CARLSTROM FIELD WITNESSES IMPRESSIVE CEREMONIES
WHEN AVIATION STUDENT E. W. HOLLAND IS DECORATED

PRESENTING THE COLORS AT THE REVIEW PARADE AND CEREMONY WHEN AVIATION CADET E. W. HOLLAND IS PRESENTED THE AIR MEDAL AND THREE OAK LEAF CLUSTERS for meritorious achievements while on active duty in the Pacific area. From left to right are: A/C Wing, N. T., Wing Adjutant; A/C McComb, C. R., Wing Supply; A/C Holland; Lt. Roy J. Weiner, Escort; and the Color Bearers, A/C Mullins, Charles; A/C LaMonte, J. C., and A/C Genardi, Benjamin.
Letters from Britain

24 Bondgate
Selby, Yorkshire
England

Dear Editor:
I do not think you can have heard of the death of our dear son, Flying Officer Gordon Smith. He was killed in a flying accident on June 7, 1944.
As you know he spent six happy months at Riddle Field. Thank you for continuing to send the Fly Paper.
Please thank every instructor and member of the staff he knew for their kindness to him. To us indeed he was a very beloved son and knew no fear.
I would like to ask you if you would please let me have a photograph of the Course 9 graduation. He never got one. I will send a donation to the R.A.F. Benevolent Fund.
We thank you, America, for what you did for our son, he enjoyed his training in your country very much.
Sincerely yours,
(Mrs.) W. Smith

Editor’s Note: The heartfelt sympathy of Riddle Field and all the divisions of the Embry-Riddle company is extended to the family of Gordon Smith. We are very glad to be able to forward the requested photograph to Mrs. Smith and hope that it will give her a little happiness in her hours of sorrow.

34 Cobbett Rd.
Bitterne Park
Southampton, England

Dear Sir:
Regarding my son, Leslie Caswell, I am glad to say that he is progressing favorably. He received his commission a couple of months ago and is now pilot officer. He is at present acting as staff pilot at a training station.
I believe he has a log of 700 to 800 hours, a large proportion of which is night flying. He often speaks of the sound and thorough training he had at your school, also the good times he had in Florida.
He requested me to inquire regarding his membership in the Caterpillar Club, consequent of his bail-out episode whilst at your school.
To you as an American I would like to express my very sincere appreciation of our partnership in the efforts which have enabled us to arrive so far in the sure defeat of the Hitlerite attempt at world domination.
Thanking you for your interest in my son’s progress. No doubt he will write you more fully when he is able to.
Yours sincerely,
F. Carswell.

Editor’s Note: Bailing out of a plane in order to save his life automatically makes the flyer eligible for membership in the Caterpillar Club. In order to become a member, however, the jumper must send his application to Lt. Richard Scullik, Secretary; P. O. Box 1328, Trenton, New Jersey. U. S. A. Leslie was a member of Course 9 and had the dubious honor of being forced to bail out during his training.
We trust he will in time receive his little green label button signifying his having “hit the silk.”

15 St. Lawrence Terrace
Ladbrooke Grove
Kensington, London
England

Dear Editor:
Such a long time has elapsed since I left Riddle Field that I guess you will be surprised to hear from me.
I would like to thank you for sending the Fly Paper which is forwarded on to me by my wife. Yes, I have taken the final plunge and now we have a five month old son to our credit.
The only member of Course 6 I have seen since I have been back in England is Freddie Everhill who was then on fighters.
Of Course 3 I know only of F/Lt. Browne, D.F.C., who, you will be sorry to hear, has been killed in a flying accident.

I am one of those fortunate who has just finished a tour on heavies and am now on instructional duties.
Please remember me to Roscoe Brinton, Kenne Longhorne and all my friends at Riddle Field. Also to Mrs. Beasley, Mr. Brennan and family and my many friends at Moore Haven.

Very sincerely,

G. A. Clark

Editor’s Note: Accept our congratulations, Flying Officer Clark, and thanks for your nice letter. Let us hear from you soon again and tell us all you can about yourself and your fellow members of Course 6.

Royal Air Force
India Command

Dear Mr. Smith:
About seven days ago I received a letter from you, addressed to my home in England and forwarded by my mother to me here in India. I have read it with great interest but I am afraid I can give you little news of the happenings or whereabouts of most of my fellow cadets. Not long after my return to England I was separated from most of them, nevertheless I will tell you what I can.
I was a member of Number 4 Course at Clewiston and, to those who may remember, of “the lost battalion.” I was one of that celebrated group. In case you are not familiar with “the lost battalion,” we were those infamous lads who failed their “Wings Exams” the first time.
After my return to England I went through further training courses and joined the
Letters to the Editor

Dear Fly Paper:

I don’t know any of the editors of this paper now, I guess. It has been almost two years since I was at Carlstrom Field.

Somehow I found a copy of the Fly Paper on a street here in Britain. I was greatly surprised. Don’t ask me how it got there. Anyway, I decided to ask you to send me a copy or two whenever you can, as I used to be quite a follower of the events of one field and another.

I used to work in Post Supply at Carlstrom. I think I remember a few names. Harry Kochler, B. H. Buxton, Martin Avery, Jr., David Van Der Beck, O. B. Lightfoot and many others. Incidentally, I wrote Van Der Beck a letter at Chapman, I hope he got it.

Don’t forget my copies of the Fly Paper. Regards to all and good wishes.

Joe Hollemann

Editor’s Note: Did you notice an address on the back of that copy of the Fly Paper. It’s the address of each man sent to England and it would be very interesting to know to whom it was addressed. We’ve got you on the list now, so hope you enjoy reading about the Embry-Riddle-ites.

“Somewhere”

Via V-Mail

Dear Miss Draper,

There are so many changes there that I don’t quite know who you know. Do I know you?

Anyway, how about giving a squash up the elevator shaft and telling the Fly Paper to change my address to the one indicated here?

TNT 2 U

Leland Terry

Editor’s Note: Leland B. Terry, now of the U. S. Coast Guard, is familiar to Techies as an instructor in the Radar department. His V-Mail was written to Karen Draper, Aviation Advisor to Women, when we had an elevator shaft to squash up! Perhaps he knows by this time that the Navy has taken over the Tech building and we’re all happily ensconced at the Colonnade.

Somewhere in Africa

Dear Editor:

My first request is to ask for a change of address on the mailing of the Fly Paper to the one above.

As usual I’m still running across graduates of Dorr, The Aux (Carlstrom) and Union City Fields. All of us have the same thing to talk about.

I’m now attached to the Air Transport Command—we have quite a well known organization!

To my old friend, T/Sgt. Clarence Smith at Dorr Field, I say hello. You also can give my regards to A. S. Thorne and Bob Cofe. (How’s the new wife, Bob?)

Maybe my new address will be a surprise to some of my old friends at Dorr—

I’m still in there pitching and hope to be heading for home real soon.

Thanks again for your thorough training, and to the fellows who spend those tiredless and endless hours to train us—

HAT’S OFF!

Regards to all,

John A. Stubs, Jr.

2nd Lt. A.C.

Editor’s Note: We are not permitted to publish John’s A.P.O. address, but we’d be glad to send it to anyone who would like to drop him a line. Thanks for the nice letter, John, and let us hear from you when you get back.

Washington, D. C.

Dear Editor:

I have been receiving the Fly Paper for a long time and I always enjoy it immensely.

I was hostess at the Clewiston Inn for a year and a half and became acquainted with so many of the Embry-Riddle family, especially those from No. 5 BFTS—therefore, the Fly Paper is of great interest to me and it helps so much in keeping in contact with the many friends I met in Clewiston.

I have joined the WAVEs and am stationed in Washington, D. C.

Sincerely,

Marguerite Middleton, S2/c

Editor’s Note: We certainly miss you at the inn, Marguerite. Your “hello” was as much a part of our visits there as seeing Mrs. Downs and keeping Walter very busy. The best of luck in your service—we know you do that WAVE uniform justice.

Corsica

Dear Paul:

Just a line to let you know that I am safe and sound and haven’t forgotten you or ERTS. Have been wondering how the “ole” school is and everyone there.

As for me, I am now on the Island of Corsica and I might add that it is quite different from any place I have ever been. There really isn’t much here to interest anybody, except mountains and there are plenty of them.

The country is very dry, therefore very little vegetation. The climate is about the nicest part, being hot (not as hot as Miami) and cool at night, cool enough to use blankets.

I spent some time in Italy, enough to afford me the opportunity to see practically all the interesting sights, also the horrible ones, the country has to offer. The destruction caused by war is unbelievable and beyond description, with town after town being completely demolished.

Give everybody at the school my best regards and do me a favor, will you? Have my name put on the Fly Paper mailing list.

I understand that Sgt. Hawkins is in the South Pacific, and that Chance is in Palm Springs, Calif., and has been promoted to staff sergeant. Sgt. Altschuler is now at Truax Field, Wisc., still sweating out overseas shipments.

I have some work to do so will close for this time.

As ever,

Chris

Editor’s Note: The above letter is from S/Sgt. “Chris” Christner, who will be remembered by many at the Tech School as the sergeant who made up the pay roll for the soldiers stationed there. It was written to Paul Miller, now the accountant at Riddle Field, who kindly forwarded it to us.

If you would like the Fly Paper sent to you, fill out the following and mail it to the Fly Paper office, Embry-Riddle School of Aviation, Post Office Box 668, Miami 30, Florida. Requests for papers to be mailed to servicemen overseas must be signed by the addressee.

Name

Address
WASP to be Inactivated

Unless there are unexpected and much higher combat losses in the air war over Germany, the Army Air Forces will inactivate the Women Airforce Service Pilots (WASP) on December 20, 1944, General H. H. Arnold, commanding general, has announced.

The decision to release volunteer women pilots from further service with the AAF was based on present indications that by mid-December there will be sufficient male pilots available to fill all flying assignments in the United States and overseas.

General Arnold said: "I am proud of the WASPS and their record of skill, versatility and loyalty. They have done outstanding work for the AAF, even exceeding our expectations when the program was begun in 1942. "The WASP were accepted as volunteers at a time when the nation faced total mobilization and when a pilot shortage would have imperiled the mission of the AAF. They have been as much an integral part of the AAF as their civil service status would permit and have not only performed highly essential service but also have established previously unknown facts concerning the capabilities of women in highly specialized military flying jobs. "This knowledge will be of inestimable value should another national emergency arise. Together with the women fliers of our Allies, the WASP have proved that women have the ability and the capacity to perform the most difficult jobs in flying. "There are today approximately 1,000 WASP who fly all aircraft types including the fastest fighters and B-29 super-bombers in diversified classes of work including ferrying, target towing, simulated bombing runs and strafing missions by day and night, test flying, and flying training. They

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Ambition to be a Pilot Is Paramount Interest Of Decorated Cadet

It's a far cry from Guadalcanal, Munda and Rabaul to Arcadia, Florida, yet what happened in the South Pacific two years ago had its supplement Saturday, September 30 at Carlstrom Field.

Before the assembled aviation cadets, enlisted men, and officers of the 2148th Army Air Forces Base Unit drawn up in parade formation, Aviation Student Edward W. Holland of Class 45-C was presented the Air Medal with three Oak Leaf Clusters by Lt. Col. E. G. Cooper, Commanding Officer of Carlstrom Field.

The citation, read by Capt. Thomas O. Bowen, Commandant of Cadets, described the several missions in the Pacific area in which A/S Holland and fellow crew members distinguished themselves in aerial combat. A/S Holland, who was then a radio operator and gunner with the rank of corporal, also wears the Presidential Unit Citation.

This presentation was first made at this Field since its reactivation in 1941.

Husband Honored

A feature of the ceremony was the music of the Army Air Force Band from Hendricks Field, under the direction of W/O Bennis. The presentation ceremony was witnessed by a large crowd of visitors including Mrs. Holland, who watched with justifiable pride while her husband was being honored. Unfortunately, his father, Mr. W. S. Holland of Benton, Ark., was unable to accept Col. Cooper's invitation to be present.

Young Holland entered service in September 1941 at Little Rock, Ark., and shortly thereafter attended radio school at Scott Field. He was sent overseas in May 1942.

While in the Pacific area, Holland participated in the first raid on Guadalcanal and Munda, and also played an important role in the first raid which took off from Guadalcanal to bomb Rabaul.

Upon his return to this country in April 1943, Holland was sent to Boca Raton where he was an instructor for several months. In September of that year he realized the first step in his ambition to become a pilot when he entered the Cadet Corps.

A/S Holland with characteristic modesty tends to minimize his achievements and emphasizes his earnest desire to complete his present pilot training.

Major Clonts Reported Missing

Friends at Carlstrom and Arcadia were indeed saddened when the news reached here recently that Major John E. Clonts, former commanding officer, had been reported as missing in action over France on September 13, 1944.

Major Clonts was stationed at Carlstrom Field for two and one-half years, the latter part of the time as commanding officer. He was transferred to Hendricks Field, Sebring, Fla., in April of this year where he trained as a B-17 pilot.

Major Clonts was sent overseas about the middle of July and it is presumed by friends here, who heard from him regularly, that the mission over France, in which he was reported missing, was his first. He had written friends here shortly before, stating that he had not made any missions at that time.

Mrs. Clonts, who made her home here with her husband while he was stationed at Carlstrom, is now at Oakland, near Orlando, with his family.

In Memoriam

Word has been received that Lt. Donald G. Ginevan of Class 43-K was lost in flight over the English Channel. The sincere sympathy of the Embry-Riddle company is extended to his family in Pittsburgh.

C.O. at Carlstrom Field Is Promoted to Lt. Col.

by EVA MAE LEE

Flash! Major E. G. Cooper, Commanding Officer at Carlstrom Field, received word on October 3 of his promotion to Lieutenant Colonel. All of Col. Cooper's friends and associates extend congratulations.

Sons and Heirs


Peggy Brown of Operations has concluded a week's vacation in Columbia, S. C., where she visited her brother, S/Sgt. Thomas Brown, stationed at Fort Jackson.

About two hundred instructors, officers, wives and dates gathered at the Pilots' Officers' Aerie Club on October 2 to enjoy a Barbeque and Dance. Mr. Garrison, the manager of the club, and the Co-Pilots Club (the wives) were responsible for this successful affair. Music was furnished by the local field dance band.

Late flash: Instructor James E. Miller of Punta Gorda would like to introduce his brand new daughter, Carolyn Susan.

Instructor Clarence Wunder left recently for Washington, D. C., where he has a position with TWA Airlines.

Alumni Notes

Recent visitors at Carlstrom included former instructors Mark Ball, now a Grumman test pilot, F/O Paul Peck, of the Air Transport Command, and Lt. Clyde Wade who is now taking transition training in the P-40 prior to overseas duty.

Word has been received that former instructors Steve Gerrick and Jim Sutton, who left here last year to become Grumman test pilots, are now with Eastern Air Lines and that Frank Musengo has earned his wings at Ellington Field, Texas.

Marine Private "Hub" McNally, former

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L. J. Povey Adds Another Chapter
To An Already Brilliant Career

Captain Leonard J. Povey has added another feather to his cap—which already closely resembles an Indian war bonnet. The famous flyer, aside from his duties as Embry-Riddle’s vice president in charge of flying operations, now is associated with the Fairchild Aircraft and Engine Corporation at Hagerstown, Md.

It is not a case of “your loss and our gain,” it is an arrangement of mutual advantage, whereby both Embry-Riddle and Fairchild boast of the services of one of the most brilliant men in aviation.

Contact Man

Len is assistant to R. S. Boutelle, vice president and general manager of Fairchild, and acts as contact man for the company in connection with their Army and Navy work. He also will assist the engineers in planning and designing the post-war military trainers and commercial-type planes.

With thousands of hours in his log book, which became too much trouble to keep accurately after the figures exceeded 7,000, Captain Povey will add many more as he “commutes” monthly between Miami and Hagerstown.

At the ripe old age of fourteen, Len Povey decided to investigate those new-fangled flying machines. His investigation went so far as to join the Royal Canadian Air Force, but in no time his youth was discovered and he literally was thrown out. Undeterred, he enlisted again, and again was tossed out.

A Good Mechanic

Then came an interval when our determined young friend made up his mind to get into the air via the flight line, so he took on a job as a mechanic. There were few good technical mechanics in those days, but in a short time Len was a very good one.

In 1922 he enlisted in the Army Air Corps, but the recruiting officers once again thwarted his ambition to become a flyer, placed a monkey wrench in his hand and put him on the flight line.

When it came time for him to re-enlist he had had enough, although he had managed to put in a little time in flight training. He left the Army and went to work with the Rolls Royce company as a road man, flying when he could, and finally managed to get a license.

In 1927 he organized the Massachusetts Airways in Springfield, where he experienced his first bail-out in the interests of self preservation.

The old barnstorming days are gone now, but when the world shuddered over the antics of dare-devil flyers, Len Povey was there, flying anything that had wings and an engine. The Brinton-Bayless Flying Circus, under none other than our own H. Roscoe Brinton, added this young pilot to its group of venturesome acrobats, to whom snaps and inverted turns were bread and butter.

Cuba Calls

Then the Cuban Air Force decided in 1933 that it needed reorganizing and that Povey was their man. Starting with 22 planes, Len spent four years teaching Cuban pilots to fly and building up what is today a crack Air Force.

While in Cuba he added a stripe to his Caterpillar membership when, in a dive over Havana, he came in contact with a huge buzzard which caused the left aileron to be clipped off. He got the plane on its side and managed to get it out over the water before he bailed out. The Red Cross decorated him for getting the plane away from the city, but he claims he had no idea where the plane might crash!

Povey stayed in Cuba until 1938, in the meantime winning the Mexican Trophy twice in succession at the Miami Air Races, but had done his job and he wanted to get back home. An honorary Captain in the Cuban Air Force, he is still on leave of absence from that government and goes over about once a year as Technical Advisor.

When he returned to the United States he went with the newly-formed C.A.A. as Flight Test Engineer and Inspector. He changed countries, changed jobs and got married all in the same week.

Embry-Riddle

It was in June 1940 that John Paul Riddle approached Leonard J. Povey with his plans for Carlstrom and Dorr Fields and offered him the job as Director of Flying. Len had bought a house ten days before; he sold it and took on the work of hiring his key men.

He called in the late G. Willis Tyson, Jack Hunt, Tom Gates, Joe Horton and Wyman Ellis; each had his assignment and the Embry-Riddle flying schools started on their march to fame.

Len Povey’s biography could go into volumes. There are incidents such as his persuading the C.A.A. into re-rating its program so that flight instructors were standardized in regard to their instruction and their qualifications; the time that a plane rolled into him in the air—a parachuteless lad was in the seat in front of him—he landed his crippled plane at 140 miles per hour, ground-looped at the end of the field and helped his frightened passenger out onto terra firma.

Len Povey’s charming wife, Edie, his round face and winning smile, his keen sense of humor, his big black cigar, his nicknames “Upside-Down Povey” and “El Capitan,” all have endeared him to Embry-Riddle.

We are proud to share him with the Fairchild Corporation and we know that where “El Capitan” holds forth, there aviation makes strides into a more brilliant future.

CARLSTROM
Continued from Page 3

dispatcher, also visited Carlstrom while home on furlough. WAVE Christine McAnly, Slc, formerly of the Purchasing department, arrived home from Stillwater, Okla., last week to spend a leave prior to reporting to her new station in Miami.

Personal

Welcome to our new Canteen Manager, Mrs. Flora Russ, who has come over the prairie from Dorr Field.

So-long to Instructors Norman Bishop and Larue Sellers who now are training British cadets at our Clewiston school, Riddle Field.

Good-bye to Lt. Frank Augost, Tach officer extraordinare, who has been transferred to Maxwell Field.

Congratulations to Cpl. Clayton McPhail of the Commandant’s office who recently has passed his tests for OCS in Transportation.
Dorr Field is Casualty
Of the Army Air Forces' Curtailment of Training

Dorr Field, a veteran of two World Wars, is preparing to put aside its khaki, fold its wings and settle down to a new role in the remaining days of the war and the years of peace ahead.

Many were saddened when it became known that, due to curtailment in primary pilot training, Dorr Field was to be among those whose services were no longer required by the Army Air Forces.

Beautiful Dorr

When the reconstruction of Dorr began in the summer of 1941 there were few usable facilities remaining from World War I. There was a 20-year growth of palmettos on the once cleared tract and cement foundations of hangars and other buildings were cracked and crumbling.

John Paul Riddle, in considering the new plans, laid stress not only on the practical arrangement of the buildings but on comfort and beauty. He said to his architect, "I will make Dorr Field even more beautiful than Carlstrom Field." Mr. Riddle made good his boast and soon Dorr found itself being called "The Country Club of the Air," a sobriquet that did not quite meet with the approval of the "higher ups."

From the Fly Paper

On August 22, 1941, Dorr Field was officially activated as an Army Air Forces Training Detachment. In looking back through an old Fly Paper of October 29, 1941, we find the following Dorr Field news bulletin, written by Jack Barrington:

"After the first excitement of establishing ourselves in our new home (temporarily at Carlstrom), we stood in the middle of our new hangar (temporarily at Carlstrom), surrounded by our new planes (temporarily at Carlstrom), and waited for our new students. We studied the field in front of our hangar and very smugly muttered to ourselves, 'Dorr!—that's us!' (Editor's note: That couldn't be the northwest corner of Carlstrom? Temporarily of course, until Dorr is finished.)"

Now history repeats itself—in reverse. Dorr cadets moved over from Carlstrom on December 20, 1941, and now Class 45-B soon will march through the Dorr gateway back to Carlstrom where they will complete their primary training.

In bidding farewell to Dorr, we salute the first commanding officer, Maj. William S. Boyd; and the first general manager, Leonard J. Povey, who also was vice-president in charge of operations; and the first director of flying, Thomas L. Gates.

And Also . . .

Through the Dorr-way also came Gordon P. Maguey as director of flying succeeding Gates, and later becoming general manager; Carl Dunn, who followed in Maguey's footsteps as director of flying; and Robert H. Davis, assistant to Len Povey, now general manager.

Then there was Douglas J. Hocker, brought over from Carlstrom's Ground School and soon assistant manager; Eddie House followed Homer Hoten and Arthur A. Ranger followed Hocker as assistant manager. Other key men were Floyd Cullers, of Maintenance; Gerald Taylor, chief dispatcher; and John C. Freedenall, chief of the Refresher School.

On the Army side, there was Maj. James L. Curnutt who assumed command of Dorr when Boyd was transferred. To Capt. Joseph L. Conneen falls the honor of being Dorr Field's last commanding officer of World War 2.

We haven't forgotten John B. Lyons, now director of flying, and Group Com-

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FAREWELL TO DORR FIELD, WHERE FL

OFF TO THE WILD BLUE YONDER

MAN AND MUSCLE
FLEDGLING FLYERS SOARED THE SKIES

PRIMARY FLYING TRAINING

SWIMMING 'NEATH FLORIDA SKIES

BARRACKS BLUES
FAREWELL TO DORR FIELD, WHERE FLEDGLING FLYERS SOARED THE SKIES
Because You're You

A cadet in aviation
Has sent me a worried note,
The strain of approaching final tests
Is apparent in what he wrote.
"If I wash out, don't think it's just
For myself that I'll feel bad,
But I dread the disappointment
It will be for mother and dad."
Listen, son, your mother and dad
Can take it if you don't come thru,
In defeat and disappointment
They're much closer, if you only knew.
Mothers and dads don't love because
Of heroic things their sons do,
But, winning or losing, you'll have their love
Just because you are you.
—Jablo of Old Dubuque
Requested by a Dorr Cadet

DORR
Continued from Page 8

mander A. S. Thorne; nor are we neglecting Chief Guard Jack Whitnall, who's wit was known to all Fly Paper readers.

There are many persons, both military and civilian, to whom we would like to pay tribute in our adieu to Dorr Field, many who participated in the training of over 7,000 cadets, who helped log over 400,000 flying hours and who contributed in small and large ways to the building of one of the most efficient operations of its kind.

The canteen, the mess hall, the stockroom, accounting, transportation, purchasing, civilian personnel and military per-

sonnel, each deserves individual mention.

Dorr Field has played an integral part in the vast Army Air Forces Primary Flying Training program, it has been of immense value in our building up of our great corps of flyers and has earned for itself a name of which we are inordinately proud.

Dorr Field, we salute you.

WASP
Continued from Page 4

have flown approximately 500,000 hours and both in training and in operations their flying and safety records have compared favorably with male cadets and fliers.

"They volunteered in order to release, and not to replace, male pilots. Events have moved rapidly in recent months. Allied dominance of the air over Europe has resulted in losses below the rate anticipated, requiring slower movement of pilots from training to combat and in an accelerated movement back to this country of combat pilot veterans.

"Reduction of training also has made several thousand male civilian fliers available to be trained and assigned to the routine service pilots jobs now being done by the WASP. These factors indicate that the time has about arrived to release the WASP. The date, as fixed, permits the transitional training of male replacements, gives adequate notice, and will permit the WASP to reach their homes by Christmas.

"Until December 20, current WASP activities will be continued without change."

Miss Jacqueline Cochran, director of women pilots, said that while the demobilization order would be a disappointment to many WASP, all were very proud of the opportunity they had had of serving with the AAF, and that the timeliness of the demobilization decision was obvious to those familiar with all pertinent factors. She added that, as a substitute for the honorable discharge that these WASP would have been entitled to, had they been put on military status, a certificate of service will be given to all WASP who have served faithfully until released.

ROCKETS

Effective use in combat of rocket projectiles fired from beneath the wings of five types of fighter planes of the United States Army Air Forces has been announced by the War Department.

AAF fighter planes equipped with rocket projectiles are now being used in combat in the China-Burma-India and Pacific Theaters.

Fighter planes now using the new weapon include the P-40 Warhawk, P-47 Thunderbolt, P-38 Lightning, P-39 Airacobra and the P-51 Mustang.

Successful results have been obtained by the rocket-equipped fighters on land against enemy bivouac areas, rail and highway bridges, ammunition dumps and other such military targets. AAF planes operating over water have obtained accurate results with the rocket projectiles against barges and light shipping.

The rockets can be fired in pairs or singly. The rocket consists of a shell tube containing powder. When fired, the consequent flow of gas issuing from the tail propels the rocket in the sighted direction. The rocket is stabilized in flight by fins.

There is no recoil from the rocket projectiles such as the recoil from machine guns and cannon. The shock is absorbed by the high velocity gases ejected by the rocket itself. These gases blow beneath the wing surfaces without affecting the planes, which fly steadily on course during the firing of successive rounds.

A PT FLYING OVER THE ORANGE GROVES NEAR DORR FIELD

TAPS AT DORR
Is it true or just a rumor about the death of Mr. Tyson? News of our "old" instructors would be most welcome. In the meantime, I would like you to remember me to Mr. Johnston and Mr. Huntziger to whom I owe so much for getting me through that training. Their advice was always so sound.

I will conclude now hoping my letter has been of some little use to you.

Yours faithfully,
Stan Endacott

Editor's Note: W/O Endacott has been a great help to us in our compiling of data on our former cadets. By this time he should have received our letter telling him of the untimely death of G. Willis Tyson and giving him a few words of greeting from some of his "old" instructors.

SCREENING

For the Army Air Forces' careful screening of fliers who received their flight training several years ago, today is paying dividends in the form of amazingly low psychiatric cases, according to Col. Walter S. Jensen, Medical Corps, Deputy Air Surgeon of the Army Air Forces.

Despite the fact that American fliers are doing a job which demands the coordination of manual and mental skills "which put the driving of a streamlined locomotive in the kiddie-car class of human learning," they are holding up amazingly well, Col. Jensen told members of the Medical Society of the County of New York at the annual meeting of the Society held at the New York Academy of Medicine a short while ago.

Quoting from an survey made by a group of psychiatrists in one of the major theaters of war, Col. Jensen said:

"It is worth-while noting, from the psychiatrist's standpoint, that the outstanding fact was not the few men who 'broke,' but that the great majority of flying personnel tolerated these extreme stresses and dangers in a 'normal' manner and without becoming psychiatric casualties."

Col. Jensen attributes the low rate of mental casualties to the Air Forces' policy of eliminating in advance those susceptible to failure. The elimination and screening is done in pre-flight school and before the individual is given instruction in a plane.

Roughly 50 per cent survive the screening devices and fewer than 20 in every original 100 become Aviation Cadets.

"Later, all combat airmen experience fear and come to know it well," Col. Jensen said. "In fact, about the only persons who deny fear of combat are those who repress anxiety, develop psychosomatic symptoms and have to be removed from combat status because of these symptoms."

Civil Service Employee Honored at Carlstrom

Mrs. Ivy Dykes entertained the Carlstrom civil service employees at a spaghetti dinner on Wednesday evening, September 27, after which Lt. Stanley Greenwood, Civilian Personnel Officer, presented Mrs. Dykes with a Civil Service Certificate and Emblem for ten years' service, commending her for her loyalty and adherence to duty.

Mrs. Dykes came to Carlstrom in March of 1941 just one week after the first class had arrived. Her previous government service was with War Finance and the Surgeon General's Office in Washington, D. C., the U. S. Employees' Compensation Commission in Savannah, Ga., and with the U. S. Post Office in Hazard, Ky.
Contract With Veterans Administration is Signed
By Embry-Riddle for Training of Service Men

Emby-Riddle, which was one of the leaders in training thousands of army and navy cadets for war, now will train returning veterans from all parts of the United States for peace.

Our Miami Technical School recently signed a contract with the Veterans Administration and is ready to accommodate up to 500 veterans immediately in such technical courses as aircraft and engine mechanics.

Preparations are being made to train thousands of additional men after Germany and Japan fall. The contract includes the training of disabled veterans under the rehabilitation program and service men under the G.I. Bill of Rights.

New Director

Verner D. Vale, recently appointed director of the Technical School, has behind him a wealth of experience in the aviation world which well equips him for the tremendous task of training these veterans.

Mr. Vale is a Certified Mechanic as well as a Certified Instructor and has nearly 2000 hours in the air as a pilot. Having made an intensive study of aeronautical subjects, he is well versed in aviation history, theory of flight, aerodynamics and is familiar with all types of aircraft and engines. He has taught navigation, meteorology, parachutes and instruments.

Barnstormer

The new director started his aviation career in 1923 when he took up flying at the Robertson School of Aeronautics in St. Louis, Mo., studying courses in Airplane and Engine Mechanics at the same time.

In the spring of that same year, Mr. Vale purchased an airplane and proceeded to do a bit of barnstorming. He taught students during the week and carried passengers on Sundays for about four years until he went with the Sweeney Aviation School in Kansas City, Mo., as a flight instructor. In addition to these duties he was chief instructor of the airplane department and continued to carry passengers on Sundays.

Airframe Mechanic

In June 1928 Mr. Vale organized the Keystone Airport and Keystone Flying College at Elbersburg, Pa. He operated this company as president and general manager for about five years, then sold out to the state of Pennsylvania.

In February 1943 he enlisted in the Army Air Corps and was stationed at Mitchell Field, N. Y., as an aircraft mechanic until he received his honorable discharge about a year later.

A little later he returned to the Sweeney Aviation school, but conditions forced his part of the school to close. He then did technical work for the American Technical Authority of Chicago until he accepted a position with the Bredouw Aeromotive Corporation at Kansas City.

At Bredouw he took over the Government Approved Repair Shop and Airplane and Engine Mechanics School. He wrote all syllabi of instruction, secured equipment, set up instruction courses, office force and sales force, building the school to an average of 200 civilian students and approximately 75 civilian instructors.

Taught Under C.A.A.

The opportunity arrived in June 1940 to organize his own company, the American Aeronautical Institute in Kansas City and he again built a large government approved school and repair station. At this time he also taught ground school under the C.A.A. for the CPT Flight Training Program.

He sold out his interest in the above corporation and went with Curtiss-Wright in March 1941, where he set up a training program for prospective employees of the company. He then became a Factory Representative, visiting Army and Navy bases to supervise changes made in Curtiss-Wright planes and to acquaint Army and Navy pilots with the planes they were using.

Another School

Again Mr. Vale was called upon to set up another government approved school. This time it was the St. Louis School of Aeronautics, which he built up from a small shop in downtown St. Louis to an operation that trained over 500 students.

In March 1942 this company accepted a
CHAPMAN CHATTER
by PEGGY HUMPHRIES

Arthur Gibbons just burst into the office here, looking very chipper after his two weeks vacation, and we all were very glad to see him back in the swing of things.

But to our great disappointment our ever faithful June Page takes leave of Chapman Field, and we certainly hate to see her go. June has been with us for two years and always has been willing to help us out when our log books got too much for us to handle.

The welcome mat is out to greet a new friend to Chapman—Esther Louise Cochran—who hails all the way from Boston. Esther will live in the Dorm at 222 Calabria while she plugs away for her private pilot's license, with great hopes of continuing on towards her commercial. Glad to have you around, Esther.

What Fish?

Smitty, better known to his creditors as Louis Smith, sure has been working hard with his instrument students, but in between flights he always has time to stick up for his U. of M. football team, not to mention his prize boat. Smitty and Dave Narrow claim that their boat "can't be beat" when it comes to a fishing trip. So far we have seen nary a fish.

Jane Garland and her roommate, M. (Maggie) Tarkas, have rented a house in the Gables. It is always open house at our place so if anyone is without a place to eat, sleep, drink or make merry just drop around.

Dave Yelvington, our gas pumper, has enlisted in the Marines, and left for the rough and tough life last Thursday. Dave has pumped a great deal of gas in his day, and here's hoping that the Marines will see that he has bigger and better gas pumps.

And now we'll give you a brief interview with three of our very attractive young "women with wings," who have been in, around and above Chapman for the last few months:

Joan

To be a flying journalist after the war is the ambition of Joan Adams, flight student at Chapman Field. Joan is the daughter of Thornton S. Adams, Chicago mail order executive and dollar-a-year man with the WPB in Washington.

Joan will own her own plane after the war, and is preparing herself for a dual career that will combine aviation and journalism, her two leading interests, by studying flying in the summer and attending Swarthmore college in the winter. At Swarthmore she will major in political science and English and will take courses leading to postgraduate work in journalism at Northwestern University later.

This summer she has worked for her private pilot's license, and says she will get her commercial pilot's license next summer. She was graduated from Kemper Hall, Kenosha, Wis., last spring, where she was editor of the school year book and twice was winner of the school's annual prize for prose. She was a member of the basketball and hockey teams, also.

Muriel

Muriel Shaffer achieved a lifetime ambition last week when she received her private pilot's license, after spending her summer vacation studying flying at Chapman.

"I've wanted to learn to fly all my life," Muriel said. "I think we'll all be flying in a few years, and I don't want to be left behind."

Muriel was graduated from Syracuse University last spring, and decided to devote her first breathing spell after completing college in learning to fly. She previously attended Columbia University.

Muriel, who is the daughter of Mrs. Ivan O. Shaffer and the late Mr. Shaffer of Summit, N. J., will be home in time to enjoy the skiing season and other winter sports that she enjoys. Photography, cartooning, and collecting classical records are some of her other interests.

Dorothy Baskerville of Baltimore, who is adding flying to her other activities, has just received her private pilot's license at Chapman Field, and is now working for a horsepower rating.

Dorothy

Dorothy is the daughter of William M. Baskerville, editor of the Baltimore News Post, and makes her home at the Wyman Park Apts.

"I've wanted to fly since I left college," she says. "and I want to keep on flying, but just as a sport and not professionally." Her other favorite sport is figure ice skating.

Dorothy was graduated from Duke University, Durham, N. C., where she was a member of the Kappa Delta Sorority. She was born in New York City, but has lived most of her life in Baltimore, where she has been active in Motor Corps work with the American Woman's Voluntary Services.

VETERANS

Continued from preceding page

contract with the Army Air Corps Air Service Command to train enlisted personnel in Aircraft Engine Mechanics.

Before coming to Embry-Riddle, Mr. Vale was employed by the Fisher Aircraft company, where he prepared the training program for the Air Corps last spring.

Verner Vale, who was born in Edensberg, Pa., is married and has a seven-year-old son and a fourteen-month-old daughter. His family recently arrived from Cleveland and will make their home in Coral Gables.
We are pleased to report that the past month has been of a very routine nature with all of the cadets, their instructors and officers working away like proverbial beavers towards the same end—the production of the perfect service pilot in every one of these young men.

No. 20 Course, fresh from furlough, have been initiated into the mysteries of night flying and some of the cadets of this course have completed the long cross-country; to the remainder this "hun" of flying training is held out in the near future.

Work and Week Ends

The cadets of No. 21 Course have mastered the advanced trainer and all have managed to solo. The Primary Course, No. 22, having settled down and found flying training quite interesting, after such a long wait to get started, have had a week end in Palm Beach.

Mr. and Mrs. NeSmith, with their usual charm and efficiency, managed to find accommodations for all and the cadets were welcomed on their arrival with a tea party.

The editors, on behalf of the Commanding Officer and cadets, wish to thank this grand couple for all they have done and are doing. Our thanks also go to Mrs. Marx, who carried on the good work so well during the absence of the NeSmiths on a well-earned vacation.

D. F. C. AND BAR

Whether it can be termed coincidence or not, F/Lt. Alan Smith joined this unit on the very day that all of were celebrating the culmination of the Battle of Britain. F/Lt. Smith has taken up his duties as one of the Gunnery Officers, and we are proud to greet him as one of the heroes of that great Battle.

He joined the R.A.F. Volunteer Reserve in April of 1939 and was mobilized on the outbreak of war, joining his first squadron a little later. He was then serving under W/Cdr. Douglas Bader, the famous pilot with two artificial legs, flying Spitfire aircraft. He was awarded the Distinguished Flying Cross on completing his operational tour with a score of four enemy aircraft destroyed.

After a short rest from more strenuous flying duties, during which time he acted as a liaison officer with the first U.S.A.A.F. Fighter group to operate in England, he proceeded with his Squadron to Gibraltar and flew into Maison Blanche, Algiers on the invasion of North Africa. He also was with the first squadron to operate against the enemy from Tunisia. On completion of his second operational tour F/Lt. Smith received the bar to the Distinguished Flying Cross. His total score to date is: Eight enemy aircraft destroyed, four probably destroyed and eight damaged.

Battle of Britain 1940

Sunday, 17th September, having been set aside for the commemoration of the culmination of the Battle of Britain, 1940, a full church parade, attended by all officers and cadets of No. 5 British Flying Training School and representatives of the Riddle-McKay Aero College, was held on the patio.

The Reverend H. C. Meader of Clewiston conducted the service and the theme of his sermon was the Battle of Britain which a great many of the persons present remembered so well. W/Cdr. C. W. Lindsay, A.F.C., took the salute at the "march past" of Cadet squadrons which completed the commemoration.

Round Riddle

George Mason, well known Flight Commander on Primary, has returned to Roanoke, Va., where he will re-open the Mason Distributing Company. George has a wide acquaintance in the flying world having soloed in March 1926 under the famous Major John P. Wood. Incidentally, he became acquainted with John Paul Riddle at Troy, Ohio, in 1927.

Modesty keeps George from blowing his own horn, but from other sources we find that he has been a big time salesman, having been one of the first to use a plane for transportation.

We also are informed that he was quite a success as an organizer of Beauty Contests and pictures showing the contestants proves that George has an eye for beauty. Strangely enough he is still a bachelor.

George's fellow instructors, as a token of their high esteem, extended him a fitting party at the Instructor's Club and presented him with an appropriate gift. We remember him as a conscientious and diligent worker who spared no pains to do his job correctly and on schedule.

--- Pro Patria Mori

LIONEL MARCUS VIGGERS, R.A.F.

Course 20

Riddle Field, Clewiston, Florida

October 9, 1944
The Primary Flight Line was invaded a second time when it was announced that "Cow Boy" Willard King, Flight Commander, had tendered his resignation. King came to Riddle Field on the 16th of April, 1942, as an instructor. He was appointed Assistant Flight Commander just six months later and was further promoted to Flight Commander on January 16, 1943.

Trained by Tyson

"Cow Boy," who holds C.A.A. Commercial Certificate No. 19419, soloed in a Waco at Compton Airport, Compton, Calif., in 1931 under the supervision of the late G. Willis Tyson. Before coming East he was a cattle buyer for the Coast Packing Co. of Los Angeles, and we understand that he is returning to the West in order to re-enter his old profession.

While at Riddle Field Mr. King made a host of friends through his fine personality and vigorous application to his work. We have no doubt but that he will continue to be a success in his next venture.

Probably one of the most outstanding achievements of a lasting value to the night flying organization was the construction of Mosquito huts which stand a monument to the literary and inventive skill of Mr. King.

Another Instructor, this time from the Ground School, has departed to carry on elsewhere. C. W. Auringer, coming here from Syracuse, N. Y., enrolled with Riddle-McKay in November of 1942 in the Meteorology department.

Splendid Record

During Mr. Auringer's stay at Riddle Field, he met with unusual success as an instructor. His record shows that his graduates were on top of the list five times and occupied second place six times in competition with the British Flying Training Schools throughout the U. S. A.

His ready wit and pleasing personality made him exceptionally popular with the cadets as well as with the officers and civilian personnel of the Field. Mr. Auringer will make his home at 1208½ North Fairfax Ave. in Hollywood, Calif., where he is to be employed.

Harold Colishaw, one of the Navigation instructors of the Ground School, will take over the classes in Meteorology.

Through the Window

Glancing out the office window—Hank Middleton's smile and genial good humor advertising that fine new baby girl at his house . . . Sam Snyder talking with his hands showing how he wants the flare path placed . . . Queenie hurrying home to feed the pups . . . "Doc" Foss taking time out to do some one a good turn . . . The Army personnel moving to their new office quarters in the tower . . . Bob Walker trying to get over a summer cold. Too much fishing, Bob . . . "Chief" Keeth organizing a fishing trip . . . Leola Jacobs returning to her job after an extended illness . . . Capt. Cash making for a telephone as Grace Hampton pages him on the P.A. system . . . Bob Johnston trying to decide between playing golf and posting his log book . . . Certain individuals organizing World Series Baseball pools . . . Bob Richardson demonstrating verbally certain aircraft maneuvers . . . Could go on incessantly but even good reporting has to stop sometime.

A wedding ring is like a tourniquet—it stops your circulation.

Debating and Musical Societies

This month has seen the first meetings of the Debating and Musical Societies. At the debate, with the subject set at "War is unnecessary for the fuller development of modern civilization," several cadets held forth at great length to the amusement and enlightenment of all those attending.

At the meeting of the Musical Society there was a programme of classical works, kindly loaned by Princess Obolensky, which included Tchaikowsky's 'Romeo and Juliet Overture' and Rossini's 'Barber of Seville.' It is hoped that these two societies will continue to meet.

A furlough is such crazy stuff, Of which you never get enough; It leaves you sad, it leaves you sorrowed To think of all the dough you've borrowed. —Camp Howze (Tex.) Howitzerr.
COLONEWS
by EMMA CARNEVALE

It looks like old home week around the Colonnade these days — what with Frances Wiest Frederick Albrecht (different name, same person) back with us in the Instrument Overhaul department; L. D. Carlton once again in Sales as Vocational Advisor; and Sam Sparks re-employed as our new Employment Manager.

Mr. Sparks, as everybody knows, was Assistant General Manager of Riddle-McKay Company of Tennessee in Union City. He became associated with Embry-Riddle in May, 1942, so he really needs no introduction at all, but we’d like him to know that we’re mighty pleased to have him back with us, especially here in Miami.

Great Future

When asked what he had to say about his new position as Registrar, John Kille said: “With the post war plans being developed by the Company, it seems to me that we have a wonderful opportunity to give the right kind of training to men and women that will fit them for careers in aviation. I am happy to have some small part in this program.” We sincerely believe that Mr. Kille will prove an asset in his new capacity.

There are some new people whom we would like to welcome at this time . . .

Evelyn Allen and Jeane Haas in the Sales department . . . Mahle Carter, secretary to W. B. O’Neil, and Joan Korn, who is replacing Marie Jewett in Personnel. We’re going to miss Marie, but the reason for her leaving more than justifies her absence. Imagine a Marie in miniature!

Glen “Gadabout” Kuhl is back in town after an extended business trip of three weeks up North. He’s mighty happy to be back in the sunny South. Also recently returned from a trip is Henry Graves, who attended a National Safety Council in Chicago.

World Series

For several days there was nothing much to be heard around here except baseball, but now the games have all been played and work can be resumed. Emily Conlon was “standing on my eyelashes” when she won all the money in the pool on the Cards the last day.

Things people should notice around here: The way Carol Spagnoli comes puffing in to work, after riding on her newly acquired bicycle . . . the cute pictures in Edna Callahan’s office of her son, Sonny . . . the boots “Skinny” Gile wears to work . . . the way Brux Carpenter smiles . . . the seriousness of Florrie Gilmore pinching at the switchboard. No Florrie, those cartoons were not patterned after you! And the smug smile on Lil Clayton’s face because she got me to write this column. Must run to drop this in her lap.

(Jil’s note: Emmy will be back!)

Today, IT’S B-27 AND B-29
Tomorrow, it will B-Glorious!

Nothing could be more inspiring than the wartime performance of Aviation. No group of men and women are making a more impressive record than those who build ‘em, fly ‘em or keep ‘em flying. And . . . their opportunities for achievement are not destined to end with the advent of peace. For that is when Aviation will expand as never before. Wouldn’t you like to build a career in this most aggressive of all industries? The right training now will put you on your way. Let us tell you how and why.

Embry-Riddle
SCHOOL OF AVIATION
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