DON'T MISS THE PARTY SATURDAY!!!

EMBRY-RIDDLE FLY PAPER
"STICK TO IT"

Vol. 2 - No. 22 Published Weekly by Embry-Riddle September 16, 1941

Remember the School Party this Saturday!

All plans for the big swimming, eating and dancing party at MacFadden's Deauville this Saturday afternoon and evening have been completed. Swimming begins at one, the tennis tourney starts at 1:30, supper from 6 to 7, and dancing to Louie Hatch's music from 7 to midnight. Remember, the show goes on, rain or shine, and you can get your tickets for all this for only 75¢ from members of the ticket committee at your operations base, or in the Deauville lobby Saturday. There'll be a gang of the gang down from Clewiston and Arcadia, and together with all the lads and lassies from Municipal, Tech and the Seaplane Base, and all of the old

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FOR CARLSTROM FIELD NEWS SEE PAGE 17
Dear Kids, as we said before, it's fun writing editorials when we have something about which to write, but look at us this week -- have been sitting here for hours and nothing happens. Nothing! So we're going to use the Editorial space in the old publication to say "Thank you, and you and you", for the swell cooperation you gave us in pushing out those business reply cards as requested last week. Each mail brings in another handful, and chillen, we shore appreciate the way you've gone to town on them! Many thanks again!

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Things and stuff from an Editor who can't write an Editorial. . . . A thrill of which we never tire is seeing a Douglas DC-2 take off or land...just returned from Eastern Air Lines airport in Miami where the Boss saw off his friend W. W. Welsh...going to Chicago after spending a month in Colombia...Welsh is a member of the Adventurers Club, and brought back with him many interesting trophies from the tropics...get that alliteration?...Also seen at BAL was BURTON P. DOWNEY, flight grad now employed there as an Operations Engineer...B.F. is almost up to his flight instructor's rating, and hopes to have it within the month...

Have you heard that there'll be a big school party this Saturday afternoon and evening? - if sure to be there. Don't miss it, we all have fun! ... Colleen Bresling will NOT be there, she's vacationing.

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EDITORIAL (Continued) in North Carolina with her mother, but before she left she gave us this safety thought, with which we close the so called Editorial Page,

"A young patriot from Chanute
Was doing slow rolls sans a 'chute.
A flag he espied;
It cost him his hide!
Poor lad! He stood up to salute!"

graduates from these bases, it ought to be a super swell gathering of old and new friends. Don't miss it!

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P. S. to the Boss: How about holding our next monthly school party at Carlstrom Field? Most of the Miami gang are panting to get a look-see at Arcadia, meet the English lads and renew old acquaintances among the gang there. We could organize a motorcade up there some Saturday afternoon, attend the party in the evening and motor back Sunday afternoon. How's about it?

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ANNOUNCING, - the Carlstrom Field Follies! Comes Friday evening in the Mess Hall, and the British chappies are going to put on a two hour Variety Show, to a strictly private audience composed of their own members; if it is successful, a public performance will be staged the following week. Managing producer will be ERIC HALL, who has done much of this work with the London Scottish since the war started, and among lead characters will be DEREK SHELTON, who was with the Birmingham Repertory Company in private life and did a 10 week turn at Babbacombe, and Mr. Sykes who was a prominent West End actor. The lads tell us that West End is better than Broadway, and we'll be up to make them prove that statement! Good Luck!

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FLASH! Gossip has it that Kenny Woodward will be married on September 20th, and Ray Morders will follow suit early in November!

REQUIRED READING!
Seldom does Ye Editor find a book about which we can work up as much enthusiasm as we did with William L. Shirer's "BERLIN DIARY", a book which
we started to read only to hush the heckling of the other members of our family, but sat up all night to finish, and will read again. A true and honest day by day chronicle of the events in Berlin leading up to and thru the first two years of the present World War, we feel that we can recommend "BERLIN DIARY" to anyone who is alive enough to be interested in what's happening and why! It sells for only $3.00 per copy and most lending libraries rent it for as little as 1¢ per day. Don't miss "Berlin Diary"!!

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ATHLETIC NEWS

PILOTS TRIM TECH BOYS! Late to bowling for the first time since the league started, on account of a super steak party at Jane and Gordon Clerk's where we met old friends WARREN KINGSBURY, super salesman for real estator Oscar Dooley, and JANET KARR, now employed in Pan American Airways radio division, who told us that PAA is crying for radio technicians! However, when we got to Lucky Strike Alleys, we found two complete teams, "rolling to town", with extra men available for both teams. Lynelle Rabun and Wilbur Sheffield got there too late to get on the pilots teams, as did John Oakes, Moses Baroudi and Bob Whaley who wanted to play on the Tech Team. What are we going to do, organize more teams or our own bowling league? Other visitors included Bruce Catlin, Carrie Hayward, Gene Cohen, Charlie Brown, Kitty Halloway, and the Mrs.-s Hamm, Tinsley, McShane and Pyott.

About the pilots beating tech, well, they won two games while the tech boys lost all three of theirs! Come on, Tech, get going!

Scores were:

PILOTS..........................................................

Tinsley..... 115 115 153
Gibbons..... 140 123 144
Moxley..... 161 94 171
Kees......... 142 125 147
Golley........ 134 115 111

TECH..........................................................

Balik........ 171 170 199
McShane..... 104 164 175
Nix........... 142 157 147
Pyott........ 151 166 129
Hamm........ 214 161 171
TENNIS SCORES

In the Round Robbin play-off to determine the Miami Tennis Team to play against the Carlstrom Field Team this Saturday at the Deauville, Jack McKay was selected as No. 1 man by virtue of winning 19 games. Second place went to Bruz Carpenter with 13 games; third to Tommie Hiltbish with 10 games; fourth to Dick Hiss with 9 games; fifth to Jack Flowers with 6 games; and sixth place to Bill Jacobs with 4 games. Among those who will be available for tournament play on Saturday but were not in the Round Robbin are Tech Students Gordon Leggett and Orrin Randolph, and Lieut. Van H. Burgin. Bob Towson couldn't give us the names of the Carlstrom Team, but he repeated that it would be a tough combination! The Tournament will begin at 1:30 Saturday afternoon, weather permitting, or as soon thereafter as is possible. Don't miss it!

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BROTHER OF TWO OLD FRIENDS!

It's a small world! We just learned that C. E. "Ed" TURNER, new employee in the Tech School store room, is the brother of Bob and Barney Turner, both of whom took primary and secondary flight training with the School last year at the Municipal Base. Bob, we found out, is now Commanding Officer of Company "B", 124th Infantry, and has just returned to Camp Blanding after maneuvers, while Barney is still in Miami awaiting his call to the U. S. Army Air Corps. Ed, in case you haven't recognized it, was the center character in that "Spirit of Aviation" picture featured on the front page of the Labor Day issue of the Miami Daily News Rotogravure section.

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THE CARLSTROM CADET

Did we forget to mention the Carlstrom Cadet, the Class Book commemorating the graduation of Class 42-A, United Kingdom? If we did, shame on us for not giving the orchid due a nice piece of work. The booklet was prepared by Arthur L. Prandle, with the assistance of his Cadet Officers and Classmates and is "designed to provide a memento in the years to come of the days we spent in Florida." A super excellent idea, and it
occurs to us that we might maintain this tradition by issuing a "Special" edition of the Fly Paper and dedicate it to each graduating class as they leave one of our training centers. What do you fellows around the flight bases think of this???

* * *

WE GIVE UP

For weeks now, Ye Editor has been boasting of owning the oldest and most colorful car in the entire Embry-Riddle organization, but we got sadly disillusioned the other day, and herewith humbly present that honor to PAUL BARTLING, Tech student and part time employee in the Main Office at Miami. Paul is the proud owner of a 1925 Willys-Knight sedan, complete with a miniature nail keg and American flag for a radiator cap, white sidewall tires, door-bell for a horn, beautifully trimmed in red -- and it looks better than our car! Carry on, Paul, you win!

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WE'LL NEVER LIVE IT DOWN

They won't let us forget it, the fact that following the "bust of the boom" back in 1925, our Technical School Building, then known as the "Fritz Hotel", was used, and made Ripley's Believe it or Not as The Million Dollar Chicken Coop. At one time, thousands upon thousands of chickens were housed within the 9 stories of this palatial boom time hotel, but believe us, the closest thing to a chicken in here now are the airplane wings in the Aircraft Department. Latest laugh along these lines happened last week when three school teachers, vacationing from Alabama, came in and very seriously asked to see the chickens! The ladies were escorted around the building to prove that we weren't lying about the situation, and were then referred to Mary Lyon who is raising chickens.

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PRIVATE FLYING IS INCREASING

With so much emphasis on the Civilian Pilot Training Program and all our training for the American and British governments, sight should not be
lost of the fact that private flying is also on the increase. In fact, last month at our Municipal Base, 396 hours were flown by private individuals at their own expense, - the biggest week of the month ended August 8, when private flight students chalked up 147 hours of flying time.

Busiest flight instructor during August at Municipal Base was C. O. "Speed" Snyder, who gave 105 hours and 35 minutes of dual instruction, and was credited with 87 hours and 50 minutes of "observed solo" work; second placer was Clyde Ellis with 95:40 dual and 75:40 solo; and third place went to Gardner Royce who chalked up 92:45 dual and 64 hours of solo. In last place were Buddie Carruthers and Ad Thompson, who joined the flying family on the last day of the month and flew 1:05 and 1:30 respectively, --but watch their records next month!

NOT SO SUBTLE - is the trend of the Miami Main Office "Dodos" in their efforts to win their wings! Starting off about a month or so ago, first one and then the other of the "ground guys" began very quietly taking flying lessons until now there seem to be more fliers than non-fliers around the offices, - a situation for which we've long campaigned and think is sure enough "fittin'" for employees of a School of Aviation. Attractive special arrangements are available for bona fide employees of more than a few months standing, and any employee interested in learning how to fly, contact Arthur Gibbons at Municipal Base for all details.

All congratulations to BOB HILLSTEAD, our chief accountant, for being the first of this new group of fledglings to gain his private license, a feat accomplished Wednesday morning at the Seaplane Base. Others from the accounting department following in Bob's footsteps include George Wheeler, Fred Hawes and Eugene Cohen, while the purchasing department boasts of Tommie Hilbish, Bruz Carpenter and Ed China. From the secretarial department Estelle Platt and Connie Young are leading the way for the other girls.
AND ANOTHER THING we "otter be doin'" is studying Spanish. With some Spanish speaking students already enrolled in the Flight and Tech Divisions at Miami, and more on the way, a working knowledge of this language will prove invaluable. Under an employee-education program, the School has available a complete course in conversational Spanish at the Tech Building Monday and Wednesday evenings at 8:00. Prof. P. A. de la Rosa will be glad to enroll you in this class, and don't be too hasty in passing up this opportunity! Remember, this class is being given for YOU, and attendance will not only improve your own mental facilities but will increase your future value to the School!

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SECCION LATINO AMERICANA
por P.A. de la Rosa

UN SALUDO A LA ARGENTINA

Deseamos hacer presente por este medio nuestro agradecimiento por la atención prestada a esta institución por la Dirección General de Aeronáutica Civil, de la República Argentina, al suministrarnos sus boletines de aeronáutica. Estos boletines contienen informes detallados sobre el desarrollo de las actividades anuales de la aviación en la República del Plata y representan una compilación de datos espléndida, siendo un trabajo muy bien organizado. Muchas gracias, ches.... quedamos a la reciproca.

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PORQUE LA AVIACIÓN ES LA INDUSTRIA DE MAS PORVENIR

La industria de la aviación es relativamente joven en comparación con otras industrias que llevan cientos de años establecidas en este continente. El debil ronquido del motor del avión de los hermanos Wright, al despegar por fin con éxito, el día 17 de Diciembre de 1903, en Kitty Hawk, en la Carolina del Norte, fue como el primer balbuceo de un infante al percibir la primera luz. Siguiendo este mismo paralelo de comparación, vemos ahora como solo en 38 años de existencia, este producto del ingenio humano, se ha desarrollado, pasando por las etapas de su adolescencia y llegando a la virilidad; siendo el estruendo formidable de sus motores de cientos de caballos de fuerza, la voz del gigante poderoso que reclama su lugar en el universo del hombre moderno. Este coloso es versatil, pues lo mismo se adapta a las necesidades del pacífico transporte de pasajeros y mercancías, como a las exigencias mas extremadas de la acción bélica por tierra y por mar.

La aviación es la industria del porvenir, debido a que ofrece la mejor oportunidad para la inversión de capitales ociosos, pues su radio de
acción y la promesa de su futuro son la mejor garantía. Otras industrias que han competido por este puesto de honor, como el radio, la refrigeración eléctrica, etc., han servido para llenar las necesidades de la vida moderna, pero no tienen la importancia necesaria para ser una industria prima. La era del automóvil, que como la edad que suplantó, del vehículo tirado por caballos, ha pasado su apogeo... la historia se repite.... otra nueva industria, otro medio de locomoción mas al día, mas de acuerdo con la pauta que señala este siglo, está tomando su lugar. Una prueba de esta aseveración es el numero creciente de anuncios en los periódicos y revistas, insertados por fabricantes de "aviones para la familia"....el mismo método de publicidad empleado con tanto éxito por la industria que pasa del automóvil.

-- Miami, Septiembre 11 de 1941 --

ALUMNI CLUB NEWS
Bud Belland, Secretary

The place is practically swarming with Alumni news this week, - Visiting Municipal Base was GENE VAUGHN who has just returned from many exciting adventures in the north, and finally got his Instrument Rating. Congrats Gene! His present trip here was to contact Pan American Airways for a job as co-pilot. If there is no vacancy there, he plans to go to Arcadia and take an instructor check-out. Many of you will remember Gene as a member of our CPTP Student Instructor Class last fall, and while PAA is a swell outfit to work for, we'd certainly like to have Gene back with us as an instructor.

A letter to Arthur Gibbons from JIM SUTTON, Rt. 1, Box 96, Auburndale, Fla., telling that he was feeling fine, and resting up for the new Cross Country course which will start sometime this month. And from Tech School graduate REX WILLIAMS, Box 533, Lock Haven, Penna., "This finds me employed by Piper Aircraft Corp., in the welding department. Quite a few of us here from Embry-Riddle and just about all of our bunch are learning to fly. We like it! Best regards to all the gang at Tech."

In reply to our inquiry here two weeks ago, a note from BILL JASTER, writing from 3024 Woodbury Road, Shaker Heights, Ohio,"...Am being inducted Sept. 17th...can't seem to pass the Air Corps physicals...Say hello to all the gang for me..." And another ex-student-employee is LEE EDWARDS, already in the Army, writing from 354th School Squadron, Flight 35, Jefferson Barracks, Missouri, "We were given a chance to enlist in
the Army Air Corps, which I did, and as long as I'm learning more about airplane mechanics, won't mind my three year enlistment. Jefferson Barracks is an air field replacement center; we receive from 3 to 6 months of basic training and drill work here then are shipped to our fields or to school. I've signed for Ellington Field, Houston, Texas. Several of the boys up here who worked for Pan American are bound for the same field...Best wishes to all, (signed) Lee." One of our ex-cartoonists, Lee sent in a bit of a drawing which we present herewith.

Longest Alumni Club contribution comes from Arthur Prandle, one of our Carlstrom Field British Cadet graduates, and speaks for itself.
There has been little to report this week from Carlstrom Field. The boys had their usual exhaustingly energetic weekend at Sarasota and other pleasure resorts. It has been suggested that I ought to turn in an article on the British Woman. Well, I felt that a better idea would be to compare the British and American girl. I did not, however, feel that I had the necessary qualifications for the job. So, I turned it over to my good friend, red-headed Derek Shelton. Derek left school at the age of eighteen to go on the stage. He was well known in Birmingham as a promising young character actor. However, he decided that he could employ his talents to greater advantage behind the scenes as a producer. He produced shows in Birmingham for two years before joining the RAF. I thought he ought to know a lot about the subject - and from what I read I think he covered it pretty well.

Derek Shelton: "Before we came to the United States we had only a very vague idea as to how the typical American woman compared with our own female of the species. All our interpretations had been taken from the films and there were many speculative remarks made about the damsels of the South (correspondent's note - Did the showing of "Gone with the Wind" have anything to do with this?) Right now we all can say without a doubt, "They are great".

Judging by the expressions on the faces of the cadets after a weekend at Sarasota one would almost think that they were sorry to leave those blessed places.

Our English girls have a totally different outlook from their American counterpart. This is largely due to the difference in age. The American girl is more vivacious, gayer and appreciates the relaxations that a modern world can offer much more fully than the English girl. In fact they are two very different characters.

We are proud of our English women, and rightly so, for they are undergoing great trials every day, accompanied by all the horrors of total war.

English girls do not usually have regular "dates" until, at least, the age of nineteen, by then they have a sounder outlook on life and at the same time are really fine companions.  

(Continued on Page 23)
FROM TOP TO BOTTOM, and Ye Editor still hasn't seen everything there is to see around the Tech Building, but we're still trying! The other day, elevator operator ALBERT EDWARDS convoyed us to the 8th floor pent house where we stepped out into the confusion of laborers mixing "mud" for stuccoing the outside of the building...this mud was being lowered in buckets to the plasterers working on suspended swinging scaffolds...at that height...not for us...they told us that the interior walls of the 8th floor would be plastered and painted, could there be any truth in the rumor that Boss Riddle's offices will be moved up there?

WALKING DOWN TO THE 7th FLOOR - we met J. P. BAILEY, the new building superintendent, replacing J. M. Evans who went to Bartow to join his son in the contracting business...Bailey told us that the outside of the building would get a coat of white paint as soon as the stuccoing work was completed...and that the penthouse rooms on the 6th, 7th and 8th floors were going to be completed and repainted but wouldn't commit himself as to the future use of these rooms...we're still betting that there'll be offices there...and an excellent place for them we'd say, cool, quiet and an excellent view of the city...

Skipping the 6th floor, which was all completed and very quiet, we toured the 5th floor Dormitory, completed in every respect except for the actual installation of the beds and clothes lockers. Accommodations are available there for 125 "Resident Students" in the Tech School, and unless we miss our guess, there'll be such a group arriving at the Tech Division in the near future.

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AMONG VISITORS at the Main Office during the week were GRANT BAKER and JIM PARROTT, both flight graduates, who came in to discuss the possibilities of getting jobs as flight instructors. Both Boss Riddle and Liout. Burgin were encouraging, claiming that we'd need about 135 now
flight instructors by the first of the year, so the boys are doing "double time" in their ship and on the ground studying and getting ready to pass their Flight Instructor's exams... good luck, kids, we hope you make it okay!

Another visitor was W. DOW WOODWARD, flight graduate of some time ago, who had already begun his instructor refresher course at Carlstrom Field when he got a call from the Civil Aeronautics Authority to report to LaGuardia Field on the 15th, after which he will be assigned to the CAA office at Charleston, West Virginia, as a CAA ground school supervisor.

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TO THE PURCHASING DEPARTMENT: Dear Boys,
Publicity man WARREN SMITH is very unhappy, and you can do something about it! Just buy him a nice dark colored tie and leave it in the photographer's department! Seems as how every time Warren digs up a nice publicity story, requiring a picture, the subject always appears to be photographed - without a tie. The last time this happened, Thursday morning, we practically had to call the cops before we could find a man who was not enjoying the cool comfort of a sport shirt. We finally found such a gent, however, and borrowed the tie for the duration of the picture. And we noticed that the man did not put the tie back on, but stuffed it in his coat pocket!

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FIRST TECH STUDENT to officially pass his CAA "Aircraft" license test was JOHN ORDWAY who took the written examination Thursday from Inspector T. T. Gilchrist at Miami Municipal Airport. With this ticket safely in his pocket, Johnnie enlisted in the U. S. Army, and beginning Wednesday morning will be assigned to Morrison Field, West Palm Beach, as an aircraft mechanic. Well, kids, Johnnie has been around the Tech School for about 7 months, and we can't say too much about this lad whose enthusiasm, friendliness and willingness to cooperate in anything from the School parties to the bowling teams made him a host of friends in every division of the School. Speaking for ourselves and for his friends, we're mighty sorry to see him leave, and wish him every best luck in the future.
CAMER THE ARMY, on a general inspection tour of all Embry-Riddle bases, beginning Friday morning at the Tech School. Leading the party was Major Gen. W. R. Weaver, commanding general of the Southeastern Air Corps Training Center, other officials in the group were Major K. G. Gould, Major J. P. McConnell, Major L. S. Smith. The flashing stars and maple leaves made a pretty impressive impression around the various bases, and we're always glad to have the Air Corps visit us.

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NEW STUDENTS around the Tech School include Orrin F. Randolph taking Instrument; Robert F. Robinson and D. W. Woolsey, taking Sheet Metal; Earl Lee and James G. Willis, taking Welding; Ray U. Griffin taking Riveting; and C. Ralph Woolsey taking Aircraft Drafting and Design. Welcome into the family, kids, and don't forget to come to our School party at the MacFadden Deauville, Saturday afternoon and evening, Sept. 20th.

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MORE MOVING - we just learned that the Aircraft department would be moved down to the Third Floor, thus giving them the required room for expansion, and allowing Sheet Metal Department to take the balance of the North Wing of the Fourth Floor. And still we keep growing!

MENTIONING MUNICIPAL

By Jack Hobler

We are going to be really chivalrous this week and give top billing to the Main Office. You see, a couple members of that esteemed personnel are due for some congratulations. Yes, solo honors are hereby tendered the charming Estelle Platt and the personable Ed China. These two fledglings were turned loose by the handsome Roscoe Brinton, Jr., a "good and patient Instructor", to quote Estelle. (Quite a combination if you're to judge by the adjectives, isn't it?) Anyhow, now that they've cleared that first important hurdle, we extend our sincere best wishes for their successful completion of their courses.
The Cross Country class will be happy to learn that we have acquired Jack Crummer's Stinson Reliant for their use in the next course. This now gives them two similar ships in which to sweat, time, and plot during their advanced stages of CPT flying. The new bus is a later model than our old stand-by, and equivalent instruments and radio equipment will be installed shortly. Heigh ho, keep 'em flying!

Gosh, we should have also mentioned in the "Top Billing" before that we also congratulate Fred Hawes, Gene Cohen, and Tommy Hilbish on their successful completion of Primary CPT. These Main Office Men just passed their final Flight Tests during the week. Shouldn't this mass production of M.O. flying ability be grounds for some sort of celebration? You know, something like a little party with favors for Fly Paper correspondents and reporters.

Every once in a while we run across a little information on some of our gang that contributes to the interest of those who "never knew 'til now". Our fellow stock clerk, Chenault Elmore, makes a hobby of deep-sea diving and goggle-fishing. Only a few weeks ago, he strung up some sort of a record when speared an 87-pound jewfish while on one of his underwater hunting sessions. Those of you who have seen fish that size hooked, or caught them yourselves, can well imagine the thrill of bagging one by going right down into his native habitat after him. Nice going, our sea-faring Tarzan!

Speaking of diving, an exhibition was given at the Deauville pool last Sunday by Earl Clark, admittedly the world's best amateur fancy diver. Jimmy Gilmore, one of our Cross Country studes, and your reporter were honored by being picked for Clark's supporting cast. With lots of moral support from Mr. and Mrs. Jim McShane, Elaine Devery and George Hamilton, Mr. and Mrs. Ray (Pappy) Norton, Mr. and Mrs. C. W. Tinsley, and Bob Marshall and Max Husted, we did our best to uphold the honor of Embry-Riddle, but Clark was too good for us. Honestly, that guy is so perfect he's inhuman. Anyhow, we thought the two girls from the Aquaoade were pretty cute.
Somehow, the Operations Tower doesn't seem the same these days. Maston O'Neal is away for a week's visit to his home; George May, Jim Cousins, and Gardner Royce are now stationed at our Clewiston base; and the Tower itself is resplendent in a new coat of blue paint. Guess it's just that we are homesick for the old faces. However, we welcome Robert Ahern to our instructor roster, and feel it won't be long before he's an integral part of our family out here. He is just the right kind of a fellow to fill the shoes of our pals who have flown to other airyards.

Did we forget to mention last week that Mr. and Mrs. Jack Wantz are back from their wedding up north? Well, they're here, and Jack is once more running himself ragged around the hangar getting the Reliants ready for his next Cross Country class.

This 'n' That --- The Maintenance Crew running a stress analysis on Harry Wells' new elastiglass bolt; they're trying to find out why his pants always hang at the same level, both before and after dinner. --- Ye Ed barging in here the other night, enroute to Arcadia, to get George May's uniform hat for him. --- McShane's Tech School class almost running afoul
of Mr. Ickes' gasoline conservation precepts when they removed the wing tanks from the old Sikorsky "duck". --- Lon Povey's latest description of ferrying the "duck" from Arcadia: like flying a lot of parts in formation. --- The Municipal gang's proposal to give Roy Kunkel a cup for his flying with Charlie Barnhardt; some wiseacre remarked it should be at least as big as a bucket. --- The feud between Phil Stiles and Ed Hurley over whether or not the moon will rot a catch of fish taken at night; Ed's pro and Phil's con. --- Earl Shuptrine contemplating writing a book on "The Possibilities of Pyrolin" based on his experience in making windshields and skylights. --- Julian Stanley finally succumbing to the nerve-wracking rigors of being a Flight Dispatcher and cutting out paper dolls; Roscoe Brinton has the evidence. --- Appearance of a new face on the Line Crew, Johnny Stubbs; hi, keed, glad to have you! --- Michaelangelo Bestoso skillfully blending colored dope to achieve a rich bronze from red, cream and aluminum; versatile, eh? --- Getting acquainted with John Boatwright our new private student, who's taking all the flying courses Embry-Riddle can give him.

FLASH!! Elaine Devery just soloed the Cub Coupe! Quoted, on her landing, "Oooh, it's wonderful! So different from the Cub Trainer you know."

(P.S. to Jack Hobler, - Bob Ahern is NOT a newcomer to the 'gang'. He took his refresher work at the airyards last year and made many friends in the organization. Since last seen, he's been flight instructing at Sarasota. Ye Ed.)

RIDDLE AERONAUTICAL INSTITUTE
CARLSTROM FIELD NEWS
By Lee Harrell

AND STILL THEY COME, instructors we mean. Starting the latest ground school class are H.H.C. Mahrt, J. K. Brown, J. E. Trunk, Christler, Pike, Stan Powell, Kilgore, Barrington, Kern, Lightfoot, Waterman, and R. J. Fruda. These future Carlstrom and Dorr Field instructors are taking their refresher
course under Clete Huff's capable staff composed of Lloyd Lampman, "Red" McKendry and Charlie Sullivan.


THE CLEWISTON REBELS' first class has just finished their cross country flying and are entering a phase of night flying. Interesting to note is the fact that they will not use regular floodlights or runway markers but will use a special trick flare now in use by the RAF. The flare doesn't give a very bright light but acts only as a ground marker... so please everyone, don't strike any matches around the field at night, you'll probably have a BT land at your feet if you do.

MARRIED BUT NOT DUNKED is instructor Tom Moore, but from what we hear from our best "agents" the dunking will take place as soon as the pool is filled again, Saturday or no.

Wonder if that rooster that follows George "Fat Stuff" May around really hopes the buttons will pop off the resplendent uniform...any resemblance to "Fat Stuff" in Sailin' Jack's comic strip is not purely co-incidental.

Speaking of difficult maneuvers, ask Lt. Breeden the reaction time necessary to disentangle an arm to return a Cadet's salute while strolling around the post with his oh, so lovely wife.

SOCIAL SLANTS......Those who missed the March of Time dance at Carlstrom Field really missed something - and those who didn't miss it had a swell time telling their guests that RAI dances are really - really tops. Dinner was served outdoors in the newly finished patio under real Florida Royal Palms and a brilliant full moon, the moon was loaned by the Florida Chamber of Commerce especially for the occasion, and became so bright during the dance that all lights were turned out and the shadows of the
dancers stood out as clearly as the dancers themselves. What chance did the bachelors have?

Those dancing, and giving every indication of enjoying it, included 'Boss' and Mrs. Riddle, Lt. and Mrs. M. P. Freeman, Commanding Officer of Carlstrom Field, Lt. and Mrs. W. S. Boyd, Commanding Officer of Dorr Field, Lt. and Mrs. C. S. Bentley and their guests Captain and Mrs. Harold Fulk of Morrison Field in Palm Beach; Mr. and Mrs. G. Tyson, Mr. and Mrs. Tom Gates, Mr. and Mrs. H. Kight, Mr. and Mrs. Ken Brugh, Mr. and Mrs. Lloyd Lampman, Dale Delanty; Flight Lt. Pat O'Callaghan, Ray Fire-engine, Lt. John Clonts, Lt. Wm. Carpenter, Lt. David Phillips, Lt. John C. Pinkerton and Mr. and Mrs. LeRoy P. Sterling, Misses Dorothy Biegelow, Betty Parker, who is just back from two years at Columbia University, Sophie Draughan of Fort Meyers, Barbara McNiel of Lakeland, Kay Bramlitt, and the bright spot of Municipal-Miss Betty Hair, who was the guest of Lt. George Ola, to say nothing of a whole regiment of Cadets and their guests.

During the dance the Cadets really "took over" with an old-fashion Paul Jones led by "swing your partner" "Lil Abner" Lampman and during which the instructors and officers were most ungraciously led off the floor while the Cadets cavorted in a manner well as we said before, it was some dance. Not to be out done, Lieuts. Freeman, Bentley and Boyd introduced their version of "Ten Little Women" in true Ziegfield style. It was quite a gala evening and we doubt if anyone there will take a chance on missing the next one.

RECORDS, or SUMPIN': Where do all the RAI pilots come from? The boys from VIRGINIA, (and 'tain't a bad state either), claim that more than THIRTY of the present instructors call 'Ole Virginny home. Can this be true or does some other state protest?

AND AIRPORTS, probably a dozen instructors have flown programs at George Brinckerhoff's College Park Airport in Maryland, perhaps some other airport has sent more instructors to RAI - perhaps. But then, as Al Janes would say; if all the RAI pilots were stacked end to end - you wouldn't get much flying done.
And still speaking of records, Cleve Thompson claims to have been caught in the rain, thereby ruining more uniforms, more times in less days than somebody.

If that isn't enough rain to worry about you can check up on Tom Gates story. Tom claims that his hair was just as white before these sudden squalls started rushing in and is not the result of worrying about which flag to run up atop 'operations.'

EVERY CLOUD HAS A SILVER etc and etc, and rain sometimes makes good bedfellows, as we found out after being caught out on stage during a heavy downpour. With the ships staked down safely and the wind abated, we spent a pleasant hour under a PT's wing with several Cadets and listened with our chin on our chest to some exciting tales of the RAF in action. One story concerned a pilot who came out of a night battle with much of the fabric gone from his wings, holes in the fuselage and part of his tail surfaces gone. As he approached for a possible crash landing over a completely "black-out" aerodrome the ground crew decided to risk a bombing by the air raiders in order to help the battle-scarred ship to a safer landing. The plane slid to a smooth landing in the feeble light and the pilot came rushing over to headquarters. He was quite indignant, what, he wanted to know, in the #*%$%# and #*%$%# did they mean by turning on that light? "Do you think I can't land one of these kites at night just because the fabric is gone from the wings and a few control cables are missing?"

* * *

FROM THE MAINTENANCE DEPARTMENT:- RAI

"The Life of a Crew Chief"

The people pity the "poor" Englishman that has to arise at 5:00 o'clock but has anyone ever pitied the crew chief who arises between 4:00 and 4:30 A.M. and reports to work at 5:30. I wonder!

The work is divided into two shifts, early and late, and by changing shifts each week, the work is equally divided. The early shift places the planes on the line for 6:30 flight and keeps them flying until 1:00 o'clock. The late shift takes over from there and has to clean and inspect the planes after flying has been stopped between 4:00 and 5:00 PM.

If anyone thinks that it is easy to arise at 4:00 A.M. "Oh,"-clock for a week, should be reported to "Ripley".

Crew Chief Duff (Sleepy Head) has an idea for catching a little extra shuteye. He eats his lunch in 10 minutes and sets an alarm clock to
to awaken him 20 minutes later. He's not so dumb, after all.

Our friend, Mr. Bibbs, is quite a family man. We dropped by his house the other night and he was washing dishes without any coaching. That is something.

We have had several transfers and promotions lately. Hanger Chief Cullers from Hangar No. 1 is going to Dorr Field as Superintendent of Maintenance. Hanger Inspector Kussrow of No. 2 is Hanger Chief in his place. Mechanic Spencer will take Kussrow's position.

CARLSTROM MARCHES ON!

INTRODUCING THE CLEWISTON UNIT SECOND COURSE
RAF Letter by G. J. Cassidy

The first Arcadian maiden to whom we were introduced was very beautiful. She had clear blue eyes, and soft brown hair, a retrousse nose, and—but all this hardly relevant. "How did you come over?" she asked suddenly, after we had mounded about for five minutes in a mild muddle of conventional chit-chat. We told her. "Guess you all had an exciting crossing?" She persisted. "Oh no," we replied, "Nothing untoward. A few porpoises. No U-Boats. In all about as thrilling as a trip on the Serpentine." We hastily endeavored to explain that the Serpentine was a lake in a London Park, and we had just realized she seemed a trifle disappointed. "The first English boys," she said," were chased by the Bismarck." "Aha", we said archly, "shooting you a line." "WHAT did you say?" "Oh - er - pulling your leg, you know." She did not seem to regard this remark in its true light, and looked at us somewhat disparagingly. "The second bunch", she went on pensively, "had visited Iceland." We were stunned. What an interfering old devil was Providence for not letting us be torpedoed.

"Are you sure you didn't have an exciting crossing?" she asked suspiciously. Crestfallen, we reiterated that we were quite sure. After that evening for us seemed to lose a little of its first fine careless rapture. And when a cadet who had helped give the Bismarck the slip reminded our inquisitress that this was his dance, we let him
literally waltz off with her. She was such a sweet girl too.

The foregoing was written with the object of wrapping up neatly the cold hard fact that the Clewiston Second Course men are a Bismarck and a trip around Reyjavik behind their colleagues. But in spite of these almost insurmountable obstacles, (our success probably due to stiff upper lips and very straight bats) We have come, we have seen, we have been conquered.

Instead of the vague chimerical land (The result of the capricious distortions of movie magnates the world over) we have found in America a second home, and Americans we have found to be our brothers, where once we regarded them with the fishy stare reserved for peculiarly distant cousins.

Judging by the way we have caught up with the integral matters of dressing, drinking, and dining, England after the war should be a merry sort of place peopled with gentry in morning dress and ten gallon gats, loping blithely into the Savoy and running the speedy softfooted waiters off their carpet slippers with tremendous orders of fried chicken, country style.

In short we have all become a little more civilized (for what is civilization but the knowledge and toleration of the way in which the other half of the world lives), a little less conservative in outlook, a lot more educated in all things. Laurence Sterne said a long time ago that travel was the best education for anybody's son, and certainly we have gained a better impression of America by coming here, than we received from the works of Dreiser, Mitchell, Hemingway, Twain - in fact, the whole collection of American Literateurs put together. (This is no reflection upon the quality of American genius; rather it is a peculiarly nasty crack at our own powers of assimilation.)

It is an onerous - not to say invicious - task to sum up the impressions of fifty people. But the fact that we have not heard one voice raised in criticism or lament illustrates how thoroughly enjoyed and appreciated are the many excellences of Carlstrom Field, and the Riddle organization. Among our number are a few who have seen service at other stations in the U.S., and they agree in the newly acquired idiom, that "This place sure is swell."

Talking of men in the service let us be paradoxical and end with an introduction. Meet Sergeant Rumble in command of C.C. 2. Formerly a frontline artillery Sergeant in the Army, he is a veteran of Dunkirk,
considers himself lucky in that he was on the last destroyer to leave. Tells a great story of RAF heroism at that memorable withdrawal. Two hundred German Heinkels were engaged by nine spitfires, who made short work of many of them. And then one English pilot, running out of gas and ammunition, climbed high above the dogfight, and diving at a heinkel crashed himself and his plane right into the German. Both planes crashed in flames....... 

"Many are called; few are chosen" - We cannot all be heroes; and not every man can be an active service pilot; but with your help, America, we mean to have a darned good try.

* CULINARY NOTE: Apropos iced tea. It IS served in England, only there isn't any ice in it, and one calls it Russian. If one ordered it in a good class restaurant it probably would be served hot. Perhaps there is a difference somewhere after all.

CLASS 42-B NEWS (Continued)

The writer trusts he will not incur the wrath of any of the female sex who may read his humble effort, but there is just one more point which struck the English boys, when they came here. It was the system of "dates". In England if you make a date with a girl you don't expect to see her with another chap the next day. This ever changing pattern of affairs dazzles us to a point of insanity!

And now as the evening draws to a close, the baffled male throws down his pen with a sigh of relief having spent an evening in delving into mysteries of the female sex. As I sink into a dreamless (?) sleep I hear a voice murmuring "Saturday's on the way, and I'm meeting..........

Your correspondent would like to add that Derek may produce an impromptu show based on our life at the camp in the near future, with Jock Frain as the leading comedian.
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