dancing from 8 in the even-
ing until 1 in the morning...
PLUS the added attraction of a
professional floor show during the
course of the evening!

This is a beautiful new hotel
... and it's a beautiful new deal
for “Our Gang”... exclusive use
of the facilities of the hotel ...
cool rooms and NO crowding!

Of course, Special Rates pre-
vail for members of our group
who desire to spend the night or
week-end... and we're looking
forward to an extra super-SUPER
party since this MAY be Ye Edi-
tor's final farewell party! For a
very pleasant surprise and a who-
ping good time, to say nothing of
a surprise wedding party, be sure
to come to the Northshore Hotel
and Aero Club this Saturday aft-
earton and evening! For a good
time for all... we’ll see you there!

(Special to the R. A. F. and
A/C's from Carlstrom and Dorr: These special rates apply to you-
all, too!)

Don Budge Will Play Tennis Exhibitions

Good news for tennis fans
is the announcement that
Donald Budge, world profes-
sional tennis champion, will
play a series of exhibition
matches at the various Em-
try-Riddle training bases.
First of the schedule series
will be played at the Tech-
ncal School Division in Miami,
next Wednesday, August 12,
at 5 p.m. against Campbell
Gillespie, well known Miami
amateur champ.

This exhibition, open to all
Embry-Riddle students and
employees, will be followed
by a Tennis Clinic, during
which Don will give free in-
struction to anyone inter-
ceted. The flight bases at
Clewiston, Arcadia and Union
City will also have the pleas-
ure of seeing Don play in the
near future, and they, too,
will have an opportunity to
benefit from his knowledge of
the game. All of you... don’t miss this!

RIDDLE FIELD: "Boss" Riddle presenting cup to track and field meet victors.
DORR DOINGS

by Jack Whitman

Improvements

Biggest improvement this week is the final oiling of the circular drive—it makes a good race track for people who don’t get caught. So—don’t get caught, there is a penalty and it ain’t a fine.

Which Instructor’s face was red when “Fog-Horn” Riley whispered to him to please not walk on the oiled road until it was sanded—“the whisper heard ‘round the Circle”?

Last week our fourth hangar got its last pounding of concrete—talk about big—you oughta go in there some dark night and holler at yourself—near scares you to death.

War Bonds and Stamps

Guard R. R. Petrey is buying a bond a month. Instructor Leonard has been buying quite a few War Savings Stamps at the front gate lately.

We don’t want people to forget to save their passes—yet we do want to sell stamps—and, folks, you don’t have to forget your pass to buy stamps—they buy them anyway. All you have to do is hand over ten cents and get a stamp, or as many as you want, all in one operation. Show your pass—open your pocket book—take out money—put stamps in pocket book—return pocket book to pocket—all in one slow roll.

Tom Hughes is new in the Army Supply.

Velm P.B.X. Cowart, of Dorr Field, and Lamar Albritton, Crew Chief at Carlstrom Field, are “oneing” it this week-end.

Welcome, Mrs. Neil Whidden, to Time Department. Miss Frances Parket looks as chic and pretty as ever in spite of her tonsil operation. Before she had hardly arrived for the tonsillectomy roses were pouring in—come on now, who “dunnit”?

Dottie Dekle came back all “a-smiling” and from all reports she must have had a mighty fine week-end in Ocala.

We visited George Mackie over at the “Auxiliary” Field the other night. Carlstrom keeps growing.

Happy Landings

Good luck and happy landings, Brook Harper—we’ll sure miss you.

Guard Eb Smith’s first airplane ride last week—all you can get from him now is “Let’s do it again!”

Did someone explain to Hazel Dishong that Cadets don’t use their foot-lockers to keep their feet in?

You can kid us all you want to, Mr. Hocker—one of these days we’ll mail you that panther—C.O.D.

WE’RE IN IT—LET’S WIN IT!

FLASH!

Miss “Patty” Nachtigall returned from New York on July 28th after a two-week vacation.

What was Gerald (?) Taylor doing in an Arcadia beauty shop Saturday night?

Tubby Taylor says he is not getting fat—his chest has just slipped.

Welcome to Dispatcher Clarence Schelberg—a newcomer—and how that man can make a piano talk. Classical, swing or what have you.

Scare of the week—thought Esmerelda was lost—found her back at the Mess Hall.

“Most forgot—Capt. Nachtigall returned too—same date as Patty.”

—WE’LL RULE THE BLUE IN ’42—

OPEN DORR

by A/C Frank Campbell

Well, here we are again, waiting for pay-day, Sarasota, and our 29 hour checks. We couldn’t make the Lindy last week, but we heard from very good sources that everybody had a putty good time. Talking about good times, Joe Durkin is sort of mad because he can’t be home to see Hedy Lamarr in “Ecstasy,” incidentally that word “ecstasy” reminds me: Have any of you Misses gazed on the ecstatic Mrs. Ochsen. Ah! There is a woman.

What is this we hear about “Crash” Danielson adopting two children the hard way?

Now that Dick Tracy is gone, A/C Timmerman is seen at the PX very frequently. We wonder why?

Near Riot

There was a near riot when Cadet Grote charged out of his plane Friday demanding to know who was flying the certain ship whose pilot insisted on playing a game of tag at 2,000 feet. He was finally pacified when good old Pappy Bayer took him in hand and bought him a coke.

Does any one know why Cherry-noise can’t stay awake in class? A/C Gebel told his story of how a buzzard struck his wing. When asked why he didn’t dodge the poor creature, he replied, “Heck, he should watch out for himself, he’s been flying longer than I have.”

Twenty-hour Check

We are all on edge waiting for the 20-hour check, but we don’t think that one will find two more nervous Misters than Cadets Grady and Davis, both are expecting new arrivals and according to their roommates they’ll both pull thru.

Loops

We’ve seen ground loops and we’ve seen some close calls, but the loop that J/C Booksblog pulled just about tops all.”70” degrees in the bat of an eyelash. Better be careful, lad, or you’ll be in E. F. Brown’s shoes. From the latest reports, he’s just completed his 16th copy of the traffic patterns and still going strong.

That’s all for now, lads. See you next week.
THE MOUNTAIN MOVES TO MIAMI

-Larry Walden Photo

It seems that Miami Beach can't go to Carlstrom or Dorr, so Carlstrom and Dorr move down to play with us. A goodly crowd was there as is evidenced by the above picture taken Saturday night at the usual dance at the Deauville. On the front row, reading from left to right are Carolyn and Jack Hobler, Carlstrom; Ye Ed's kid sister, Charrie, and Gaynelle and Ralph Cushbertson, also of Carlstrom. The back row, Mr. and Mrs. Garganti, Dorr, Paul Moonsey, "Fatso" Kilkoski, Gene Denault, Charles Palford, Len "Whiptail" Berry, Bob Locbiller, Bucky Miller and Ed Gangley, all of Carlstrom.

VACATION WORDS
by Jack Hobler

It seems funny not to start off a column with ideas of Carlstrom Field and its gang, but we have been away from the Field for almost a week. The truth of the matter is that we are here at the Mac-fadden-Deauville hotel on a week's vacation, and are writing this bit in the office of the Cabana Club, on a borrowed typewriter.

Appreciation
We'll begin by mentioning a bit of appreciation to Mrs. Freeman, who has made this loan possible. We might also say, while on the subject, that the entire staff of this hotel have practically bent over backwards to make us comfortable during our stay. So we offer a word or two of thanks to Ralph Gianette, the genial and hospitable desk clerk who has almost outdone himself in making things pleasant for us. And we think we're safe in saying that these sentiments are shared by all the Carlstrom and Dorr Fields gang here with us.

Via Bus
Our trip over here from Arcadia on the Company bus was made very enjoyable by the presence of seven Cadets from Dorr Field who had just finished their primary training there. Among them was Gray Sulnaker, who did such a nice job reporting the Dorr doings in several of our issues. Gray used to be with Allison and we learned quite a few things about that engine that we never knew before.

One of the other boys was a former race-car driver, and he had quite a few tales of his own to tell. Mr. Longpre was also along, coming down to see Bob Hillstead, and he, too, contributed his share to interesting conversation. Our gracious driver stopped a moment on Route 26 to let us get a bit of refreshment and to look at the assortment of rattlesnakes, mocassins, and similar serpents caged up just outside the stand.

Zany Vacationers
Once in Miami, Ye Ed took over the job of getting us settled in the hotel. The next day, Ralph and Gaynelle Cushbertson arrived, along with Ed Gangley, Cliff Quesenberry, Bucky Miller, Fats Kilkoski, Gene Denault and Paul Moonsey. If there is any doubt in anyone's mind about the general insanity of this crowd, that person has only to accompany them on a vacation. Zany is hardly the word for them.

First, Howard Bousin got Colleen Bredlin to call us up at 12:15 a.m., getting us out of a nice warm bed and fitful sleep. Then the tri-daily sojourns to the neighborhood drugstore for meals was a varying source of wonder to the natives of this part of Miami Beach. One afternoon we all formed a conga line all the way back to the hotel. Another time Ralph Cushbertson spied a nickel under a sidewalk grate, and got Mrs. Hobler to quickly chew a piece of gum so we could attach it to a stick and retrieve the money. Some forlorn looking little boy happened by just then and drooled so much at the sight of the nickel that we had to give it to him to ease our consciences.

Quesenberry, never having seen a magoon, was prevailed upon to get one; picking out the biggest thing in the market, he came very near being a sick, little boy before he finished it.

The Old Gang
The usual company party on Saturday night was rather well attended by the Arcadia delegation. Here we ran into a lot of the old gang we had worked with here in Miami last year. Tall Tom Moxley let the cat out of the bag when he advised us of his engagement which is to be culminated in marriage about next June—if he can wait that long. More of the Carlstrom bunch showed up in the persons of Lon (Wimpy) Berry and Bud Brown. Before that party was over, the feet-first jump Gene Deault had made from the pool's ten-meter tower earlier in the afternoon had magnified to a three-and-a-half somersault. Ed Gangley, to the masterful job of chaperoning our group; the respect commanded by his mass of prematurely gray hair was more than we could ignore.

What with running into old friends and with having a whale of a time with our own bunch, we are enjoying the vacation.

-DID YOU KNOW--
-DEAUVALLE GUESTS

Among those who spent the week-end at the Deauville were Jack Hopkins, Clewiston, and his sister June, with Mabel Tormohlen of Huntingburg, Ind. From Arcadia were Richard F. Brown, J. D. Berry, Herbert J. Fink and A. C. Simmons. Other guests were S. G. Lynee, Robert Landis, Mr. and Mrs. Albert P. Dick, Laurice Anderson and Ye Ed Belland.

IDLE CHATTER

Well—go ahead and have some fun, but the next time I see the Lt. out airing himself, I'll say, "Your legs look familiar, but I just can't place you," eh? Besides I felt if I was barred from that territory, no other gal was going to get by with it.

Transportation Problems
The folks closing Ray's Soda Shoppe t'other nite must have had thought Mr. Rigby and I had taken up Squatters Rights on their sidewalk bench, but we were really waiting for our nightly lift to work. Since the last bus at night has been cancelled it is a problem. We too, are convinced that Mr. Howard was late to his own wedding, but it won't happen to us again. He's to be part of Hangar 2 from now on. Has anyone a pair of roller skates that I could take up an option on? I know a place where I can get re-capped.

Did you all hear about the Cadet who came in on O.P. the other A.M. carrying his raincoat. He had toted it all over town but when he reached the Circle posts it became a burden and he dropped it very carefully over one. Then while his buddy waited he shook his finger at the raincoat and said, "There now, I'll be back for you later."

Daytime Night Mares
People who stay up all night to operate switchboards must be a little teched. I spent most of my six sleeping hours the other day, dreaming that I was shopping for a gold fish bowl, and never owned a fish in my life. That is good but the Dorr Field operator beat that. His dream was Willie Carson was driving the Dorr bus and he took off from town with a full house and rode them all around for three or four hours and would not go near the Field. She said she cried and the men did other unmentionable things to convince him they all had to get to their jobs, but Willie stuck it out. Remedy wanted.

I Gotta Date, by Gosh!
I'm so excited. I made a date with my husband for next week and unless something unforeseen turns up that will keep him at his post until time for me to be at mine, I'll get to see him in the flesh. I've been writing him letters, just to keep him posted on my side of the family. But, with his night work, I feel he'd get me 'way back.

When I saw Mr. Vestal working day and night, I marveled. Tried it myself for a few hours over schedule the other morning but — I still marveled.

Night P.B.X.
TECH TALK
by Laurie Anderson

Under A Beach Umbrella

Amid this tropical atmosphere, I muse over a "stack of replies to my call for scoops for Tech Talk." Thanks everyone, for the proof of the prevailing spirit of cooperation among Embry-Riddle employees. Since I am located in the Electrical Department, Coliseum, Coral Gables, I had to resort to remote controlling by instruments, or the writer per campaign to get news from all parts of our ever-expanding organization. Here goes:

J. M. Evans, Building Supt.

"I would like very much to offer some suggestions that might be of assistance to you in filling your role of guest writer for the "Fly Paper," but what we do in the Maintenance Department rather speaks for itself and we might be regarded as "painting the lily" if we undertook to tell you about it. Naturally we are proud of our lawn, drives and walks, and the paint on the building, we feel that we are helping in making a very attractive appearance, but you know all about that.

"We do have a newcomer in our office in the person of Charles W. Mayedwell, whose believe it or not, is one of the youngest employees in the organization. He insists that voting twice in Miami proves that he has been a resident long enough to claim this city as his home, but he admits he has lived in Cleveland, Louisville, and Baltimore, in addition to Chicago, where he had a number of years' experience in the casualty end of the insurance business."

Gertrude Bohres, Personnel

"Marian Moyer has left the School for the Navy. So sorry I can't furnish more news, but with our two (the other, Tillie Capp) girls gone, I have much more work than I can get out."

W. R. Burton, Director, Civil School

"Ludy, my nose is no close to the grindstone these days I see no evil, hear no evil and speak no evil. I know naught of hobbies, birthdays, achievements, weddings or the like. Of vicesitudes I know much. Forgive me, but I am unable to help. Would that I could, for it would be a pleasure to guest-write for the guest-writer of what was originally my own column."

R. H. Dietrich, Student Counselor

"Hobbies — fishing and swimming. It is a delight to watch the eyes of two young sons grow as big as saucers when they hook a big fish. The oldest son wants to buy a boat."

Willard O'Brien, Senior Instructor, Aircraft Department

"Why don't we start a swap column among ourselves? I would like to trade a 20-gauge double barrel shotgun and a 25-20 caliber Winchester rifle for a one-half H.P. electric motor or woodworking tools. Incidentally, my car for an airplane, too."

Kathryn Bruce, Engine Overhaul Division

"With reference your note of July 30, and your 'Tech Talk' column, below are a few notes I have been able to gather around the Engine Overhaul Department. The Engine Overhaul Division of the Embry-Riddle Company is now officially underway and can't miss with the reins in the capable hands of J. R. Horton and Charlie Grafflin. Mr. Grafflin, better known as "The Original Bird in a Gilded Cage," oversees from his cage, perch or office, high up in the middle of the huge hangar.

"We have quite a bevy of belles, 16 in number, who are alongside the men in their respective jobs. These girls have formed a strictly "social club" called the "Overhaul Cadets," which they hope will afford them much pleasure. Congratulations are in order for Pat McNamara, formerly Ben Turner's secretary, for both her new job with Lt. Bacon, of the Army Air Force, and her birthday of Friday, July 31. Congratulations, Pat! Whoever said the Age of Chivalry is dead, surely did not know one Charlie Grafflin, who due to his chivalrous ways in nursing a bandaged hand obtained while helping his secretary to adjust a fan in his office. Hope this will help you a trifle."

Sebie Smith, Head of the Instruments Department

"(1) The seven Latin American students who have started the Specialist Course in Aircraft instruments are setting up a precedent for all future students in this subject. (2) Examination questions: Why is it necessary to check the directional gyro every fifteen minutes? Ans. Because the gyro maintains the same direction and the world is round. (3) Mr. Maurice Westervelt and Mr. Sandy Frue of the Instrument Department are now in Brooklyn, New York, taking an intensive course on Gyro instruments at the Sperry Factory. Upon their return Mr. Westervelt is to head the Instrument Overhaul Shop now being set up and Mr. Frue is to continue as an instructor explaining to the students: 'This is the way we did it at Sperry.' (4) Mr. A. B. Plassy, a former resident of Embry-Riddle, in a letter expressed his appreciation of his training at the Tech School. He is now in charge of a school at the Ford Bomber Plant to train men for instrument work at the factory."

Mrs. Mary Pernor, Switchboard

"New telephone books are out. Did everybody get one?"

Robert Hillstead, Comptroller

"Walt Auburger, Accounts-payable-accountant, is leaving after one year of excellent service. We hope he likes California as much as we do Miami, but we have our serious doubts. His successor is Leonard Brown, of Auditing. Gordon Bowen, having recently completed one year of service, succeeds Fred Hawes, now in the Coast Guard, as assistant-comptroller. My period of service was two years on July 15th."

Betty Jo Beller, Purchasing Dept.

"Laurice, this is about all that I could find. The Purchasing Department has a newcomer in the person of Mr. Thomas Roddy Landigan. He is taking Jim Geddes' place. There are rumors that he has three sons in the service and that they are all single.

"Another new face is Aldra Watkins. She had all the girls tearing their hair, when two Lts. from the Beach came over to take her to lunch last week. How about giving us a lesson on "How to catch a Beach Lieutenant"? Talk about answering the $64 question (apologies to Eversharp Broadcast). The new one is "Have you seen Mr. Carpenter," or "Was that swish that just went by Mr. Carpenter?" It seems that Corinne Phillips and Mary Lou Wettatine have become very domestic. Ask them what we mean."

Dear Bud — Remember Cadet "Slip Shod"? The one who used to sleep in plane identification. He gave a plane to the Axis the other day.—Joe Williams.
FROM RAY FAHRINGER AND COMPANY

Dear Bob:

I've been up to my ears on the Cadet Handbook . . . last night I was slaving over the drawing board and was bemoaning the fact that I didn't have time to make a drawing for the Fly Paper . . . My eight-year-old son told me to keep right on with the book and he'd dream up a gag drawing for you . . . An hour later he came out of his room with the enclosed effort. . . . All I did on it was to sign his name for him. . . . We at Cortrolen Field think it's funny . . . or maybe it's the heart.

Arthur Barr, Head of the Welding Department

"New addition to the gang is Russ Bowen from Attleboro, Mass., who traveled with Grace Steamship Lines as Assistant Cruise Director, and travelling orchestra leader "porting" at west coast of South America and occasionally trips to west coast of good old U. S. A. Mr. Bowen boasts he's married, has two debutante daughters and likes it at Embry-Riddle." K. C. Smith, Engines Dept. Head

"Chester Nungester of carburetor fame has solved the gas ration problem—he bought a horse. Bill Shanahan is building job sheets and lecture outlines as night home work—that's real cooperation with the Riddle effort. Student Elmer Kline has an average of 94.4 to date. Three years in military school and six years teaching school has made him a fine student and fine person to know."

"After a 'trip' around the plant there is nothing like returning to your home base, Electrical Department, for this happy guest-writer whose office is housed in ye olde ice skating rink amidst camouflage, fuselages for students to install electrical systems, dropped on the stage for scenery effects and boosting a PT-15. In behalf of the Electrical Department, our chief, Michael Lojinger, and staff, who aim to cooperate 100% with the U. S. Air Corps in general and Embry-Riddle in particular, I blow the last word, a "Die!"

WHERE DO THEY GO?

Following up on Ex-Private John Keelin's story of last week concerning the whereabouts of former students of the Tech School: He has come through in noble fashion with another list of the boys and their present locations:

**Drafting**

Albert Burks, Universal Molding Products, Bristol, Va.
Frank Wickersham, Babcock Aircraft, DeLand, Fla.
Edward Dratz, Martin Aircraft, Baltimore, Md.
Stanley Heas, Pan American Airways Corp., Miami, Fla.
Bill McConnnell, Intercontinental Aircraft, Miami, Fla.
Lester Pris, Intercontinental Aircraft, Miami, Fla.

**Instruments**

M. Duncan, Civil Service, Nassau, Bahamas.
R. L. Kinnett, Embry-Riddle, Miami, Fla.

**Welding**

Norman Reese, Glenn L. Martin Co., Baltimore, Md.
Floyd Jones, Tampa Shipbuilding Co., Tampa, Fla.
E. W. Moore, Tampa Shipbuilding Co., Tampa, Fla.
E. C. Sanders, Bellance Aircraft, Delaware, Md.
N. S. Bader, Tampa Shipbuilding Co., Tampa, Fla.

**Sheet Metal**

Walter Bulz, Drew Field Sub-Depot, Tampa, Fla.
Richard Newell, Drew Field Sub-Depot, Tampa, Fla.
Walden Getzman, Drew Field Sub-Depot, Tampa, Fla.
Chas. Glickstein, Drew Field Sub-Depot, Tampa, Fla.
Bernard Bernstein, Drew Field Sub-Depot, Tampa, Fla.

**Aircraft and Engines**

John G. Holt, Embry-Riddle, Miami, Fla.
Virgil P. Ingram, Embry-Riddle, Miami, Fla.

L. C. Norton, Orlando Air Base, Orlando, Fla.
Allan Goldberger, Tyndall Field, Panama City, Fla.
Milton Goldberger, Tyndall Field, Panama City, Fla.
Martin F. Beckerman, Drew Field, Tampa, Fla.
Ralph Woolsey, Eastern Airlines, Miami, Fla.

**Engines**

Hillery T. Johnson (Ga.), Drew Field, Tampa, Fla.
William F. Smith (Ga.), Wellston Air Depot, Ga.
Veasy D. Morris (Ga.), Wellston Air Depot, Ga.
William S. Jones (Ga.), Pan American Ferries, Inc.

**Lester Cunningham, Pan American Air Ferries, Inc.**

**Howard Parry, Pan American Air Ferries, Inc.**

Charles Phillips (Go.), Embry-Riddle, Miami, Fla.
Murray Gardner, Windsor Locks, Conn.

**IN MEMORY OF**

JOSEPH T. LANE, JR.
Syracuse, New York

He gave his life to his country in a training accident at Door Field, Arcadia, Florida, July 26, 1942
UNION CITY NEWS LETTER
Larry I. Walden, Jr., Editor

Our General Manager, Mr. H. Roscoe Brinton, is often referred to as "the grand old man of aviation." Although he has been flying continuously since 1922, we wish to correct this by calling him "the Grand Man of Aviation" as he is just as young as the youngest.

Brinton Solo!
Recently, while attending a Bar-B-Q, there was a statement made in a group of men, if they could call back 20 or 30 years, they could jump over the table upon which the food was served. Immediately Roscoe spoke up, in his usual manner, saying, "I can still jump over the table." Quickly wagers were placed that he could not. Taking off like a P40, he hedge-hopped over to a safe landing on the other side, only to find he must reimburse 40 percent of the earned wager for dragging his right wing-tip!!

Among those making an inspection tour here at Embry-Riddle Field last week was Colonel Leon S. Stranathan, who is now Commanding Officer at the Army's Twin-engine Flying School located at Blytheville, Arkansas. Many will remember Colonel Stranathan as the Assistant Director of Training for the Southeast.

Inspection Tour
Others on the inspection tour were Major Weldon James, Captain Charles Breeding, Mr. John Paul Riddle, Mr. Roscoe Brinton, Captain Lynn Povey, Contractor C. F. Wheeler, and Architect Stefan Zachar.

Other important visitors have been Messrs. Herbert Hoover, Jr., Coughlin, Russell Hathaway, Glen Kuhl, all insurance representatives. The local company employees are very enthusiastic over the group insurance plan made possible for them by the Company.

News We Love to Print
And, Guys and Gals, here's news we love to print. The Maintenance group, the largest department on the Field, has led all others by being 100 percent in the purchase of War Bonds and Stamps. They deserve a big hand. The other groups being 100 percent are the Flight Instructors and the Ground School. We expect to report in the next issue that every department has pledged itself 100 percent in this great effort.

Because of the efficiency of the crew working on the landing area, we are now able to use one-half of the total area for take-offs and landings.

Notes From Here and There
A familiar face can be seen around now—that of Bill O'Neill, having returned on his routine visit from Miami.

Somebody (guess who!) has suggested that all new PT's should be manufactured with skids on the lower wing-tips.

Dorothy Snow Summers has been added to the group of P. B. X. girls. They are doing an efficient piece of work.

Everything seems to be running smoothly down at the flight line. E. H. Kusereov's wife has returned from a three-weeks' visit with her parents in Lock Haven, Pennsylvania.

Something serious has happened to Fokk Perdue. He's playing shut mouth.

Like a postman taking a walk on his day off was Chef Bert Taylor at the Mess Hall the other day. A secret! it was his day off!

Woody Woodward has passed his refresher course and is now a full-fledged flight instructor. Congrats, Woody!!

The new parachute bins make the parachute department look even nicer, and it's hard to improve upon.

John and Polly Brannon have been visiting in West Virginia. Pretty country and nice people.

Mary Armstrong of Montgomery, Alabama, girl friend of Lt. Kleiderer, has been visiting him here the past few days.

There is always bitter with sweet. With that in mind, every person on the Field extends to Howard Cooper, Flight Dispatcher, his sympathy because of the sudden illness and death of his wife.

CADET CHATTER
Civil Time, our Navigation Instructor tells us, is based on the travels of an imaginary sun, which leads us to state that if the sun in that case is imaginary, time certainly is. Yearly, it seems, does roll around; especially when we haven't written our bit for the FLY PAPER.

Dance
Turn-about is fair play, so last Saturday evening the Cadets sponsored a dance at the local Armory. The cast of characters was largely the same as those attending the one sponsored the previous week by the Junior Chamber of Commerce. Those who failed to attend are living testimonies to the success of the earlier dance for, having on that occasion met some of Union City's fair sex, they found other, shall we say less gregarious, things to do last Saturday evening. The dance was again a success and probably will call for a repeat soon again.

All-Good Allgood
A/C George N. Allgood, who was the first to solo at this field, is also one of our first four-star men. There's nothing like being outstanding, is there? All we can say is, he must like his breakfast food.

Somebody suggested we write a bit about the Bald Eagle of Hang-over Haven. Who can that possibly be?

In Stock
A couple of issues ago, the correspondent at this Field expressed wonder at what the Parachute Department could be seeking in Post Supply. Please be informed, Dear Correspondent, that some Cadets have found what Post Supply has is stock, and it is lovely! Ask the recently discharged "TypicalCadet." Before we go, let us express our pleasure at having Mr. Riddle with us this week. It has really been a pleasure. His modest, quiet manner impressed us, and we liked the way he sat down to chat with the Cadets.

Dear Bud: Chalk up another plane for the Axis! Cadet "Slip Shod" forgot to check on the weather.—Joe Williams.

—WILL RULE THE BLUE IN '42—

EXTRA SPECIAL
Incidentally, the next Embry-Riddle School dance will be held this Saturday night at the Northshore Hotel. Located at 6845 Bay Drive, on Normandy Isle, just off the 76th Street Causeway, we know this beautiful spot will meet with your approval. Something new in entertainment will be offered and a special de luxe steak dinner will be served at 8:00 o'clock.
RIDDLE FIELD NEWS LETTER

Jack Hopkins, Editor

Paul Prior, Kenny Berry, Nelva Purdon, Ted Taylor, Roger Franklin

Dudley Amos, Associate Editor

Last Wednesday, Course VI left Riddle Field, having completed their training here. All had been awarded the goal of this training—the most coveted possession of an Airman—WINGS.

The wings were presented at a very simple ceremony at the base of the flag pole Wednesday noon before a number of friends of the class. Wing Commander Rampling presented the Wings, and a diploma, certifying the training here, besides a gift from the Embry-Riddle Company, were presented by Mr. Tyson, General Manager of the Field.

So, it is a great honor to congratulate the members of Course VI on winning their wings, and it is a greater privilege to be able to say, "It has been swell knowing you fellows—good luck!"

The leaders of Course VI are pictured below:

Section Leader Edward Skidmore, Course Commander Tom Rowland and Section Leader Dave Shingleton-Smith.

IN APPRECIATION

by Tom Rowland

Course Commander of Course VI

As we, Course VI, have finished our training at Riddle Field, we wish to take this opportunity of expressing our appreciation for the kindness and consideration we have been given while it has been our privilege and pleasure to train here.

This is, I think, the most satisfactory way of thanking each and every one of you who have contributed—to Mr. Tyson and his staff, you did us well; to the R. A. F. officers, under whom it was a pleasure to serve; to our instructors, a vote of thanks, you have done a good job.

We will endeavor to put to good advantage what knowledge we have gained.

So wishing Riddle Field continued success, we begin travelling again, and so make way for another Flight.

God Bless America.

Tennis Tournaments

The week's leave came, and found the tennis tournament right down to the finals, but there just wasn't time for them to be played, so they will be decided next week.

Finalists in the singles tournament are "Tommy" Thomas of Blue Flight and Jack Woolley of Green Flight. Thomas defeated the Red Flight representative, John Young, while Woolley whipped W. S. Brook of Yellow Flight.

This same Thomas and Lionell Whelbe of Blue Flight will play "Lemmy" LeNesurier and Rowland Temple of Green Flight for the doubles championship. Blue Flight's pair eliminated Leonard Butler and Peter Brooks of Red Flight while the Green team entered the finals as a result of a victory over Bob Gray and Syd Ainsley of Yellow Flight.

Each flight conducted a tournament to decide its best representatives, and then the winners of the various flights competed against each other in order to determine the Field Champions. Because of the many activities just before a leave, it was impossible to play off the scheduled matches within a flight, so in some cases, it was necessary to choose a flight's representative, this being done by the Sports Committee members of that flight. However, it is believed that the best players were chosen in these few instances.

The singles finals, which will be played on a three-best-out-of-five basis, is scheduled to be played Monday, and the doubles championship will be decided Tuesday. Both matches will start at 6:45 p.m.

And Now Civilians...

how about some more entrants from your ranks in the Riddle Field Civilian tennis tournament? The winners, then, will compete against the Cadet Champs. Already, Fletch Gardner, Chief Accountant, Cliff Bjornson, Ground School Head, Scottie McLachlan, Basic Instructor, Ed Von Mach, Primary Dispatcher, and Roger Weeks, Link Instructor, have entered. But, let's get some more in the tournament—and remember, both singles and doubles.

Personal Prattle

Primary Instructor Bill Fish spent his leave visiting his parents in Bradenton, Fla.

Lou Place, Advanced Instructor, went to Vincennes, Indiana, this past week, for a visit at home.

Mr. and Mrs. Roger Weeks—Roger is a Link Instructor—are spending this week in Ft. Myers.

Tommy Teate, popular Advanced Instructor, has a position with the Ferry Command, and he and the

ANOTHER PRIZE CONTEST ... WITH CASH, TOO!

Well, kids, these cash prize contests seem to be pretty popular... so popular, in fact, that we just got an air-mail special delivery letter from our good pal "ANONYMOUS," out California way, offering $8.00 in cash for... guess what...a picture of Boss John Paul Riddle!!!

We don't know what the "Boss" is going to say about all this publicity, but we'll just print "Anonymous's" letter, and let him take all the blame:

"Dear Bud:

"Enclosed is a letter from 'Mr. Riddle,' and to prove that we do correspond, you'll notice his last paragraph about a picture of himself... ('I looked for a good picture of myself, but gave up in favor of a picture of the school')... Well, I will give $5.00 in cash to any student or member of the School who takes the best picture of Mr. Riddle, and the judging can be done by YOU as to what picture is the best to print in the 'Fly Paper' so I'll say.

"Also, I'll give $3.00 for the 'craziest' picture of Mr. Riddle taken by ANY ONE in the School.

"I know how the Boss is about having his picture taken... honest or otherwise, but if you care to run this contest for me... the time limit is August 22.

"He (the Boss) will probably case me out when Tom, Dick, and Harry start to snap him, but there's my proposition; you run the contest, print BOTH pictures and I'll pay off the $8.00. Let 'er rip!!"

"ANONYMOUS."

Well, that's the story, gang, so get your cameras unlimbered, and send in the pictures to The Editor, Embry-Riddle Co., Miami. Remember the time limit, August 22.
And speaking of new buildings, one that has been under construction for some time that we failed to notice, is the new paint shop. It is located just north of Hangar No. 2, and is near completion. Add to “nearing completion” the new paint and band shell at the mess hall.

Mr. Riddle inspected the Field Monday.

In Miami this past week-end, we had the distinct pleasure of meeting Mr. Jack Hobler, the Carlistom Fly Paper Editor, and his charming wife. Jack and Jack immediately planned to do a sketch on Editor Belland, but existing conditions did not permit. Sorry, Mr. Hobler, but some other time—sure.

**Cadet Chatter**

Squadron Leader and Mrs. Burdick and daughters have spent several days visiting at Delray Beach. Green Flight is diligently carrying on while the rest of the flights are having leave. Some of the Green Flight did manage to spend the last week-end in Miami and other places, though.

Red Flight staged their stag “Listening Out” party at the Instructor’s Club last Thursday evening. Instructors and other personnel at the Field were the guests of the Flight and had a most enjoyable evening. Most of the Red Flight’s short leave was spent visiting friends in the surrounding communities.

Besides a large delegation at Miami and Palm Beach, Yellow Flight sent its members to New Orleans (H. T. Davies, E. Loveland, Bill Booty and T. J. Spillane); Washington, D. C. (Will Shaw); Key West (Alex Lumb and Johnny Day); Atlanta (Red Grant); Boston (Bud Fay); and Tampa (Commander Charlie Woodham and Section Leader Syd Ainley). These are the trips that have been reported to us.

Many from Blue Flight also visited in Palm Beach and Miami, but a few went to other destinations. For instance, Tom Whitehead, Ken Clark, Len Baker and Ron Bodley went to New Orleans, Noel Colley to Asheville, North Carolina, Messrs. Amos, Loch and Etherington to St. Petersburg, and Sgt. Coupland and Jack Twelftree to various parts of Georgia. One of the happiest of the flight, though, was Nelson Jay, whose wife came to Miami to visit him.

Everyone is very well pleased that the swimming pool has been reopened, and our plugs are quite the latest in styles now.

Dickie Beavers, Red Flight, has been confined to the Infirmary with an infected finger.

**Course VI’s Listening Out**

We want to take this opportunity of congratulating Roger Franklin, the chap who did practically all of Course VI Listening Out, for his fine work. You did a bang-up job, Roger, and your Listening Out compares very favorably with the previous editions.

We also want to thank Roger for his services as Associate Editor for his Flight. You’ve helped in many ways, Mr. Franklin, and your assistance has been appreciated.

**Congratulations**

Two of the happiest vacationers at the Deauville in Miami over the past week-end were Mr. and Mrs. Speers. Mr. Speers is a primary Flight Instructor, and the reason he and the Mrs. were so happy—well, read on.

**Speer-George**

On Thursday, July 30, 1942, Mr. Sim Speer, Jr., son of Mr. and Mrs. Sim Speer, Sr., of Houston, Texas, and Miss Roberta George, daughter of Mr. and Mrs. Robert George of Clewiston, Fla., were united in marriage at Ft. Lauderdale, Fla.

**CONGRATULATIONS!**

**Man of the Week**

Charles W. Miller, new Advanced Flight Commander, is THE man for this week.

Charlie was born in Huntingburg, Indiana, on February 1, 1909, at which place he graduated from high school. It was in 1926 that Charlie began his flying career. In that year he learned to fly under the tutorage of the Cardinal Flying Service in Louisville, Ky.

Then for the next ten years, Mr. Miller conducted barnstorming trips, presented air shows, did a lot of crop dusting, etc. He started his own flying school in 1937 at Mayfield, Ky.

While in Mayfield, Charlie flew the first air mail to that section of the state, bringing it in from Louisville.

Miller came to Florida in 1940 and started with Carlistom-Riddle at Arcadia. Later, he was transferred to Riddle Field and since has been promoted several times, and is now Advanced Flight Commander.

Physically, we find that Mr. Miller is 5 ft. 8 ins. tall and weighs 165 pounds—has sandy hair and blue eyes. He is married and makes his home in Clewiston.

The following cartoon, suggested by one of his Assistant Flight Commanders and drawn by Roger Franklin of Red Flight, shows something that really did happen— right, Charlie?

Newly appointed Squadron Commander Johnny Cockril is gaining himself quite a reputation on Riddle Field due to Hoppie’s description of him when Johnny was Hoppie’s man of the week in the last week’s Fly Paper. He described Johnny as being dark complexioned. From that we gather that Johnny is darkly interwoven in some gigantic enterprise or that he is a very complicated person.

Johnny couldn’t be interwoven with a member of the fairer sex because he says he isn’t married. However, he does mention having an excellent set of tires so maybe he is interwoven with them. Or maybe it’s his new job which is enough to completely occupy the mind of any one man.

We bet that any one of his students would describe our Squadron Commander as being complicated when it comes to giving impressive check rides, filling in correct form ones and keeping the new set of maneuver numbers correct and in order.

All in all Hoppie seems to have covered a lot of ground with those two words.

That’s what you call being short spoken or maybe Hoppie just doesn’t have time to go into detail those ... days. How about it, Hoppie?

**To A Night Flyer**

As mysterious to us as the letter V was to the Germans some time ago, is the letter L. For, it is with this signature that some darned good copy is sent to us every once in a while. We know it is from a cadet and we think we know what flight, so we will continue our sleuthing and attempt to uncover him some day. At any rate, his latest work is an ode, “To A Night Flyer”:

**Blast you, whoever you may be, Roaming around at half past three; May every insect of the night Select your person for its bite; May all things crawling choose to creep Upon you, when you sleep; May every take-off twist and thump; And all your landings bounce and bump; May cumulus o’errule the sky Whenever you attempt to fly; Should you survive to see the dawn, May all your works be frowned upon, And, as a last post-mortem verse, May Commander Brink please drive your hearse.**

**‘Squealing A Rumor’**

Pro and con ... is they is or is they ain’t ... that’s the question that’s been floating around relative to the continued training of R. A. F. Cadets at No. 5, B. F. T. S., Clewiston. A newspaper story said yes ... another newspaper story said no ... and that’s the way it stood until Riddle Field’s General Manager G. Willis Tyson issued the following statement, which we quote from The Clewiston News, “Riddle Field was given a training field for the R. A. F. No change whatever is contemplated, at least not in the immediate future.”
Mentioning Municipal
by James Gilmore and "Panther" Fouche

Well, here it is copy time again, so we are off—still. People passing tests: Glover, of the X-C Glover's, is now a flight instructor, and Kevin Keith passed his commercial. Carlton (you name it) Baumgardner is now a flight instructor, not to mention Vernon C. Bragg, who doddle too—an'thren there's Campbell.

The primary CPT's are at last sprouting wings an' beginning to solo—they are very happy about the whole thing. The secondaries, too, are moving along as well could be expected, with ONE Waco and two Fairchilds.

Deauville

Well, we broke down and went to the Deauville again Saturday and reaped our profits in the form of broiled chicken. As usual the X-C gang graced our midsts along with the C. W. Thinley's, Tom Moxley, Dan Trubey's (Panther and Gilmore), an' other chickens such as Gloria Brown, "Mousie" Spencer, Charlene Stevens, and Cara Lee "Cookie" with Charlie Higgins. We saw Tom and Gloria win the dance contest, an' then we saw the prize they won.

This and That

Gerry Cook, noble gentleman that he is, is now treating people to lunch. Everybody take note.

We see a couple of new names on the Instructor's call board: L. Smith, Tiny Davis, and L. S. McDaniel.

The other day someone told Thinley and Gilmore the Reliant was almost ready to fly again, and they haven't been seen since. Ho hum, what's to become of the X-C Class, wasting away in the sun at the Deauville?

It seems strange that we've had no rain at Municipal in several days. Don't seem plausible and not at all like "home sweet home."

Super-Man

We have a super-man in our midst! At a recent spaghetti dinner (thank you Mr. De Marco), Jungle Jim Pollard, while effectively describing a near-stall landing in the Fairchild, wacked havoc out of the table, which served as a runway with his flat, which represented the "mighty Fairchild."

Resolution: We, the undersigned, do agree to endeavor (that means try hard, we think) to stop putting out such copy copy. We know our readers (our mothers, both of 'em) will appreciate this no end.

U. S. Army Officials Inspect Dorr Field


Letter of the Week

June 26, 1942.

Dor. Lt. Burgin,
C/o Embry-Riddle School of Aviation, Municipal Airport, Miami, Florida.

Dear Lt. Burgin:

Well, how goes everything back at E-R? Today I received the 26th issue of Fly Paper and sure was glad to get it. I forget what old it was still news to us. And I are still together and are located on a small island in the middle of the Pacific News is really dear to reaching us and we would sure appreciate it if you would send the Fly Paper to us regularly. If you would send them to the following address they would reach us in a matter of weeks instead of months:

Lt. Irwin W. Carter
U. S. M. C. Unit No. 139
C/O Postmaster
San Francisco, Calif.

I guess most of the people who were there when we were gone by now as there were very few familiar names in the paper. I saw where Lynelle got his instruction rating and I sure was glad to hear that.

It was a great Honor to Write? If he is still around tell him hello for me. I hope that Mrs. Burgin and the boys are all fine. Please tell them hello for me also.

I guess that you know "Pinky" is still missing from the Midway affair.

We will sure be glad to get back home. We haven't seen a woman in two and a half months or a light in about five. There is an open season on lights, matches, cigarettes, etc. at night here and every one carries a gun, so there is very little to see.

If Capt. and Mrs. Brooks are still here I want them hello for. I sure hope I am able to drop by and see you all over. By the looks of the Fly Paper you must have quite a pile now. If you don't forget the inspector in his rush for the plane.

Forsaking Aid

We are operating on a full-time schedule now—dawn to dusk. Some of our students can only fly at an early hour, while others must make their appointments for late in the evening. The great majority of the new students are working and naturally can't get away as frequently as the ones on a Controlled Course, who have all day to fit in some time. We are trying to place each particular student in such a way that he or she may fly as often as possible. We have our problems, but then, we know the students realize our efforts are directed for their benefit.

Ed Skirm likes to make "Dead Stick" landings old. Ask him about it. He claims our anchors are self-opening. Just leave them out and they'll open up as nicely as anything, he claims. Could be, but then we don't think the pressure at six feet is that strong.

Seaplane Base News

by Bill Linkrum

First Big Thrill

Maybe you don't think Ev Swan was proud of himself the other day. The thought of that first solo trip around the field had Ev worried for some time. We made a few dual landings on Wednesday last, came in and docked, and yours truly got out and told Ev to take it around himself. He was surprised to the extent he didn't say a word and did a nice job. Nothing to it once you get over that old feelin'.

Briefs of the Moment

Charlotte Kayser has left our little establishment for furtherance of her Commercial course at Municipal and we were sorry to see her go, but then, more power to you, Charlotte, and don't forget your Seaplane Base gang.

Larry Stanhope is ready for solo cross-country and then in a few hours will be set to see if he can submit the Inspector in a Private Flight test. Mr. L. A. Chalkin of Miami Beach, Uncle of Julius Weinkle, is one of our new students. After a brief rest, Pat Weatherby is back again getting set for a Private License. We heard from Connie Carravacino the other day and expect to see her of an evening ready to continue her flying which was cut short by her vacation.

Coming Events

It won't be long before one of our prize students—Kitten Connor—will join the ranks of Licensed Mechanics. She is diligently working eight hours a day at Tech School learning the finer art of becoming a first class mechanic, A & E. Although the work is hard and painstaking, Kitten is doing a fine job from all the reports we hear, and since the example she is setting is rather fine, we offer a bit of good cheer at this point. We think more of the gals could do something similar, if not the same type of work. Kitten has had her kidding, but the fact remains that lots of the kidders couldn't do the job half as well. None of us expect to see Kitten working on a DC3 in the near future, but her knowledge will be invaluable if she wishes to instruct.

Lightening Strikes at One

"Flash" Carruthers is a heckler. Ever see Dagwood Bumstead close the mailman in the morning? Well, that's the reception we get here at the base of one P. M. every day. There is a grinding of brakes in the yard, a blurred form whizzes past, grabs a parachute, leaps out the door and disappears into a Cub for a half hour flying. They say he's a nice chap too, wish we could get to talk to him some day. "Flash" is a good Pilot and it won't be long before he will have his Private License. He doesn't forget the inspector in his rush for the plane.
MIS GRACIAS A LOS ETADOS UNIDOS
Por el Cadete Inter Americano
Fernando Naranjo, del Ecuador
Julio 29, 1942

En Noviembre de 1941 los periodicos Ecuatorianos dieron a conocer al publico el deseo del gobierno Americano de conceder becas de distinto genero para dar cumplimiento al programa de "buenas vecindades." Estas becas estaban dedicadas a la juventud desesada de conocer sobre aviacion dentro de la Ingenieria Aeronautica, pilotoaje, instructores mecanicos y mecanicos de servicio. Me interesé por conseguir una de ellas y después de rigurosas pruebas obtuve una.

Viaje:
La mañana del 18 de Diciembre dije mi ultimo adios a mis padres en Quito, capital del Ecuador. En menos de 18 horas de viaje estaba en Guayaquil, "Perla del Pacifico," y puerto principal del Ecuador. El Sabado 20, conocí a bordo del S. S. Santa Elena a gran parte de los compañeros actuales. Desde entonces el mar azul acompañado con un claro cielo me enseñaba nuevos horizontes. Un futuro lleno de muchas esperanzas a la llegada de las tierras Norte Americanas. Las noches de blackout servia de bailamos el temor de ser presa del enemigo de libertad y democracia. El 31 de Diciembre pudimos ver a la estatua de la libertad nublada por el invierno como cubierta con el manto de la guerra. New York presto a brir sus puertas de cemento y acero a la juventud Sud Americana que asistia a la cita del pais hermano. El primer dia del año vimos en Miami, Happy New Year for everybody, fue el fin de un largo viaje de 16 dias.

En Embry Riddle:
El 5 de Enero inicié la labor de enseñanza en la Embry Riddle School of Aviation. Labor dirigida a enriquecer en conocimientos de aviacion moderna, a mantener listos para el vuelo a los aviones que serian los labor de union interamericanas. Sus clases ricas en conocimientos teoricos y practicos han formado una verdadera legion de jovenes amantes de la aviacion moderna y seguro estoy van un fuerte apoyo en tiempo de guerra como en el de paz. 1040 horas de entrenamiento constante han hecho de nosotros mecanicos verdaderos.

Curso de Especializacion:
Realmente el interes del gobierno Americano a las autoridades de aviacion civil es grande por tratar de dar de conocio todo cuanto se relaciona a la aviacion, y yendo mas alla hoy hantentado la certeza de ofrecer un curso nuevo de especializacion en las ramas de instrumentos, radio y motores. Esto ha servido para comprender eternamente nuestra gratitud al gobierno Americano. Quiero agradecer por este medio a todos los instructores que han sido verdaderos guias en las clases de matematica, dibujo, metal laminado, aircraft, welding, paraacaidas, radio, instrumentos, electricidad, engines, e inspeccion de aviones. Al personal directivo y administrativo de la escuela y a su generoso Presidente Mr. Paul Riddle, Mrs. Clark Stearns presidenta de la Pan American League y demas personas que hicieron agradable nuestra estadia en Miami, quienes practicaron con gentileza la "buena vecindad." Gracias.

Continued from Page 1

One Mile: Webster, Red Flight, first; Toskett, Green Flight, second; Ardley, Green Flight, third. Time: 5:05. NEW RECORD.

Officials for the Meet were: G. W. Tyson, Lt. A. G. Schuber, S/L G. Burdick, starters; J. W. Durden, E. J. Smith, F. E. Hunziker, Dr. T. S. Gowin, J. J. Obermeyer, C. E. Bjornson, judges; F/Lt. G. W. Nickerson, M. M. clerk of course; Kenny Berry, Sgt. Henley, time-keepers; L/AC's Slope, Wobbe, Day and Lasey, stewards. The entire program was under the direction of Physical Training Supervisor, Jack Hopkins.

LETTER TO THE EDITOR
June 27, 1942.

Editor Fly Paper, Riddle Aeronautical Institute, Arcadia, Florida.

Dear Sir:

When I was at Arcadia, during the other war with the proponents of Culture, I printed the Arcadia Enterprise. We ran a paper for the old Carlstrom Field boys. In it I pulled this outrage:

AT CARLSTROM FIELD

At Carlstrom Field megaphone... so between the couches, row on row.

That give us rest; and in the sky a billion others, singing, fly To bite us some- of- quins below.

We are as dead. All day we go.

Fly hard from dawn to sunset glow. Cursed and cursed, and now we lie

At Carlstrom Field.

Go shut the doors against this foe. All you from failing hands we throw Our bodies, to sure to shut it tight! If ye let in these bugs that bite, We shall not sleep, for skeeters grow.

At Carlstrom Field.

I get your "Fly Paper" through a friend at the post office. It is good. You can use this if you wish.

G. L. SHORE, Associate Editor.

The Lake Wales Highlander.

HEAR YE! HEAR YE!

All Kitty Foyle's please take notice. The next meeting will be held this Friday at 5:30 in the same class room on the third floor.

The Constitution, By-laws, etc., will be presented and voted upon and other matters pertinent to the club will be discussed.

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