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Embry-Riddle School of Aviation

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CARLSTROM CADETS RECEIVE AWARDS FOR SERVICES ON GUADALCANAL

At an impressive Retreat ceremony last Monday afternoon two Aviation Cadets now at Carlstrom Field were presented their ribbons of the Legion of Merit. The presentation was made by the Commanding Officer, Capt. John E. Clonts, in the presence of the entire Cadet Wing, for services on Guadalcanal.

The award was ordered three months ago on May 25th by Lt. Gen. Harmon, commanding the Army Forces in the South Pacific, and reads as follows:

By Direction of the President, the Legion of Merit, in the degree of Legionnaire, is awarded by the Commanding General, United States Army Forces in the South Pacific Area, to the following:

Dale V. Maupin and Francis J. O'Connell.

For exceptionally meritorious conduct in the performance of services of a considerable degree of merit from August 29, to October 14, 1942, at Guadalcanal. Upon arrival with the first and only detachment of United States Army troops at Henderson Field, the responsibility of maintaining squadron fighter airplanes in combat condition was assumed. By diligent performance of assigned duties at the base, which was constantly threatened by strong enemy forces, the aircraft were kept in fighting condition during the early and difficult operations. Work commenced before dawn and was finished after dark, and was often interrupted by air raids and was constantly harassed by sniper fire. Night brought little sleep or rest, due to the persistent attacks by enemy naval units which shelled the base regularly. The energy and skill displayed in servicing squadron airplanes under adverse conditions and during a crucial period contributed greatly to the early success and the eventual victory at Guadalcanal.

Technical Training

Cadet Maupin was a Corporal last summer, but was later promoted to Staff Sergeant. He is from Rockford, Iowa, and after three years of farming he entered the Army at Mason City, Iowa, on Feb. 3, 1941. Before going over seas Maupin had received special training at several Army schools to fit him for his work on airplanes, including the Technical School at Chanute Field, Ill.

Wing Commander

Cadet O'Connell, who entered the Army August 4, 1939, shortly after finishing high school, is from Girard, Ohio. O'Connell first went to Selfridge Field, Mich., and served at many other Air Corps stations before going to Australia in 1942. During his Army service he also attended many special schools and was a Technical Sergeant when he entered Cadet training, but a Staff Sergeant when in Guadalcanal.

O'Connell is now the ranking Cadet at Carlstrom, being the Wing Commander.

The Cadets at Carlstrom Field had already noticed that these two men were unusual as they wore three service medals, service before Pearl Harbor, action in the American Theater of War, and action in the Pacific Theater of War, the last with two stars, indicating participation in the Battle of Coral Sea May 8, 1942, and at Guadalcanal. Their job was to maintain and repair the Army planes so that they would be kept in the air. The results of the Coral Sea battle and their citations indicate how well these two men, Maupin and O'Connell, did their work.

Reminiscing

Sometime after taps when there is a monotone in the room of either of these men, the other Cadets know what is happening there—a story about events in the Solomons. The fact that the transport bringing them to Henderson Field was unable to land as the Battle of Red Beach—so named because the American Marines killed so many of the Japanese Imperial marines trying to land—was in progress. Or maybe it is a story of the general tenseness due to constant threat of naval gunfire or aerial bombing or sniping by Japs from three hundred yards. And not the least of the tenseness was due to sheer pressure of work to keep 'em flying.

PART OF THE PHYSICAL TRAINING PROGRAM AT CARLSTROM FIELD
Dear Editor,

For some weeks your Fly Paper has been received, and Mrs. Randall and myself find it most interesting and instructive. My son Eric has many times mentioned in his interesting letters his appreciation of the teaching he is at present receiving at Clewiston and of the kindness and patience of his instructors. However, he has not given any particulars of his training, and many of the articles printed in your papers have provided us with the desired information.

I would like to express our appreciation for the excellent training you are giving to all English Cadets attending your training school and for the amusement and recreation provided.

In conclusion, my wife and I express our sincere thanks to the U.S.A. citizens who have given our lads such a wonderful time when visiting Palm Beach, Miami, etc.

Wishing all concerned every success, I am sincerely yours,
A. F. Randall

Editor’s Note: Richard’s present address is APO, O 090, Ft. McPherson, Ga.

Dear Mr. Gile:

I want to thank you very much for the picture and also for the copy of your publication, the Fly Paper. It has been read with great interest by many of my shipmates here. Some of the fellows either knew of or had heard of quite a number of the people mentioned. Quite a small world after all, isn’t it?

Speaking of a small world, some day I’ll meet that photographer of yours; he should have told me my nose was going to look like that.

I thoroughly enjoyed the short trip that I had through the mechanical section of your school and am still amazed at the perfection and condition of your equipment. Considering the short time you have had to get the school into commission, it is hardly short of marvelous.

Lt. Osbourne and A.C.R.M. Andrew join me in sending my regards to yourself, Mr. Riddle and Mr. K. C. Smith. I am sure I speak for the entire Allied Air Service in congratulating Mr. Riddle and his entire staff for their contribution to Wartime Aviation. It must be a source of comfort to a lot of pilots to know that their planes are being serviced and repaired by graduate Riddle mechanics.

Sincerely yours,
Sims O. Jennings,
A.C.M.M.

Editor’s Note: Truman Gile of Research has requested us to publish this very nice letter. Mr. Jennings recently returned to this country after the completion of a foreign mission, and with Lt. Osbourne and A.C.R.M. A. W. Andrew paid a visit to the Tech School.

England

August 10, 1943

Dear Editor:

It has been quite some time since I have written to the Fly Paper. I take this opportunity to write to you and also to have my address changed, as I have been receiving a copy of your paper regularly.

I was one of the boys who graduated with Class 5-12.1 way last year. At present I am stationed somewhere in France. Due to censorship, I am limited as to what I can say. I can say, however, that my course at Embry-Riddle is proving very valuable at present.

I wish you would thank all of the instructors for the good work they are doing.

Will you please continue to send me the Fly Paper at my present address? My former address was Robins Field, Ga. At present I am still with the same depot.

I would also appreciate it if you would put my name and address in the Fly Paper, as it may help me to locate some friends I knew when I was at Embry-Riddle.

Sincerely yours,
S/Sgt. Richard Byrne

Editor’s Note: Richard’s present address is S/Sgt. Richard Byrne, 46th Air Depot Grp., APO No. 635, care Postmaster, New York, N. Y. Write to him folks. It means a lot to our boys to hear from home.

UNCLAIMED MAIL AT TECH

If your name is among the following there’s a letter for you in the Mail Room at Tech:


After ten days all unclaimed mail is returned to the sender.
CARLSTROM CARROUSEL

by Kay Bramlett

Saturday was a red letter day for Cadets of Class 44-A at Carlstrom when they participated in drill, athletic and flying competitions at the Air Show.

At retreat, Lt. McCormick presented prizes to the following winners of the various events: Hurdle Stage, A/C P. G. Smith of Los Angeles, Calif., representing Squadron I; 180° Accuracy Landings, A/C R. M. McKibben of Wheeling, W. Va., also representing Squadron I; 2000 ft. Accuracy Landings, A/C B. C. Clark of Poin ta, Tex., representing Squadron VI. A/C D. R. Miles of Jeffersonville, Ind., Group Commander for Group "C," accepted the guidon streamer for the drill and athletic competitions of the morning session.

Some Flying!

Exhibition flying was presented by Carl Dunn, Group Commander of Class 44-A and Clem Whittenbeck, Flight Coordinator of the Instructor Refresher School. Mr. Dunn as usual thrilled the spectators with his little kit entitled "How not to Fly an Airplane." The cup is putty in his hands. But definitely! Mr. Whittenbeck, many times winner at Air Meets for his inverted flying, put the Stearman trainer through its paces in beautiful precision maneuvers.

Breath Taking

The "thrillers" came late in the afternoon when two P-47s of the 15th Fighter Squadron at Page Field, piloted by Lt. R. M. Walsh and Lt. J. H. Jones, and two P-39s from the Venice Army Air Base, piloted by Capt. H. E. Shipman and Capt. G. W. Fowler, presented an exhibition of speed which fairly took the breath of the watchful spectators.

Last but not least, we want to mention Lt. Alvin H. May, Assistant Air Corps Supervisor, who was "Master of the Mike" and kept up a running stream of patter much to the enjoyment of all.

We would say the day was definitely worth the pounds lost in the biting rays of old Sol.

Flight Line Briefs

Sam Worley convalescing from an appendectomy—Bob Davis acting as Squadron Commander for Squadron VI during Mr. Worley's absence—Walter O'Neil as Assistant Squadron Commander for Squadron I in Mr. Davis' place.

Russell Cedars released to Air Transport Command at West Palm Beach. "Bing" Crosby and George Hammer leaving for Brooks Field, Tex., and bidding everyone a fond farewell.

Instructors making the Bainbridge trip are: Class 44-A—Edward Cardyan, Eric Less, John Fratell, John Stoenner.

Welcome to Eric Bass (NYC), who is a new Instructor in our Ground School.

Goodbye and the very best of luck to Merry Lou Pirman of the Infirmary, who is leaving to go back to her home in New York (123 Pierrepont St., Brooklyn—in case you're interested). Also to Theresa Gough of our Time department, who is leaving to go into training as a nurse at the Charity Hospital in New Orleans, La.

Jack Hunt

Many of you will remember Major Jack Hunt (former General Manager and Director of Flying at Carlstrom Field). Jack is now stationed at Randolph Field, Tex., in charge of Visual Training Aids for the U. S. Army Air Forces.

Letter from former Flight Instructor Lloyd Lampman advises that he is now with North West Airlines and is a Captain. Cleve Huff and Bruce Catlin (former Instructors at Carlstrom) are also up there, and are getting along nicely. Lloyd wishes to be remembered to all the old "gang" at Carlstrom, and suggests a "get-together" somewhere sometime after the War is over. His address is Box 1373 Smith Road, Bell ingham, Wash., and he would like to hear from any of the people he used to know at Carlstrom.


We were glad to see Lt. Henry Avant of the Army Air Forces, who is now an Instructor at Victoria, Tex. Henry formerly worked at Carlstrom in our Maintenance department. Come back and see us again soon.

Hold 'em, Boys

Congratulations to Class 44-A for keeping the Athletic Trophy at Carlstrom Field for another month! 'Twas a mighty hot day for athletics, boys, and you did a grand job.

The Graduation Dance held in the Patio last Friday was one of the best dances ever held in the Arcadia vicinity. Music was furnished by the Buckingham Field Orchestra from Ft. Myers, and approximately 130 young ladies turned out to dance with the Cadets of 44-A (including 11 lasses from Embry-Riddle's Miami Office). Coca-Cola and cakes were available for all present, and a grand time was had by all.

HEAR YE! HEAR YE!

Know by all men present that there have been big doin's on the Carlstrom Flight Line. All of Carlstrom will regret the loss of Carl N. Dunn, but we wish him all the success in the world as he takes up his new duties as Director of Flying at Dorr Field.

We are glad to welcome Andy Minichiello as Director of Flying here at Carlstrom. Salutations go also to our new Group Commanders, George K. Dudley and Hubbard "Cotton" Jones. Promotions to Squadron Commander went to Alex Hayes, John Dorr and Wesley King.

Five new Assistant Squadron Commanders are Oscar Smith, Lloyd Whitney, Victor Urbach, John Spencer and Walter O'Neil. Congratulations and best wishes for success go to all!

continued on Page 15
Morr-Dorr
by Dave Anderson, Guest Editor

I have been challenged to submit the Dorr column this week or into the Dog House I go. I made an attempt to escape, but here goes:

The center of attraction the other night was Jack Whinmell jitterbugging at No. 2 gate with two Form Room girls.

June Hansen, former Canteen employee, and Lt. E. J. Guidry, committed a matrimony at the Arcadia Court House Tuesday afternoon, August 24th. They are spending his 10-day furlough here. Congrats, and we wish you both a long and happy life.

Congratulations to "Grandpappy" Baldwin, carpenter, upon the arrival of his first grandchild.

Sam Pearce is on his vacation and from the views he sends back on picture cards to "Drip" Platt, we gather that he is having a fine time.

Eulyn B. Britt, painter, left Thursday for Jacksonville where he will undergo an operation. All Dorr Field wishes for him a speedy recovery.

Mr. Cullers' office is really looking classy now. We didn't know that a few boards and a little paint could do so much good. We now know where to go if we want to get something done at home. Just call on the Maintenance trio, Baldwin, Williamson and Britt, with Cullers as Supervisor.

By the way, who is your assistant painter? We saw her painting the walls, win-

dows and even the ceiling. Does she have her Union card?

Betty Stevens is back in the Stock Room again and we welcome Martha Holbrook who is taking Betty's place in the Administration building.

In case you've noticed the gloomy look on Drip's face, it's because he didn't get to make the trip to Punta Gorda that was mentioned in last week's issue.

Eugene O. Levine, Hangar Chief, is spending his well-earned vacation at Gordan's Pass in Naples, Fla., enjoying the sandflies and mosquitoes. Here are a few excerpts from his letter to Mr. Cullers:

head "Vacation Grips":

1. Small two-room cabin for five people, plenty of room and so cool. I had to pile my clothes on the refrigerator to have room to go to bed.

2. I have both my kids on Red X for sunburns.

3. I am really running blue and not from cold, it is 99° in the shade under a coconut palm.

4. Had to have a permit from the Coast Guard to put my feet in a boat. Capt. Lamb, brother to George Lamb, former employee of Mess Hall here at Dorr, was behind the desk so I got a permit for family and dog. See, it pays to work for the right people.

5. I can fish from the front porch, but the fish don't bite, so if I get back before my vacation is out don't quarrel.

Lt. Jennings is back for a short while but his permit to report that Mrs. Jennings is confined to the Arcadia hospital. We all join in wishing her a speedy recovery.

Last Monday, Lt. Pinion was treating Lt. Hand to a bicycle ride down Barracks 3 Ave. They turned to go to the Canteen but turned over on the bow. When the Lieutenant untangled and got to their feet again, Lt. Pinion said to Lt. Hand, "I'm sorry," Lt. Hand says, "I ain't gonna ride with you no more."

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NEW AIR ROOM

A new Air Room has been added to the equipment at Dorr Field.

Seventy-six airplane models, including Army and Navy planes of the American, British, German and Japanese forces, are suspended from the ceiling of this interesting room. Flanked by news maps, aerial maps, there are many photographs of planes on the walls.

Designed for the use of Officers, Cadets and civilian Instructors, the Air Room was opened this week. Here the future pilots at Dorr may study charts of instruments in ground school, read technical or popular aviation magazines and look at restricted or confidential War Department material, including records of the performances of Allied and enemy planes.

Restricted information may be used by civilian Instructors as well as by Officers and Cadets.

Other features offered in the room are a bulletin board, air news digest aircraft identification quiz and Naval identification. Although there are a number of maps in the room, the Dorr staff plans to secure complete charts of both the European and Asiatic theaters of War to be placed on the walls.

"Dorr Field wants to do everything that is possible to help the future pilots who are in training here, and the Air Room offers information that will be helpful to them in training and in combat," Lieut. Wilson Hand, Public Relations Officer, stated.

Dorr Doings
by Jack Whinmell

Our Guest Editor this week is none other than "Pop" Anderson. What he has written I don't know... he wouldn't let us read it... had it all signed, sealed and delivered to the censor... but certainly is a good thing that "Pop's" secretary can spell.

Fred Bloom... promoted from Assistant Dispatcher to Dispatcher of Squadron 3, 44-C. New Instructors...

P. P. Bryant, E. M. Paul, W. A. Miller and H. D. Maguire. Dick Gamble... just returned from a vacation spent up Nawth... very happy to be back down South.

Dot Lind... everyone hates to see her leave the latter part of the week to join her husband who is training for the Ferry Command.

The Army Side

Congratulations to Margie Pierce... she's being married this Tuesday... Navy too... Been a watching this new P.T. Instructor Lt. Cameron... we'll have something on him pretty soon... no bribes please Lieutenant. Oh no...

Mary Edna Parker all smiles this past week... seems there is a certain Cadet who will be arriving in the Class of 44-C who used to be a mechanic at Dorr... Mary Edna has been trying to buy us cokes all the past week... will we take a bride? Oh no, not us...

Purely Personal

On Page No. 13 of Fly Paper August 27 we see a picture in the upper left hand corner... at first we thought it was Frankenstein's brother, but on closer inspection we recognize Otto Hempel, "The Thin Man." Once upon a time we saw him eat breakfast... horrors... he remarked that he was feeling sort of puny... Anyway we met Otto and we liked him at first sight... but this is word of warning to all Riddle-its... if you're ever on a picnic with Otto you had better get there the firstest.

HEADS SQUADRON

Frank A. Llewellyn, Jr., son of Frank A. Llewellyn, Sr., Instructor at Dorr Field, has been promoted from second lieutenant to first lieutenant and is acting squadron commander at a heavy bomber field "somewhere" in England. Lt. Llewellyn, who enlisted in the Army Air Force March 11, 1942, is the first pilot of a Liberator bomber.
MISS DORR FIELD CHOSEN AT DANCE  
by A/C Don Kelley

The Class of 44-A danced to the music of the Bombardiers from Hendricks Field, selected Miss Dorr Field, and awarded the officers of 44-B their ensignia last Saturday at their Graduation Dance.

The highlight of the Dance featured the selection of Miss Helen C. Yelvington of Arcadia as Miss Dorr Field. The selection of Miss Yelvington met the approval of the entire Cadet body as well as the guests.

A Negro orchestra from Hendricks Field supplied the dance music and young ladies from Arcadia, Fort Myers, Miami and Wauchula, plus a group of WACs from Henderson Field blended their beauty to the music and made the dance a very successful one.

During the intermission the officers of the Class of 44-B received their ensignia and took over their official duties. After the new officers were named, favors were handed out to the girls with the lucky numbers. Each winner received a beautiful friendship ring.

We wish to extend our thanks to the Bombardiers, the visiting ladies and to the Cadets of 44-B for making our dance such a successful one.

DORR UNDERCLASSMEN ARE ARMY "VETERANS"  
by A/C Dana Reed

The average citizen is probably unaware of the fact that the Underclassmen at Dorr Field, along with those at other Primary Schools, are six-months "veterans" of the Army.

Previously aviation Cadets went straight from civilian life to a classification center, then to pre-flight school and to primary—the whole process before primary training little more than two months.

Most of the Cadets in Class 44-B, however, have spent several months at a College Training Detachment, receiving preliminary training before going to classification. This new program has lengthened the training period for pilots as well as bombardiers and navigators.

The C.T.D.'s, as they are known, are located in colleges all over the country. Usually having a complement of several hundred men, these detachments use college facilities for living, eating and studying.

At the C.T.D.s, future air crew members have been given courses in physics, mathematics, civil air regulations, history and English—later on advanced courses will be given as the training period is extended.

But this is not all of the ground work that Dorr Field's new Cadets have under-

DORR-CARLSTROM MONTHLY CLASSIC  
by A/C J. H. Farrell

The Dorr-Carlstrom monthly classic put Carlstrom Field Cadets in the lead this month as they took three out of five events to shut out the "Dorr men" for the second month in succession.

A grand Meet it was, but too late to cinch the ownership of the Sydney Hill trophy which recently passed into the hands of the "Dorr men" for keeps.

A close basketball game (20-17) gave the Carlstrom Cadets the edge, having already taken the tennis matches and the baseball game. It was nip and tuck till the final score for the "Dorr men" had come through with a complete shut-out in all the swim events, and a best two out of three victory in volleyball.

Lt. McLaughlin is already planning next month's Meet with an eye to the excellent material in the lower Class, especially in view of the presence of some very good tennis men.

Mrs. Jones barged into the grocery store and indignantly asked: "Remember that cheese you sold me yesterday?"

"Yes," replied the grocer.

"Well, did you say it was imported or exported from Switzerland?"

Mose: "Ah sho' is glad Ah wasn't King Solomon."

Rasmus: "Whuffo' you has dat 'pinion?"

Mose: "Huh, huntin' up washin's foh one wife keeps me plenty busy."

Dorr Field Officers take Physical Training in the early morning, accompanied by Major Boyd's pup

NEW CLASS BOOK  
by A/C J. H. Farrell

Under the direction of Lt. Wilson B. Hand, Post Intelligence Officer, the Graduating Class of Dorr Field upset all previous precedent and published its own class book this month.

The very appropriate title chosen for the new booklet is the "Dorr Way." Its twofold implication being that Dorr Field and Primary training is the doorway to further and greater success in the Army Air Forces.

With the able assistance of Charles Ebbers, Emery-Riddle's Photographer, and under Lt. Hand's direction, the Cadets have done a splendid job. They chose a theme based upon the Army Air Corps song and around this built a book that captures on paper the life that they live.

Already distributed to the Cadets, the class book is making a hit and the editors can well be proud.
Union City Editor
Lands In Dog House

We waited until the deadline for news from Union City. We held up the presses until the noon mail for news from Union City. We tried to reach Ken Silvertson on the telephone for news of Union City. No news coming forth from Union City we hereby place Ken in the Dog House and will make a valiant attempt to give you news of Union City—a year ago.

Ground School Instructor Larry Walden was the editor a year ago—Roscoe Brinton was General Manager and “Boots” Frantz was Stage Commander.

Frank Haynes was photographer and had submitted intimate shots of Lt. Don W. Hamblin, Intelligence Officer; Supt. of Maintenance E. H. Kusrow and Head of Refreshers Cheryl Sullivan; Lt. Fred E. Murphy, Post Surgeon; and an excellent picture of a group of Cadets enjoying letters from home.

“Wrecks”

A/C Richardson’s Cadet Chatter told of two “wrecks”—the wrecks were Cadets Rauch and Ormsby, who wound up in the Infirmary after a heated basketball game.

A/C Brasel won a bunch of last season’s petunias as the king of slow roll.

“Hot Pilot” Brasel did a bit of rolling with goggles up and helmet unbuckled and found that the force of gravity caused him to lose the whole kit and kaboodle. Richardson says, “A welded steel tubular fuselage makes a mighty good trapeze, doesn’t it?”

Instructors Boyle, Bennett and Light-holder are challenged to demonstrate the “triple whip-snip,” and the Cadet wants to know the fundamental difference between this “triple whip-snip” and a nightmare.

Orchids

A/C Fern’s 67th Ready Room Chit Chat congratulates A/C French for the first solo in that new class. Cadet Leonard for the longest solo period and A/C Henderson for the shortest—30 seconds. And A/C Dreger, who thought a corn field would make a good runway, also receives congratulations.

Orchids were presented to Cadet Brandon who, after an hour in the air doing stalls and spins, taxied to the Flight Line then fastened his safety belt.

Cadet Fredericks the 3rd was writing procedures for calling “gas on, switch off, throttle closed” (while in the air), taxied to the middle area and—the motor died!

We hope Ken, or one of the associate editors, will come through next week—the Dog House has another tenant anxiously awaiting to oust him and Bosco.

Customer: “My goodness, eggs are high!”

Grocer: “Sure, part of the war program.”

Customer: “How?”

Grocer: “All the hens are making shells.”
We're enjoying the lull after the storm of clearing out Classes 44-A Elementary and 44-B Intermediate. The Instructors will have a chance to catch a fish or a cold or a nap before the next Sessions begin. They have worked hard and well deserve a little rest. Herb Muller even expects to get as far as New York. Others are plenty satisfied to settle with a bit of beaching and recreation with local coloring.

The new house Ed Tierney warmed up last Saturday night will probably be plenty warm for days to come. It seems that when this Chapman outfit warms up it really does the job right. It was amazing how Mac Campbell was really impressed with his tour of Blanding and he never failed to comment. The rest of us just listened.

Nice Vacation

Dave Narrow has been ill for several days, and we're hoping that he soon will be back. He was due a vacation and that is no way to spend it. Good luck and a speedy recovery.

The new roof for the Canteen seems more of a reality now than ever with loads of boards piled around the back door. With new paint and roof and new staff, you'd hardly know the place. Mr. Goodrich keeps things buzzing over there and is right on the spot to choose the selections for the "Juke Box." You can just imagine Sunrise Serenade with that last cup of coffee before going to work in the morning.

Triple Trouble

You might know that if Verna Burke had a dog it would be a Boxer. And how he goes for Hugo and Linda. Dachshunds know little about the manly art of boxing so, to say the least, the fracas is a little one sided. It keeps Helen Cavis and Nancy Graham busy keeping down trouble.

Toiling Tillie Tiley has been initiated royally into the Groggy Loggers. It is noted that she surpasses any candidates to date and will soon pass the third degree, and be ready for solo. At which time she will be equipped with a straight jacket and a new typewriter ribbon.

The Chapman Field Bowling team includes: Mr. Gibbons, Mr. Pollard, Tom Moxley, Tine Davis, G. Maxey and June Page. From all reports they are really well organized and doing a knock down business at scoring.

Martha (Alexander) Pankow, will be back this week. It took this young lady from the C.A.A. office to start things among the P.A.A. Jr. Pilots. Last week Francis Ratcliff joined the newly-weds and we might say — the bride was lovely — you know those beautiful girls from Texas.

Keeping Up Morale

During these tense days of speeding the Victory, Mr. De Vay wears bright ties. Mr. "G" Gibbons uses even more diplomacy. Harriet Van De Vere laughs gaily. Jane Ransier wears red shoes. Betty Ford gets a new permanent. And the line boys Simonize the planes.

We couldn't ask for anything more except that your girl Friday gets to Press before the deadline.

Safety Tips

by Henry B. Graves, Safety Director

There should be no shortage of workers in heaven. So many have been killed and gone there.

Trouble is, we need them right here—to build ships, planes, tanks and guns.

But we're losing them fast. According to the National Safety Council, of 93,000 persons killed accidentally last year, 47,500 were workers. About half of the 9,300,000 injured were workers.

Motor vehicle accidents caused the bulk of these injuries and deaths. The man-days lost from these accidents alone represent a shameful human and economic waste.

It is a waste brought about by little things—"jumping" a red light, for example. Nobody has to run through a stop-light in order to punch the clock on time. He could leave the house a couple of minutes earlier.

A stop-light is for your protection and for the protection of others. It gives you and the pedestrians and other drivers a chance to pass through an intersection safely.

Remember that cars often pile up at intersections simply because the drivers thought yellow meant "go."

At intersections where there are no traffic lights, observe the signs. If both lights and signs are absent, be sure the way is clear before you attempt to drive across.

In addition, be willing to give up your driving "rights" if doing so will keep you or someone else safe and on the job.
According to an announcement made this week, Capt. Leonard J. Povey, Vice-President in charge of Flying Operations of the Embry-Riddle Company, will act as temporary General Manager of Riddle Field. We welcome "El Capitan Povey" to our field and, speaking for all the personnel, we pledge our wholehearted support.

All operations on this Field ceased on Thursday, August 26, at 4:30 p.m. in respect to our late General Manager, G. Willis Tyson, during the hour of his funeral in Englewood, Calif.

The Winners
Here they are folks—the winners of the Riddle Field guessing contest. The first prize of $5.00 in War stamps goes to Miss Julia Wyess of the Maintenance department, and second prize of $3.00 in War stamps was won by 1st/O Paul Badger, Link Instructor. There were seven or eight ties, so we shall add this dollar to the third prize of our next contest, which will start next week. This will make the prizes for the new contest $5.00, $3.00 and $2.00 all of which will be awarded in cash. As stated last week, the future brain teaser will be of a type which will give Cadets a chance to win as well as the Field personnel.

Capt. Persinger Leaves
Capt. Thomas E. Persinger, Commanding Officer of the 75th A.A.F.F.T.D. here since its origin on November 11, 1942, left this week for Lafayette, La., where he will become the Commanding Officer of the 70th Flying Training Detachment.

Major Benjamin J. Durham, Jr., will succeed Capt. Persinger as Commanding Officer of this Station.

Capt. Persinger has been well liked by his staff, the Cadets and everyone on the Field. While we hate to see him go, we wish him the very best of luck in his new position. During a meeting of Instructors and Department Heads last week the Captain expressed his appreciation for the cooperation he had received here at Riddle Field.

Here and There
A very funny incident occurred at the swimming pool last week when two mechanics attempted to "dunk" an Instructor. The results were that all three went in, and, needless to say, the three "gentlemen," were "all wet." We withhold the names of the participants for a very good reason (and a bribe of $1.00—cash)!

Mrs. Faith Harris, Canteen waitress, was operated on for appendicitis last week. We wish you a speedy recovery, Mrs. Harris.

Head of the Primary Refresher School, 2nd/O MacDonald, has announced that the following men have completed their refresher course and are now instructing on the Primary flight line: A. R. Mueller, Ronald H. Boling and Gerald V. Cook. Jake Van Petten, formerly a Primary Instructor here, has returned and is also on the Primary flight line.

Mrs. Neal J. Dwyer, formerly of the Timekeeping department, is now Secretary to Director of Flying Hunzieker.

Eager Beavers
It’s going to be house-cleaning time in the Riddle Field Fly Paper department next week. Unless some of our inactive Associate Editors come in with an article or a picture—out they go, to make room for some new "eager beavers."

Cadet Kenneth Bourne of Course 14 has rounded up a staff of workers, and is busily engaged in whipping Course 14's Listening Out into shape. It will appear in the October 2nd edition.

Messrs. John E. Vodicka, Embry-Riddle Advertising Representative, and Edward Goetz, Director of Publicity of Embry-Riddle Co., visited this Field last Saturday.

From Personnel—Mrs. Charlotte De-Laney of LaBelle is now assisting Mr. Sloan and Louise Roath. Mrs. Dorothy Brouillard, a veteran of one month, is assisting Mrs. Leonard in the Payroll department. Mrs. Joy Roberts, Bond Clerk, has returned from a vacation at Miami and Fort Myers.

We had the pleasure of meeting our new Associate Editor from Course 16, John Manners, last week, John has had some journalistic experience, having worked on his father’s paper back in England.

We’ve overlooked the girls working in the Army supply office, so we present them for your approval now. There is Janice Wynn, Delores Ross (the South American type), Lorraine Jones and Olive Schroeder.

Former Advanced Instructor and Mrs. "Doc" Robbins from Miami, visited the Field last week. It was the first time Doc had been back in nearly a year, and he was amazed at the growth of the Field.

It will be encouraging to the friends of Cadets Egley and Hather of Course 14 to know that they are both recovering nicely.

They tell this one on 1st/O Mangold. It seems that during a flight with one of his Cadets, the switch controlling the heater on the pilot tube was accidentally turned on, and when he landed, 1st/O Mangold could not figure out why the tube was so hot. He was accused by his fellow Instructors of being such a hot pilot that it had affected the tube.

Artist Schwartzkopf has hung his latest painting, “An English Countryside,” in the Infirmary.

Norwood Latimer, former Mechanic and now in the Navy, visited friends here and in Clewiston over the week-end, Norwood is stationed at Opa-Locka.

Don’t Forget
Remember September 18. That is the date of the big No. 5 BFTS dance at the Sugarland Auditorium. The dance band for this occasion is the No. 9 BCT in Miami Beach, which you will remember is that same wonderful band that played for our last dance. Tickets are now on sale at the Canteen and the Duty Cadet’s room. The price—$2.00 double; $1.50 stag.

FORMER COMMANDING OFFICER

Capt. Thomas E. Persinger
COURSE 16

After five weeks at Riddle Field, Course 16 is settling down fine, slowly but surely becoming accustomed to the heat.

The two Open Post week-ends have been a great success. We think the entire Course has investigated the "pros' and cons'" of Palm Beach or Miami, and some of the lucky ones have already got "fixed up." Palm Beach seems to be the favorite spot of the two at the moment—could be, since the Biltmore has been taken over by the "swirl-y-istics."

Our American friends of the Course are great favorites, although relations have been strained more than once over the advantages of the Spitfire over the Thunderbolt.

Nearly all, and let's hope all by the time this news reaches you, have sololed, and some have reached the twenty hour mark.

In the first round of the Wing Commander's tennis tournament, Course 16 was narrowly defeated, by one match, by Course 15. The team representing the Course—Cadets Orchard, Sutton, Goodall, Nancarrow, Wood, Butt and Martin.

Against a combined team from Course 14 and 15, at soccer, Course 16 held them to a goal-less draw.

Seeing is Believing

If you haven't seen the interior and exterior of the Instructor's Club since it has been redecorated, you have missed a real treat. A new paint job on the outside has added to the attraction of the Club, but the great improvement is on the inside. Custodians, Mr. and Mrs. A. Carrone, have repainted, sanded the floors, have hung drapes and really have done a swell job. Get up to the Club the next opportunity you have and see for yourself.

About 65 persons were there last Saturday evening when a spaghetti supper was enjoyed. Naturally the old "King of the Kitchen," Lawrence DeMarco, was in complete charge and his tasty dish enjoyed its usual popularity.

Co-Pilot's News

We have it from good authority that the Co-Pilot's "Kiddie" Party, so often postponed, will definitely be held this coming Saturday, September 11, so make your plans now to attend.

Many of the Club members were present at a pink and blue shower given for Mrs. Janet Reid on August 29. Mesdames Helen Glasgow and "Ginger" Brinton were hostesses for the occasion.

The Club members do Red Cross sewing and other work at the Cadet Club twice a month. Through their Cadet Club activities a request has been made by a Cadet for the opportunity to use a piano in Clewiston. Anyone having a piano available for practice, please contact Mrs. Doris Archibald.

Recognition

Two organizations which are not officially connected with the Riddle-McKay Aero College, but who are a definite necessity to Riddle Field, are the Standard Oil Company, which supplies the "100 octane" and fuels the ships, and the Wheeler Construction Company, which built Riddle Field and is always ready to make improvements in the construction program.

Luther Owens is the agent for the Standard Oil Company here, and he is assisted by L. L. Moody, Jr., Earl Pitts, Jimmy Nesbitt, Edgar Ballard and H. G. Davidson.

Superintendent of the Wheeler Company at this Field is E. W. Riley, and his labor foremen are Sam Ash, Orville Wood and Jim Thomas. Richard Allen is in charge of the office work and J. D. Talbirt is the Defense Plant Corporation representative.

Waxtra!

Before he left last week, Capt. Persinger made certain that he would not forget Clewiston, as he and Miss Leitha Kelley, who has been working at the Clewiston Inn, were married on Monday, August 30, at the Sugarland Auditorium. We want to congratulate the newlyweds and wish them a long life of happiness and success.

One Year Ago

September 3, 1942—Riddle Field's first swimming meet is set for this week. Cadet Roy Lacey, Course 9, is mysterious contributor to Fly Paper. Section Leaders Bob Gray and Syd Amsley are pictured with Course Commander Charlie Woodham of Course 8. Prize remark of the week came from Primary Instructor Binkley while night flying, "If I was to go home for a couple of hours, 30,000 mosquitoes would starve." New Commanding Officer, T. O. Prickett, is Man of the Week. Wain Richards Fletcher is now the Managing Editor of the Fly Paper.

COURSE 15

This week has seen two changes in the dress of Course 15. We now all sport name tags, ten cents a time, and red eagles adorn our shoulders; the latter being issued at the cost of an uncertain number of sewing hours, depending on one's ability with a needle and cotton.

The match with Course 16 on Thursday evening provided some very good and enjoyable tennis. Payson and Crummeneger, Craven and Spinks winning in doubles and Range in the singles brought Course 15 out on top. We look forward to the match with Course 14 this coming week for some more interesting tennis.

Sport News

Tennis—Course 15 defeated Course 16 in the opening game for the Commanding Officer's Tennis Trophy. The new course acquitted themselves very well against their more experienced opponents.

The latest tennis singles tournament is off to a good start. The last date for the second round play-off is Sunday, September 5th.

Swimming—A team selected from AAF and RAF Cadets will represent No. 5 BFTS against other American services in a swimming meet at Lake Worth on Labor Day, Monday, September 6th.

Soccer—A team from Courses 14 and 15 earned a well-fought draw (0-0) with Course 16's Soccer team last week. Despite conditions more suitable for swimming, some excellent football was served up. The presence of two or three ex-senior footballers on the respective sides no doubt had quite a bit to do with this.

Softball—A group of Instructors, Mechanics and Arthur Oliver, Recreational Supervisor for the United States Sugar Corporation, teamed up to defeat Clewiston High School 10-2 in a softball game last Sunday. The locals banged in six runs in the third inning, and then coasted on to win. Playing on the Riddle Field lineup besides Mr. Oliver, were Hallock, Feldman, Gannore, Langdon, Cox, Place, Dugger and Hopkins.

Latest Dance News—We hope to have some of the Miami girls with us on Saturday, September 18. Mr. Riddle please note. We are also endeavoring to secure some of the WACs from Fort Myers to be our guests.

Sgt./Pilot Tommy Jones, just recently graduated with Course 13, has been visiting friends in Clewiston and at the Field, having been given a ten day leave while in Canada.

IN MEMORY OF
RAF CADET LEONARD G. STONE
Course 14
Tuesday, August 24, 1943
"In the Service of His Country"
Riddle Field Clewiston, Florida
Wing Flutter
by Otto F. Hempel, Jr.

We lost our opportunity to whip this column together when at our usual time of 3 a.m. we were hard at work on our new invention, which at present clutters up about two-thirds of the house.

It is a system for obtaining that which, for want of a better name, we call 3 dimensional sound . . . sometimes its effects startled even us.

For example, when we found a certain note which would cause the front door to vibrate until it opened, or the echo we got in the neighborhood when we used the fireplace and chimney as a speaker baffle. Anyway, we were so absorbed that dawn was breaking before we thought about wings fluttering, so we were left with it to do about 2 hours before the deadline. So at once to the meat of the column.

Wrong Game

Our statement last week anent the girls' baseball team reckoned without the chameleon-like quality of the female mind. It seems that as of today it is to be a basketball team. The informers that they expect to practice at the Y.W.C.A. and are advising all those girls interested in playing to get in touch with "Butch" Reedisel in Final Assembly or "Jo" Trout in the Stencil department.

It must be great to raise a family with the knowledge that when the children are old enough to leave home they are assured a secure place in life. We were thinking of our wayward cat. All her kittens have been spoken for, so anyone else will have to wait until the next litter which we predict, knowing our cat, will be soon.

The girls in the Dope and Tape department surprised Ethel Stevens with a large cake on her birthday. We must be slipping, all we got was a look at it.

Solo

The girls are complaining that there really is a manpower shortage here. They have to jitters by themselves during the lunch period.

Mr. Pegan is absent after a tonsillectomy Saturday morning. We hope he is back with us soon. Mr. Litton otherwise known as "Jay" is on sick leave. Our condolences and best wishes for a speedy recovery.

"Jo" Trout is in a daze this week. It seems her husband is back in town, so that may be the reason. See the cute little red head in Final Assembly for the name of our Kitty Kat.

Jack Pepper is back from vacation so little feminine hearts will go pitty-pat again. To those who know her, it will be of interest to know that Florence Gunders had a baby boy. Our heartiest congratulations.

Leo Courson and Frank Barba vacationing. Bringing light to dark places. The glow from Anna Abbot's sunburn, Bertha Roark is going home for two weeks, also Mrs. Bill Carothers, Duncan of Army Inspection has issued a challenge for anyone for a tennis match.

Anyone having buttons missing is advised that Mrs. Daniels will be glad to sew them on. Incidentally, she is very pleased that her husband is working in Miami and not wandering over the globe. He just got back from a job in Panama. Her son is in the Navy in Brazil.

Well, with our work staring us in the face we must close. Oh, not yet . . . Karen Linford, our Senorita Raja of columns past, complains that she never sees her name in print so here it is twice Karen Linford. And now to work.

Capt. D. C. Thomas Receives D. F. C.

William M. Thomas, Chief Accountant for Aircraft Overhaul, recently received word that his son has been awarded the Distinguished Flying Cross. And odd as it may seem, he first learned of the award through the local newspapers.

He also learned from the press dispatch that his son, Capt. Don C. Thomas, is recuperating in an Australian hospital following "some action" over New Guinea.

Don received the D.F.C. for "extraordinary achievement while participating in 50 operational flight missions in the southwest Pacific area during which hostile contact was probable and expected.

"These operations included escorting bombers and transport aircraft, interception and attack missions, and patrol and reconnaissance flights. In the course of these operations, strafing and bombing attacks were made from dangerously low altitudes, destroying and damaging enemy installations and equipment."

Capt. Thomas' wife lives in Hialeah and there is a small baby in the house that he has never seen.

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BRADY'S BRODY

by Paul Fardy, Engine Test

Brady watched a robin hover, alighting in a patch of clover,
From so many times the bird's own meager height.
A gift of nature, Brady mused, but soon became much more enthused,
Could not he emulate the robin's soaring flight?

Brady bent his brain to task, for wings were not but for to ask,
Feathers blossom not at man's imagination.
But he, unadventured, unperturbed, by this thought was not disturbed,
A substitute was in the process of creation.

Sensations known to the seagull, swallow, robin and the eagle
Inspired these ideas now taking root,
For had not aerialists descended, from balloons mid-air suspended,
In a contraption known as the parachute?

A silken 'chute he then acquired, and an aeroplane he hired
A correspondence course he next negotiated,
The position brought him Lesson ONE, to study, which he had begun
When he decided parachutes were overrated.

Brady donned his apparatus, flew aloft to upper strata.
And soon had altitude sufficient for his jump.
The seagull, robin, or the swallow, would not even dare to follow
The headlong plunge made by this wingless chump.

Then Brady spread his arms and tried to maintain a graceful glide,
His equilibrium had apparently gone berserk.
For he tumbled and he turned, and soon became a bit concerned,
That his parachute had thus far failed to work.

He flapped his arms with all his might, imitating birds in flight,
He swore and uttered every prayer he knew.
All of which availed him naught, but he would have been well taught
How to operate the 'chute, in Lesson TWO.
MESSENGER BOY

Capt. John L. Cronkhite, pilot of the Flying Fortress, "Thunderbird," whose exploits are believed to have inspired the hit song, "Coming In On A Wing And A Prayer," is still serving as messenger boy.

In Africa he delivered messages of bombs to the Germans at Tripoli. In Miami, where he arrived recently for a check-up at the Biltmore Hospital, he brought messages and gifts to Mrs. R. D. Bailey, Assistant Radio Instructor at the Tech School, from her husband, Capt. Bailey, who is still in Africa.

In Trouble

While making a tour of the School, he recalled the famous flight which served as a background for the song. On January 12 the "Thunderbird" was one of a group of Forts that attacked the Nazi hangars and aircraft at a point near, the mission was successful, but on the return home the "Thunderbird" ran into trouble.

Eight times German fighter planes swooped down on the Fort in pairs, knocking out No. 3 and No. 4 engines on one side of the ship. Their speed fell to 125 miles per hour and they lost altitude most immediately, dropping to 900 feet. Both the hydraulic and electrical systems went out of commission.

The Nazis still came in. Then the tail-gunner of the Fort shot the tail off a Messerschmidt. The ball-turret gunner brought down another, and the bombardier got a third. Altogether the crew accounted for six German fighters, but three of its members were wounded in the battle.

Together

The bomber formation stuck with the crippled ship as long as possible, but finally had to leave. Alone, the crew remained calm, debating whether to abandon ship or try to get back. Because of the wounded members and the fact that they were still over enemy territory, all agreed to stick together and try to get back.

The big problem was how. Mountains cut across the desert at 1,300 feet and Capt. Cronkhite could not raise the "Thunderbird" over 1,500 feet.

"We couldn't go over the mountains and we couldn't go around, so I got the idea we'd better try to go through them. We found a pass. It wasn't much of a pass, and as we went through I could practically reach out and touch the boulders. Finally, after going through four passes, with only 38 gallons of gas left in one engine and 40 gallons in the other, we reached the other side and saw our air-drome and gave the recognition signal.

"We cranked down the landing gear and came in gently. But there were no brakes and ahead lay the camp full of tents," Cronkhite said.

But he had the answer to that. He ground-looped the "Thunderbird" three times and brought it to a stop at last on the edge of the field. It was the end of his 22nd mission.

Altogether, the "Thunderbird" had 24 Nazi fighters to her credit when Cronkhite left Africa. He expects she will be retired now and used for instruction purposes.

On that last mission Cronkhite and his crew were christened the "Ten Living Dead Men" because they had been given up for lost. They had flown 500 miles on two engines and came in two hours later after the original formation had returned.

Many Medals

Capt. Cronkhite is the son of Mr. and Mrs. John F. Cronkhite, 200 Park Street, North, St. Petersburg, Fla. He holds the Distinguished Flying Cross with oak leaf cluster and the Air Medal with five clusters.

After his check-up at the Biltmore, he expects a furlough and wants to go home, get in some fishing and rest. After that, he says, he wants to get back in action as quickly as possible.

RADIO FREQUENCY

by Frankie Gilmer, Guest Writer

A few days ago Betty Ordway non-chalantly asked me to be guest writer this week, and, just as nonchalantly, I accepted. Oh! If I only knew then what I know now.

Dis and Dahs

First I want to publicly deny any "brewing romance" between G. Smith, Jr. and myself. Bracelet or no... And Janet Williams, do tell me what you do every Monday morning? If it's that good, let a pal in on it too... Pardon the pun, but heard just yesterday about that new female species of radio operator commonly known as code-eds... To Betty Ordway: Just who is Hoppie? The girls at the Dorm are anxious to know... Ann Baily and I agree wholeheartedly that all nice girls come from Pennsylvania. Yours truly comes from that state of mountains, coal dust, and just "grand people." Correct Mr. Morehead?

Radio Operators

"The radio operator is a rare species which can be found on most any international aircraft, with a cigarette hanging from its mouth, one hand on a loop and its head hanging out the window to see where it is. The outside world has been able to communicate with these rare animals by means of the International Morse Code.

"On rare occasions, some of them will wear clothes resembling those worn by humans, and disguised as such, will venture into society. It has been discovered that this form of animal thrives in an atmosphere reeking of cigarette smoke. Scientists, since the beginning of wireless, have been offering a reward for the capture or information leading to the capture of one of these unusual creatures.

"If this column is not what it should be, blame it on the fact that I am one of these "radio operators."

WITH APOLOGIES TO MR. MASEFIELD

by "Rebeck" Zylman

I must return to work again, to the typewriter and the pen,
And all I ask is a five-day-week, and hours starting at ten.
And plenty of time for a leisurely lunch of soup and chicken and pie,
Then back to my desk, there to plan new clothes, as the afternoon marches by.

I must return to work again, work that is good, in a way—
And all I ask is a boss who comes in to his job every other day.
And a fortnight's rest when the days grow hot and the weather's minus cheer.
And a raise a month, 'til I reach a high of sixty-five hundred a year.
TECH SCHOOL MEDICS
GET BELATED CORNER
Tech School
August 31st, 1943

Dear Editor,

We like your paper and really think a lot of it. It is very interesting to read and all the rest of the stuff that goes with compliments for a paper.

But! We feel like the forgotten men. Everyone (almost) is mentioned and a lot of nice things are said about them. Now we don’t consider ourselves the most important but we think we deserve just a little credit.

We don’t want the whole paper dedicated to us or anything like that but if we could just have one little corner, with a little individualism, once in a while we sure would appreciate it.

“The Medics”

P.S. Here is a little information for the individualism:

Lt. Leck, the “Married Wolf” (not that he is the only one in Miami).

Lt. Wells, just ask him anything you wish about that gorgeous daughter of his who will be “Miss America” in 1963 or thereabouts.

S/Sgt. Parks wants the most efficient secretary on the premises to keep up with his money, fair damsels and cokes.

Cpl. Stewart longs for Idaho and the many pretty girls there.

Pfc. Biondi (5 ft. 4 in.) longs to meet a “cute little blonde,“ or any color hair, but mostly cute, that is just his size.

Pfc. Brower, the “Sweetheart“ of the Medical Corps.

Pfc. Santman, Dental office, gets around quite a bit so there is nothing to say about him, just call him “Duck” and he will answer.

Pfc. Levitt would appreciate either a furlough or a discharge, in other words he’s “homesick.”

Pvt. Lee is also longing to get back to Wichita, Kansas, to the sweet little girl that writes the nices letters.

Last but not least, Miss Richardson, the civilian nurse, as described by the boys, “Words can’t describe her sweet disposition.” From now on let’s call her “Sunny.”

He that can have patience, can have what he will.—Franklin

Ex-Student Visits Tech

Pfc. Elwood Parker, a graduate of Class 1-43-AMC, visited the Tech School last Saturday and attended the graduating banquet of that evening.

Pfc. Parker was very profuse in his praise and gratitude for the training he had received at the School.

Pfc. Parker had been crewing on a C-60, but at present is training for service on another type plane at the Homestead Air Base.

He has already earned his wings and title of Aerial Engineer, and left this message for all students in school, “Take full advantage of your training—get all you can out of it and you will never regret it.”

Thanks, Pfc. Elwood—and the best wishes of every Embry-Riddle employee. Keep up the fine work.

A. D. D.’s

by Dorothy Goyer

Today being Conference Day and my deadline being 2:30 p.m., you may expect almost anything as you read on.

Our Chief Inspector, L. S. Hendrix, is now in the wilds of Michigan. Muskegon, no less. He was chosen as the first pupil from our group of Inspectors at the Detachment to take a course in maintenance of engines at an Engine School in that city. He departed from Miami last Friday morning and I have not the slightest doubt but that he is having a marvelous time. I believe he has an acquaintance or two in those parts. Not to neglect the fact that Jack Hale, Embry-Riddle’s Inspector, is also enrolled for the course.

We will be seeing some new faces around here come tomorrow. Our Station Complement has been raised to include two additional Under Clerk Typists.

Lt. Bacon has turned Professor on us. Starting tomorrow at 8:30 a.m., the first of the Supply Department School will open. The class will last until 9:30 a.m. and will continue as a part of our daily program unless it proves to be too strenuous. Since there are several newcomers in that department, it is a fine idea to inaugurate these classes. There will be written examinations and these tests will be included in the Personnel File. I’m sure the old-timers, Sally Squarcia, for instance, will go whizzing through the whole course.

Commercial License Is
Aim of Clarice Woods

Hollywood lost a bet when it let Clarice Woods, 24, of Los Angeles, slip through its fingers to enter the field of aviation in Miami. The beautiful tanned-haired girl, highly photogenic, has no ambitions toward her home-town industry of movies but is determined to become a flight instructor.

She is studying for a commercial license at the Embry-Riddle Seaplane Base, where she obtained her private pilot’s license last April. She now has 65 hours in the air and plans to continue lessons until she obtains her instructor’s rating. Soon after obtaining her private pilot’s license, she was taken into the Short Snorter’s club by four other pilots.

Clarice has spent every winter in Miami for the past five years, saying “winters are too cold in California.” She has an apartment on the Venetian Causeway at the Belle Isle Court. Her mother, Mrs. J. A. Woods, lives in Los Angeles.

“I can’t think of anything that would be more fun than teaching somebody else to fly,” she says. And many of her students probably will think it fun to learn flying from pretty Clarice.
TECH TALK

by Lucille Nelson, Runner

We in the Mail Room are the lucky ones this week. Mrs. Burton certainly has a way to get this column written. She slips into our room, looks in every corner and finally discovers her victim (that’s me) chatting with Mrs. Gilmore. She says, “Will you?” Of course we say, “Yes.” So, here goes.

A new runner in the Mail Room is Mabel Shep- pard. She is a very nice girl and we enjoy having her with us, but she will only be here for two weeks. We will be sorry to see her go back to school as she has been a great help to us since two of our girls have been ill.

Evelyn Prince has been out for about a week on account of illness. We hope she will be back soon as we miss her. Lucille Brown also has been on the sick list but is better now and is on a two week’s vacation. We hope she has a swell time and hurries back.

Carlstrom Visitor

We had a pleasant surprise on Monday when Kay Bramlitt came down from Carlstrom to see us. Kay, you know, has been with the company since it was a pup and is Capt. Povey’s secretary.

She paid a visit to Engine Overhaul and was escorted through that amazing place by none other than Charlie Grafflin. Then she went over to the test stands, where Morris Dunn explained “the works” to her.

That gang in the cafeteria at lunch time was Kay and some of the “gals”—but there’s a picture of them on this page.

By the way, did you know that Morris and his brother Lester built those sound-proof test stands? Who said sound-proof? Ask Kay.

Another School

Does anyone know that our new girl in the Sales department is the daughter of Mr. Mitchell of Pay Roll? She is Philippa Mitchell. She was born in Washington, D.C. and has lived in fifteen states besides Cuba and Canada and has attended twenty-five different schools. We are happy to have you with us, Philippa.

Lucille Nelson (that’s me) and Zelda Anderson made a trip to the Fields a week ago Tuesday. We enjoyed ourselves so much that we want to go back very soon. Libby Edwards and Lucille Brown also made the tour a while ago and, like us, were tempted by the swimming pools. Oh, for our bathing suits.

Miss Church (Pinky) of Mr. Blakeley’s office, is back with us. We heard she was quite sick—measles, we think. Glad you’re back, Pinky.

What’s all this about the mysterious bug going between Tech and the Colonnade? So it did come from Ted Treff’s office? Margaret, you were right—even if it did frighten you he didn’t get away with it.

We were proud to hear that Helene Hirsch and Jo Extell each gave a pint of blood to the Blood Bank while they were on their vacation. This should set an example for all of us.

Everyone will be happy for Mrs. William’s who works in the Drafting department. Her husband is coming home from the War zone. Remember her? Blonde hair and a pleasant smile?

Number Please

Edna Johnson, former waitress in the Canteen, is working at Engine Overhaul on the switchboard. We hope you like your new job, Edna.

Lillian Bradford, chief switchboard operator at Tech, is leaving for a two week’s vacation. Mr. (Peanuts) Campbell, of the Civilian Stock Room is also on a holiday.

While visiting Mrs. McClaughlin and Mrs. Abercrombie out at Military Aircraft stockroom, we found they were boasting of an addition. Mr. Wilbanks found a nest of mice at his test stand. Where’re the cigar?

Gloria Meyers, Mr. Murray’s secretary, has been with the company one year last Tuesday. We hope that is only the beginning.

Have you heard Mr. Atzel blow the whistle out there at Military Aircraft? He gives it that one added note that sends the boys a-running...to chow.

Back we go to the Mail Room, thus finishing this chatter.

MORE NEW BOOKS

AT TECH LIBRARY

Aircraft Yearbook, 1943.
Rediscovering South America, by Francek.
Aviation Secretary, by Hazleton.
Jane’s Fighting Ships, 1941.
Practical Physics, by White.
Modern Metallurgy, by Sisco.
Practical Metallurgy, by Sachs.
Introduction to Metallurgy, by Newton.
Principles of Metallography, by Williams.
Applied Mathematics for Technical Students, by Corrington.
Engineering Problems Illustrating Mathematics, by Cell.
The Struggle for Airways in Latin America, by Burden.
Smoke Streams, by Ludington.
Fortune—current issue.
Aircraft Electrical and Ignition Systems, by G. B. Manly.
Inter-American Statistical Yearbook, 1942.
Rocket Propulsion, by Britannica Research Bureau.

KAY BRAMLITT VISITS THE TECH SCHOOL

When Kay Bramlitt, Len Povey’s secretary and one of ER’s real old-timers, comes to Miami from Carlstrom it is usually a flying visit. But this time she was waylaid for a tour of Tech and lunch with “the gals” in the cafeteria. From left to right they are: Helen Burkart, Mr. Riddle’s secretary; our guest of honor, Mary Mitchell, secretary to James E. Blakeley; chauffeurette “Dottie” Wells; Marty Warren, Aviation Advisor to Women; chauffeurette “Bae” Lone; “Pinky” Church, secretary in Mr. Blakeley’s office; Dorothy P. Burton, Librarian; Betty Bruce, Priorities; “Lil” Clayton, secretary to Ben Turner and Fly Paper Editor Wain R. Fletcher.
MIAMI GIRLS ATTEND DANCES AT THE FIELDS

by Aldra Watkins

Wee! What a week-end! Here we are back at work this bright Monday morning, but I keep thinking of the days we spent in Arcadia. Two station wagons, E-R 23 and E-R 9, left Tech School at one o'clock Friday with a full crew: E-R 9—Pilot Wain Fletcher; Crew Members: Emily Conlon, Lil Clayton, Aldra Watkins, Mary Francis Quinn and Betty Hirsch. E-R 23—Pilot Jackie Dillard; Crew Members: Helen Pennoyer, Francis Wiest, Emma Carnevale and Ann Parks.

Our destination was Arcadia and the Graduation Dances at Carlstrom and Dorr Fields. The attractions on the trip up there, namely: reptiles and bird life. Near Rice's Field we ran into a heavy rain storm and but for our heroic pilots' marvelous navigation we would all still be on the road to Arcadia—walking!

Luckily we arrived at Carlstrom Field in time for dinner in the Civilian Mess Hall and later went to the "Arcadia House" which was to be our home for the next few days. We just about had time to prepare ourselves for the big event—the Carlstrom Graduation Dance.

Seeds of Cadets

Immediately after our arrival at the Field we found ourselves surrounded by seeds and scads of Cadets, oh! such good looking ones—where did they all come from?

Dancing under the stars in the patio, we were carried away by the sensational music of the Buckingham Field, Ft. Myers Orchestra. With the help of this intriguing atmosphere, Emily came to the conclusion that the banks of the Wakash must be a pretty fine place—you see, A/C Wendell G. Garrett, lovingly referred to as "Gary," is from Indiana.

Special Services Officer Lt. Haring was in charge of the dance while A/C Bill McHone and his committee provided refreshments for the girls and Cadets. There were girls there from Arcadia and Ft. Myers as well as from Miami, all arrayed in be-fi-fi evening frocks.

Rug Cuttin'

Have you met Ben Turner's Secretary, Lil Clayton? She's the life of any party. Jitterbugs! Oh! yes, it didn't take Emma and Ann long to find the jitterbugging Cadets and when they did, the rug cuttin' really began.

A trophy was awarded to the Carlstrom Field Cadets for winning several athletic contests in their Field Day. The events consisted of basketball, volleyball, swimming, softball and tennis. A/C Herb Gunderson, Wing Commander, accepted the trophy on behalf of the Cadets and S/Sgt Treadway presented it. The rivalry between Dorr and Carlstrom Fields is really something!

CROSS COUNTRY FLIGHT

Nate Reece and Betty Hirsch Go Dual on the Peddle Jumper

When the end came and the fun was over for Friday night, we really were sorry to have to bid our Cadet hosts "good night." Noon Saturday found us in the Cafeteria at Carlstrom enjoying a luscious luncheon.

Our next treat was the Air Show. It began with a contest between different Flight Divisions in spot landings. All of a sudden two strange planes came into our midst. After circling the Field the two P-47s made their landings. The next part of the show was another contest between the Divisions, this time it was hurdle jumping—a lot of fun to watch.

Strange Aircraft

The Cadets had made one round when we discovered two more strange aircraft in the air. This time it was two P-39s that all but stopped the show.

The pilots of the P-47s gave a wonderful exhibition. My heart just pounded as I watched their climb, at what seemed to me a hundred miles a minute. Between these thrilling exhibitions Wain Fletcher and Betty Hirsch were taking tours around the Field with Nate Reece on his motor-bike. How 'bout it, Wain, which did you like the best—E-R 9 or Nate's motor-bike?

We had to leave early to get to Dorr Field for dinner, but before we left we had the privilege of seeing Carl Dunn demonstrate "How Not To Fly" in a Piper Cub. He also did some amazing stunt flying and made a spot landing with a "dead stick."

I could write on and on about our trip but these few words will sum it up when I say—each and every one of us experienced a time of our life. Needless to say we won't soon forget. Thank you, Mr. Riddle, and all of those who made our trip possible and so very pleasant.

CADETS ENJOY ENTERTAINING MIAMI VISITORS

by Betty Hirsch and Mary Frances Quinn

Since Aldra Watkins has given you a wonderful resume of the first part of our trip and the Carlstrom Dance, we're gonna give you the lowdown on the Dorr dance. By the way Aldra, please tell us the difference between your "little man" and your "man."

Eleven tired girls dragged themselves away from the Carlstrom Air Show Saturday afternoon (we must add our hit and say that it was wonderful, but we won't dwell on that as we are sure that our friend Aldra has more than impressed you with the details). We do want to say that we enjoyed meeting Kay Bramlitt and discovered for ourselves how she measures up to everything we had heard about her in the past. Thanks a lot, Kay, for being so swell to us.

Back to the Arcadia House, good old Arcadia House. We had to make a mad scramble to get dressed, and hurry out to Dorr to have dinner with 10 handsome Cadets and one Lt. Clair McLaughlin, who was responsible for our having a wonderful evening.

Going Formal

After dinner we scammed into our E-R 23 and E-R 9 Station Wagons and back once more to Ye old Arcadia House to dress again. This time in formal attire, to attend the big event of the evening, "The Dorr Dance Class of 44-A."


One of the feature attractions of the evening was the winning of the Jitterbug contest by our own Emma Carnevale. Her talents were rewarded by the presentation of a beautiful compact which was the envy of all her Miami "backer-uppers."

Music for the evening was played by a colored band from Sebring, Fla. and dancing was enjoyed both in the Mess Hall and out in the beautiful patio. Delicious sandwiches, cake and punch were served during the evening.

C. O. Is Present

We were pleased to see Major Boyd, Lt. Frank, Lt. and Mrs. Haring (Carlstrom Field) and Lt. "Casanova" enjoying the music as well as dancing.

After the dance was well underway, all the girls were presented with numbered pieces of paper, to be held for one drawing, and I, Betty H., drew the last number for a very pretty sterling silver friendship ring. Thanks, Dorr Field!

After the dance the Dorr Cadets who had Open Post saw us back to Arcadia.
When we arrived at the hotel, we found that some of the Carlstrom boys also had come to tell us goodbye.

Early Sunday morning, 8:30 a.m. to be exact, we were awakened by one Wain Fletcher, so that we could get an early start back, but it wasn't until about 11:00 that we bid our newly acquired Dorra and Carlstrom friends goodbye and were on our way.

Several of the girls had never seen Ridgle Field so we stopped to show them around. It seems that a few of the girls were greatly impressed with the English accents that were heard around the Canteen where we had a late luncheon.

This brings us to the end of a happy week-end and two most enjoyable dances. A good time was had by all! Bye now!

CARLSTROM
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Lt. Stanley Greenwood returned to his desk this week after having been confined with a leg injury for several weeks. He's still on crutches, but is improving rapidly.

Lt. Schuber returned from a leave spent in Chicago. Glad you're back, Lt.

Pfc. Downden (Casanova) who has been Mail Orderly for quite some time was transferred to Stuttgart, Ar. Pfc. Martin Silberman arrived last week to replace Downden.

Recent visitors at Carlstrom include members of the Inventory Crew; Cecil Snow, who was formerly in Carlstrom's Accounting department; Kathryn Sandemeyer, of Mr. His's office; Charlie Ebbets and his secretary, Jackie Weld.

We understand Opal Cook (Canteen) will receive a diamond engagement ring from Sgt. Ralph Hersperger for her birthday in September. The wedding will take place in early October. Congratulations, Ralph!

Mary Drawdy (Canteen) received a pleasant surprise last week when her husband, who is in the Army, suddenly arrived on the scene to spend a week's furlough with her.

It's rumored that Katherine Jones is contemplating taking that final step when that certain person gets his furlough some time in the near future. Could be!

Have you noticed how high the Flight Instructors have been holding their heads in the last few days. No wonder, 'cause those new caps and official Civilian Flight Instructor insignia really look nice.

Congratulations to O. G. Umney who has been appointed Assistant Steward at the Mess Hall.

If several of the young ladies of the Colonnaede seem to have their heads in the clouds don't get alarmed . . . it is just a natural reaction from the wonderful time they had at the dances given by the graduation classes at Carlstrom and Dorr Fields. If you want to get a first-hand account of the dances don't ask Ann Park. Her answer will be no more than a long sigh and, "Oh it was wonderful." Come to think of it though that is just about the same answer all of us would give.

Speaking of a little Annie, she just received a letter from one of our former students, Gonzalo Fortun, of Cuba. Gonzalo is in New York attending Sperry Service School . . . he sends his regards to all of his many friends here.

Margaret de Pamphilis, Donald Peck's secretary, is back at her desk after a short illness. She is looking just as "purty" as ever and we are glad the Doc gave her permission to come back to work.

Two Gun Max

Maxine Hurt now can be addressed as Gestapo Agent No. 18 . . . Louis C. Reeve and Charles Hecht of the Coral Gables Police department have sworn her in as a special police officer of Coral Gables . . . permitting her to carry a gun at all times . . . so far Max has nothing more dangerous than a wooden machine gun but she is going around Partt-t-t-t-ing at everyone . . . thinks she is the Lone Ranger, no doubt.

Nancy Hawes of Personnel is looking very chic with her new hairdo . . . she has given the rest of us an incentive to get all parted up.

We are losing Fletcher Gardner of Accounts Payable, after more than two years with the Company. Mr. Gardner started as Field Accountant way back in '41, the day Clewiston opened its doors for business . . . he was our Traveling Accountant until he was drafted to take over Accounts Payable. He was given a lovely Ronson table cigarette lighter by his Department as a going away gift. C. M. will succeed Mr. Gardner, with Margaret Campbell stepping into Mr. Branche's shoes.

He and Bye

Mr. Gardner isn't the only one we must say goodbye to this week. Flora Ganzenmueller is also on our list of departures . . . taking over Flora's job is a newcomer to the Company, Naomi Brocato. Goodbye and good luck, Flora, and welcome, Naomi.

I went back to Mr. Beckwith's Special Projects department to put my two cents in (actually every time I go back there I just stand speechless, which is quite unusual for me) over all the complicated things that go on back there. This time I watched Mr. Graves, Safety Director, instructing Ruth Nichols and Eleanor Smith in engraving. Eleanor was formerly typist in the Instrument Overhaul department but we can welcome Ruth into the Company.

At long last I have convinced Suzanne Bryan of Advertising what a great joy it is to be a Fly Paper correspondent and she has consented to be guest writer next week. I am keeping my fingers crossed that she won't back out.

Purchasing Patter

by Emily Conlon

Hi there, eva'body! I finally found my way back to the Fly Paper. After much prodding by the gang here in Purchasing, I have once more been able to get some chatta and data about folks who matter.

To begin with, we feel like a part of civilization now, for we have raised the beautiful Stars and Stripes plus our award from the United States Treasury, a "T" Minute Man Flag, over our two departments, Purchasing and Warehouse. Needless to say, we are very proud of them.

Gee, do we ever miss our Boss, "Bruz" Carpenter, and his oh so sweet Secretary, Edna Callahan, since they have moved to the sixth floor of Tech School! Mr. Carpenter's assistant, Jim Koger, is doing a grand job of running the office, and have you ever heard him laugh? No! Then you have never been to the Purchasing department. He is on the top of our list!

At this point I would like to introduce our new members — Bob Brawner (it's a girl), Betty Blackwell and Kay Stoddart.

Bob is working in Purchasing and is from Alabama. We engage her in conversation by the hour just to hear her Southern accent. (Why wasn't I born in Alabama?)

Betty is also in Purchasing but will be leaving us soon to attend Barry College where she has won a scholarship. The Warehouse is Kay's department and being the only girl there she will be surrounded by a swell bunch of fellows. Take good care of her, gang.

Our inimitable Gerry Holland is now on vacation. Her has gone to New York and if she comes back with half the things she has all asked her to bring, she will need a special train to deliver them. If I know Gerry, she will bring us all she possibly can. Little Virginia Pendleton is taking her place as Secretary to Mr. Koger and is doing a fine job.

Can you imagine that? My plane has run out of gas, so I'll just have to land, I guess. See you again soon—gas rationing and all that—Sherman was right.
On April 27th, 1942, the Engine Overhaul department had two employees, Charlie Grafflin and Bill Ehne. Their job was to take the plans of Mr. Riddle and Mr. Horton and work out the details of an Engine Overhaul shop. There was no office, no shop, no nothing. They were taken under the wing of K. C. Smith and Rupert Keene, who gave them room to work and did everything possible to help.

Mr. Horton, up till then, had lived in Arcadia. Wherever they found him in the Tech School that was his office, and wow to anyone who left a desk vacant for more than a few minutes at the time Mr. Horton arrived for work. He would pounce on a unoccupied desk like an eagle and that would be his headquarters for the day or until he was firmly convinced he would have to vacate.

His title then was “Superintendent of Maintenance,” which meant he was in charge of all aircraft and engine maintenance at all the flying fields operated by the Company. Very few at the Tech School knew him and every once in a while someone would ask, “Who is this fellow, Horton?” It is significant to note that when the first inter-office directory was published, it listed Mr. Horton as being in charge of maintenance of the Tech School and grounds—was Mr. Evans’ face red!

The Purchasing department finally took pity on him and extended squatters’ rights to the newly formed Aircraft and Engine Division.

Gradually definite plans were formulated and selected employees were hired as a nucleus around which to build the Engine Overhaul department.


We wish all of you many more years of pleasant association with the Embry-Riddle Company.