Sao Paulo School is Officially Opened

War Department Release

Following is a press release put out by the War Department concerning the establishment of the Technical Aviation School in Brasil.

Since this School was established for the Brazilian Air Ministry under the supervision of John Paul Riddle and the Embry-Riddle Company, it should be read with interest by all employees of the Embry-Riddle Company so that they may be authentically informed concerning this project.

For the first time in Inter-American aviation history, a powerful South American nation has enlisted the help of North American materials and know-how in its rapidly expanding Air Force to keep men flying in combat against the Axis.

At the request of Dr. Joaquim Pedro Salgado Filho, Brazilian Air Minister, and with the approval and cooperation of General H. H. Arnold, Commanding General of the U. S. Army Air Forces, Mr. John Paul Riddle, President of the Embry-Riddle School of Aviation, with headquarters at Miami, Fla., has established a technical aviation school for the Brazilian Air Ministry at Sao Paulo, Brazil, the War Department announced today. Here trained personnel and a proved organizational program, with equipment supplied through Lend-Lease, are being utilized to teach Brazilians on their own soil the technical intricacies of today's fastest, deadliest fighting air machines.

Colonel V. A. Secco, Chief of the Brazilian Air Delegation to the Joint Brazilian-United States Defense Commission, (now Brig. Gen. of the Brazilian Air Force) paid tribute today to the establishment of the Brazilian Technical School of Aviation (Escola Técnica de Aviação de São Paulo) as a continuing evidence of close-knit North-South cooperation and friendship among the democracies. "The United States has done many great things for Brasil," he said, "and the project recently initiated by Dr. Salgado Filho, was officially inaugurated May 2 with colorful ceremonies attended by President Getulio D. Vargas and high ranking government officials from the various Brazilian states.

Taking part in the all-day ceremonies were John Paul Riddle, Dr. Joaquim Pedro Salgado Filho, Brazilian Air Minister, and ranking officers of the Brazilian Air Force. More than 2,000 persons heard addresses by President Vargas and Dr. Salgado. A inspection tour and reception followed the inauguration.

"The ceremonies were a great success," Mr. Riddle reported, "and all those North Americans who contributed to the establishment of the school should be proud as those Brazilians and North Americans here are proud of the results."

Colorful Ceremonies

Escola Técnica de Aviação de São Paulo was officially inaugurated May 2 with colorful ceremonies attended by President Getulio D. Vargas and high ranking government officials from the various Brazilian states.

Continued on Page 19

GETULIO D. VARGAS, PRESIDENT OF BRASIL, SPOKE AT THE OFFICIAL OPENING OF THE ESCOLA TÉCNICA DE AVIAÇÃO. HE IS SHOWN AT THE RIGHT. ON THE LEFT ARE DR. JOAQUIM PEDRO SALGADO FILHO, BRASILIAN AIR MINISTER, AND JOHN PAUL RIDDLE, WHO ALSO PARTICIPATED IN THE CEREMONIES.
Letters to the Editor  

Banco do Brasil  
Direção Geral  
Rio de Janeiro, Brasil  
February 18, 1944

Dear Sir:

I have been receiving your estimable paper which comes to me by indication of one of the Brazilian pilots—Eugenio J. Muller, who studied in your school, and, as I am an aviation enthusiast, I’ll be very glad if you keep sending me the Fly Paper that is read by many fellows here. (From my copy alone.)

I beg to notify you that my address is as above.

Hoping that you’ll give me your attention, and presenting my thanks in advance, I subscribe

Yours thankfully,
Antonio Ibiapina Parente

Editor’s Note: Thank you for your nice letter, Antonio. We have corrected your address and hope you and your friends will continue to enjoy our paper. Please say hello to “Gene” for us.

Somewhere in India  
March 23, 1944

Dear Lucille:

I have four letters of yours here—I suppose you must think I have forgotten all about you as it has been nearly a month since I have written. The truth is that I am ‘way behind in my correspondence because I went on a short trip, so some visitors, worked a few nights and the first thing I knew I was behind.

I certainly enjoy and appreciate your letters. Sounds like you are having a good time there, going to picnics and dances with the RAF boys. So Capt. Larkin visited you? Guess you will be surprised to hear that he will be up this way soon. You will be surprised, too, that Major Clayton visited me last week for several nights. He didn’t know I was here and was greatly surprised when I phoned him.

The Major looked in good shape and needless to say I was tickled to see him. I’m watching for Larkin too, so one really can say “it is a small world.” Wish I could see all my Miami friends, although I wouldn’t want to wish this country on them.

Congratulations on your year’s service at Embry-Riddle—I’ll bake a cake for you with one candle and eat the whole works.

Major Clayton tells me Lt. Cline is taking a pilot training course. He ought to do all right on that, ‘cause he was up in the air most of the time. Hope people at home don’t get the idea that the war is won; we haven’t started over here yet and it’s a long way to Tokyo. Actually in miles we are not so far from the Japs, but with the rugged terrain around here that is a pretty safe distance.

Was on a little trip last week for a few days. Got into territory of some of our units to see how they were getting along. One outfit down there has a camp for the men to hunt elephants. Well, I’m at the end, so will continue later. Let me hear from you soon.

Regards to all,
Leslie

U. S. Naval Air Station  
Jacksonville, Fla.  
April 1, 1944

Dear Editor,

Few people in the Embry-Riddle organization will remember me as once having been a member of its list of employees. But perhaps an occasional instructor at Riddle Field will recall the fact that I once served on Bob Johnston’s Primary Flight as a dispatcher.

This letter is to inform all and sundry that I am located in Jacksonville at the Naval Air Station and would be tickled pink to see any of my old friends who might chance to drop in here.

The Fly Paper has visited me regularly since I entered the service. I have never missed an issue and find it increasingly interesting. Through its channels I have learned of the progress of my friends in the RAF. Yes, and likewise I have read of the untimely but heroic deaths of such men as Bill Watkins, Johnny Day, Collin Yates and others with whom I worked when they were students at Clewiston. So you can see that I am greatly interested in having the Fly Paper sent to the enclosed address in order that I may continue to follow the passing parade of names and faces from Riddle Field.

Editor’s Note: The above letter was written by Capt. Leslie Miller who was a member of the Permanent Party at Tech when the school was under the command of the AAFTC. Thanks to Messenger Lucille Nelson for permitting us to publish it.

Once again, my invitation to any and all Embry-Riddle-ites in the proximity of Jacksonville to visit with me and enjoy Naval hospitality.

Very truly yours,
Ensign Paul W. Prior

Editor’s Note: The Fly Papers have had a time keeping up with you, Paul, but we’re glad they have brought you the news you’ve wanted. We’ll remember your invitation and pass it along to others. Maybe you’ll have “old home week” in Jacksonville before long.

2332 South 5th Street  
Rockford, Illinois  
April 7, 1944

Dear Editor:

First, I want to thank you for sending us the Fly Paper. We enjoy it very much. Without knowing these boys mentioned, they still are aviation cadets and have a place in our hearts.

We were more than happy to receive the March 31st issue, which included a picture of our son, A/C Robert E. Carlson, at the microphone. If it is possible and not asking too much, we would like a copy of this picture. We would gladly pay any expense you would have to go to.

Also, may we express our appreciation of the lovely “home” he had at Carlsstrom Field. He sent us snapshots and it must be beautiful.

Sincerely,
Mr. and Mrs. Eloy E. Carlson

Editor’s Note: We regret to inform Mr. and Mrs. Carlson that the picture of their son is not in our possession; it was loaned to us by A/C Rudolph B. Novsky. Most of our pictures are taken by our official photographers, but many are snapshots sent to us from the Field—these we return to the owners immediately.

Port Hueneme, Calif.  
April 19, 1944

Dear Editor,

I have enjoyed reading the Fly Paper each and every week; in fact, it has become another cover to cover “must” with me. Of course, being from Carlstrom Field, I find myself turning to Kay Bramlit’s “Carlstrom Cartcrousel” first, but I get a kick out of reading the rest of it too.

Say, I heard that Kay has done “up and joined the WAVES.” If true, I know that she will be greatly missed by you and everyone at Carlstrom. On the other hand, she will look swell in a WA VE uniform and she will be a big help to the Navy. She’s a darn good kid.

Yours sincerely,
O. B. Lightfoot

Editor’s Note: The news about Kay is really true, “Foots.” She is to report the end of this month, provided she recovers from a brand new case of mumps we just heard about.

UNCLAIMED MAIL

A letter addressed to Mrs. V. M. Knowles is being held in the Mail Room at Tech.
Letters from England

Southernwood
West Clandow
Surrey, England
March 31, 1944

Dear Editor:

Thank you for continuing to send the Fly Paper.

I do not think you can have heard of the death of our dear son Philip. He was killed in a plane accident in this country on November 13th last, during the last few minutes of his training.

As you know, he passed first in his Wings exams just a year ago, after six happy months at Riddle Field.

He made many friends across the water and the diary of his training there we are hoping to have published.

Will you please thank every instructor and member of the staff he knew for their kindness to him?

To us indeed he was a beloved son and knew no fear.

I am sorry we did not write to you before. Kind regards from myself and my husband.

Sincerely yours,

M. W. Dixon

Editor's Note: Riddle Field and the Embry-Riddle Company send sincere sympathy to Mr. and Mrs. Dixon on the loss of their fine son. As an outstanding member of Course 10, Philip left an enviable record at the No. 5 BFTS, and as an eager, charming young Briton he made many friends in this country. There are many saddened hearts as this news reaches us.

No. 1 First Avenue
Rainworth, N. Mansfield
Notts., England
April 9, 1944

Dear Editor:

To introduce myself, I am the sister of W/O S. H. Brown, RAF (Steve to us all), who was over there with you in 1941 in Course 1. Incidentally, I think Steve must not have written you recently; his Fly Papers are still addressed to Sgt. Pilot.

It's about the Fly Papers I'm writing. You see, I've been home two months now, resting after a breakdown, and I got so awfully depressed doing nothing. Then one day the postman delivered a Fly Paper.

I read that paper from the first to the last page and thoroughly enjoyed every sentence. After that I began to look forward to the delivery of these papers — they helped me wonderfully.

Now I think I must write and thank you. I feel that I owe a great debt for the many enjoyable hours I have spent buried in their pages, hours of happiness which have helped me along the road to recovery.

In the future when I come home, I shall make a bee-line for the drawer where Mum keeps the Fly Papers prior to sending them to Steve.

Steve never tires of speaking of the wonderful days he spent in the United States and of the many friends he made there. He keeps in touch with quite a few.

My greatest ambition is that one day — Steve as my guide — I may have the great thrill of visiting the U.S.A. myself. May that day be possible soon.

Keep up the good work, Fly Paper. You are cheering thousands.

Very sincerely,

Kathleen Brown

Editor's Note: Miss Brown's charming letter is a tonic to us, and to be told that we are cheering thousands makes us very proud. We wish, however, that she had told us more about Steve — perhaps she will the next time she writes. We too hope that the day is not far distant when Steve will bring his sister to the United States and to the Field where he won his wings.

The Red Cottage
Lingfield, Surrey

Dear Mrs. Wadlow,

I have a deep feeling of gratitude toward you for giving Michael such a happy time when with you, and neither he nor I will forget. It is wonderful to think of all the kindness to be found in this world of turmoil and surely it must lead to better things in the future. I do think that all our boys are fortunate when they find such gracious hostesses to make a bit of "home from home" for them.

I expect Michael and I that our house is open to many lads from afar, but I have only had the pleasure of entertaining two Americans up to date. They were on duty in the district for a few days and were hailed here. I am glad to say that neither of them wanted to leave us and we were sorry to see them go.

Perhaps the War will bring one blessing — it will make us all more open-hearted, and that quality grows rapidly and would kill all difficulties.

Your parcel was a great and welcome surprise and help; it was indeed good of you. I shall make a teacloth with embroidery on it when he sends this gift to Michael if and when he sets up a home for himself. Then he will always have a bit of Palmdale with him.

He was home for Christmas, the first time in eight years. I was fortunate to have three more of my seven children here too. (They are always "children" even if they are getting into the thirties, aren't they?) We were a party of fifteen for Christmas dinner.

Please remember to give our address to any of your friends who come our way and may find themselves a bit lonely. We will do our best to make them happy.

We were a little reassured when we received a postcard from my eldest son who is in Japanese hands. The disclosures made by America and Mr. Eden are terribly disquieting and tend to make us wish for no Japs in the world, taking away a large slice of Christian good feeling.

Again thanking you for all your kindness to my boy and for being such a generous friend.

Sincerely yours,

A new English friend for you,

Muriel S. Hills

Editor's Note: Mrs. Hills is the mother of P/O M.A.N. Hills, the outstanding cadet of Riddle Field's Course 14. Mrs. Carolyn Washlow of Palmdale, who is a "second mother" to many of the British cadets, shares Mrs. Hills' letter with us.

England

March 25, 1944

Dear Editor:

Two years ago today I started a sheet metal course at Embry-Riddle which I completed. I then went to work at the Orlando Air Base, but resigned and enlisted in the Air Corps as a metal worker.

Upon completion of my basic training I was sent to Chanute Field, Ill., for further training. It was a three-month course. Since that time I have put my training and experience to good use.

Since then I've been overseas and I haven't seen a Fly Paper. I would like to know what the School is like now. Could you send me a Fly Paper?

Sincerely,

S/Sgt. Charles Niemeyer

Editor's Note: We are very happy to send you the Fly Paper, Sergeant, and hope that you catch up on the news. Write to us again soon and don't forget to notify us of any change of address.

If you would like the Fly Paper sent to you bi-monthly, fill out the following and mail it to the Fly Paper office, Embry-Riddle School of Aviation, 3240 N. W. 27th Avenue, Miami 30, Florida.

Name ____________________________
Address __________________________

EMBRY-RIDDLE FLY PAPER

"STICK TO IT"

Published Bi-Monthly by THE EMBRY-RIDDLE CO.

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SET YOUR WATCH

by Chaplain L. H. Shonfelt

Dorr and Carlstrom Fields

In the current issue of Reader's Digest I read of the sailor who kept the watch which his father had given him set to the time of his home town. He said, "When my watch says 5 a.m. I know Dad is rollin' out to milk the cows. And any night when it says 7:30, I know the whole family's a-round a well-spread table and Dad is thankin' God for what's on it."

That seems to me to be a splendid idea to keep in touch with the home folks. It prompts me to say that we should carry in our moral consciousness a watch always set to the time of our Heavenly Father. The dial would not have numbers but would be marked with the ten commandments—with the law of love and the example of Jesus Christ to round out the twelve divisions. Or again, the dial might read: Church Attendance, Bible Reading, Prayer, Love, Faith, Honesty, Humility, Sacrifice, Clean Speech, Moral Purity, Obedience and Salvation.

Time is important. It is imperative in the army that a man be on duty at the appointed time. Time is equally important in religion. In that aspect of life, the time for action is now. It is vitally important that we realize that truth. The Bible says: "But as for me, my prayer is unto thee, O Lord, in an acceptable time." (Psalm 69:13)

"For He saith, I have heard Thee in a time acceptable . . . behold, now is the accepted time." (Cor. 6:2)

"And that, knowing the time, that now it is high time to awake out of sleep: for now is our salvation nearer than when we believed." (Romans 13:11)

It is dangerous to your happiness to put off your religious decisions. Go to Church next Sunday. Read your Bible today. Pray now. Obedience is the practical watchword of religion. Religion is action.
John W. Vale, Jr., Plans Program for Teen-Agers

John W. Vale, Jr., who will direct the summer aviation program at the Technical School, is exceptionally well qualified to guide the youth of this great air age. He holds nine ratings as an instructor and technician.

Mr. Vale was director of training for Transcontinental Western Air for nine years and came to Embry-Riddle directly from the National School of Aeronautics, Kansas City, where he was assistant general manager and director of training. While at N.S.A., which is a school similar to Embry-Riddle, Mr. Vale conducted classes for 10 divisions of the Army Air Forces with a force of 227 instructors. He is proud of the fact that N.S.A. was cited for Efficiency in Training by the A.A.F., the only private school west of the Mississippi to receive this award.

Well Known Author

Mr. Vale is the author of many technical books, among them the Aircraft Trade Test Series, used in universities all over the United States. He also compiled maintenance courses for T.W.A. His Aviation Engine Mechanics Manual, Aviation Aircraft Mechanics Manual and Aviation Flight Engineers Manual will be published shortly.

The new director of training has made his home in Kansas City, where his wife and two daughters, Iva Mae and Betty, are now living.

Looking Ahead

Commenting on Embry-Riddle, Mr. Vale said that it is one of the finest schools of its kind in the country and holds greater possibilities than any other. "John Paul Riddle has had the foresight to continue Technical programs when other contract schools have closed or are riding the line and are afraid to venture," he stated. Mr. Vale expects heavy enrollment in the summer school aviation course.

THE Embry-Riddle School of Aviation will be glad to arrange tours of the Technical Division for groups of ten or more high school students. To discuss such visits, call Karen Draper, Aviation Advisor to Women, at 3-0711.

Safety Week

Henry B. Graves, Safety Director of Embry-Riddle and Vice Chairman of the Dade County unit of the Florida Safety Council, recently acted as host at a luncheon in the Tech School cafeteria where plans were made for a county-wide safety rally the week of May 14.

An intensive educational campaign to cut down Dade County's accident toll was mapped out and is now under way. Representatives of the Council already have addressed war industries, civic clubs and school groups, enlisting their assistance in putting over the campaign.

Highlight of Safety Week will be a program Thursday evening, May 18, in Bayfront Park which will feature professional safety demonstrators. The program will be preceded by a parade on Flagler Street, with Embry-Riddle represented by an elaborate float.

A display window at Richard's Department Store will feature Embry-Riddle throughout the week.

Guests at the luncheon were: C. E. Shag, Safety Director of Tycoon Tackle, Inc., Chairman of the Council; Mrs. Edith N. Howard of the Red Cross, Council Secretary; Grover Thies of Dade Dry Dock, Chairman of the Council's Industrial Committee; T. R. Williams of Metal Products Co.; T. E. Atwood of Standard Oil Co.; H. H. Wilcox of Southern Dairies.

H. P. Bennett of Merrill Stevens Dry Dock Co.; P. P. Hodnett of New Amsterdam Casualty Co.; R. N. Poston of Consolidated Vultee; L. H. Stein of City Ice and Fuel Co.; Charles J. Foster of the

New Aviation Course Offered at Tech School

A summer school aviation course, believed the first of its kind to be offered in the nation, will open June 12 and will provide high school students of Miami with the fundamentals of aeronautics in a six-weeks program that will be climaxed with an airplane flight.

Designed to give Miami students a lead in aviation over their age group, the course at Embry-Riddle will include assembly and disassembly of both planes and motors along with the basic principles of flight.

More than 40 professions in the aviation industry will be outlined to enable boys and girls to determine their own qualifications and study the opportunities provided by each, Edwin P. Stahl, Director of the Technical School, said. Lectures on aviation professions will be given by specialists in their fields. The position of an air hostess, for example, will be discussed by the chief host of one of the largest air lines.

Practical Subjects

Visual and practical phases of the program will be stressed and subjects will include design and construction of aircraft and engines, meteorology, navigation, map making, radio, electrical and hydraulic systems, the air hostess, flight captain and engineer, airport managing, etc., Stahl said. Trips will be made to airports in the Miami area, with the students receiving plane flights at Cypress Field.

John W. Vale, Jr., former director of training of Transcontinental Western Air at Kansas City for nine years, will direct the program.

Only those students who have completed the ninth grade will be eligible. Registration will be held at the Tech School through June 10, with classes starting June 12. One group will report to classes from 8:30 to 12:30 daily through Friday, and the second group will attend classes from 1:30 to 5:30 p.m.

Continued on Page 13
DOINGS AT DORR FIELD

Back Dorr Gossip

by The Retiring Gremlin

Happenings at Dorr this past week are just made for Gremlin Chatter... Happy to see our boy Charlie Ebbets, Assistant Mike Harlan, Wain Fletcher and Vadah Walker on a tour of Carlstrom and Dorr.

Mary Edna Parker is desserting us May fifteenth—for the Seaboard, she says, and will once again live at home in Plant City. She has been at Dorr ’most 26 months and we'll all miss her. Floyd Cullers would more than miss her except that Miss Griffin is moving into his office. At the moment she is being tutored in the many, many duties of a Chief Clerk to the Superintendent of Aircraft Maintenance.

On Furlough

George and Corine Evans on furlough—seems they’ve been gone for ages and ages... Margaret Fuge just left with hubby Bill (Carlstromite) for a furlough trip... Then 'tis reported that the Bokeses plan a vacation when Mrs. Fuge returns... Welcome to Mrs. Dorothy L. Abel (wife of Billy Abel—P.T. Dept.); she’s in Army Personnel and apparently is having a wonderful time with stencils and such!

Farewell to W. H. Henderson, Assistant Steward at the Mess Hall for over two years; just can’t imagine the place without him—his quiet, pleasant cooperation was truly an asset to RAL, Dorr. Bob Hendry, Guard, back at this Field after being off for six months or so—glad to see you!

Three Officers Join Dorr Field Family

During the past two weeks three officers, Lts. Charles H. Hively, Ralph G. Mulhall and Joseph D. Heckle, have been welcomed to Dorr Field and Lts. Bobrick and Hand have been transferred.

Lt. Hively is the Assistant Physical Training Director, Lt. Mulhall will act as Assistant Supervisor and Check Pilot, and Lt. Heckle is the Intelligence Officer.

All the officers previously had been assigned to primary schools in the Eastern Flying Training Command. Each emphatically complemented Dorr Field on its beauty and his pleasure at being located in the fine community of Arcadia. All the newly arrived lieutenants are married and were accompanied to Arcadia by their families.

Cadet Francis Minot Recalls Life As Exchange Student In Germany

by A.C.P. S. Connor

The Man of the Week at Dorr is A/C Francis Minot. Fran was one of the few American boys to be chosen as an exchange student with Germany. Late in 1938 he was attending a nautical academy in Massachusetts. One bright morning he was called before a faculty board for an interview. Later he was sent to Stuhm, Prussia, to the Die National Politische Erziehungssustalt (the National Socialist Military Academy); consequently, seven German students were sent to the United States to study.

Rigorous Life

Minot was treated as any German lad of his age. It was a strict and rigorous life; the age of the boys that went to the school ranged from 8 to 22. Rigid mental and physical examinations had to be passed to enter the school. Although Fran did not have to take these, he tells your reporter of boys of only 8 years running pell-mell off a board 30 feet in the air into a pool to test their courage.

Inhuman? Not at all—just ask any proud German what sort of men are these that ask those things of mere babies. “National Socialism,” states Fran, “is the way they explain it. The whole educational system is set up to make soldiers. Men with bodies but without minds or souls.”

The typical day at the Academy started at 4:30. A semi-dress parade at 5:00, after which breakfast was served. The breakfast consisted of black bread and eratz coffee. Then back to barracks to clean and scrub. Classes lasted from 7 till 10:30. At 10:30 another black bread and coffee breakfast. Back to classes again for mechanics and precision drill until 1:00 p.m. At 1:00—noon meal—if it could be called such.

The afternoon was filled with operations such as scout duties, infiltrations, forced marches till 6:00, when there was a full dress parade. At 7:00, supper—lectures until 8:30. Study was done until 11:00 p.m. Then, of course, there were air raids three times weekly. Remember, this was in peace time.

Leaves Germany

Minot left Germany early in 1939. Things were beginning to look black. Francis Minot came back a solid American—more so than he ever had been. When asked what impressed him most about the Germans, Minot replied that the Germans lack initiative. Without a leader they are helpless.

Fran was lucky enough to get out before the War began. No one needs to explain America’s Freedom to Fran—he has seen what can happen to people who have lost theirs.

THREE DORR FIELD CADETS OF CLASS 44-J represent as many states. Mike Humnick, left, is from Garfield, N. J.; Johnson City, Tenn., claims John Hayes, center; and Ray Stetson, right, hails from Sittenville, W. Va.
WHITNALL WIT
by Jack Whitnall

Welcome to Dorr Field, Lts. Mulholland, Hively and Heckle. Lt. Mulholland is attached to the Flight Line as Assistant Supervisor and Check Pilot. It's too bad, girls, he's married. Also he owns a hunk of junk that he calls an automobile, and he'll probably want to trade with us even after he meets Lulu Belle.

Lt. Hively is attached to the Human staff, the athletic department. They ride a bicycle around the Field (on the sidewalks) and play ping pong.

Lt. Heckle isn't attached to nothing! No Sir, he is the Intelligence department. Of course, Mrs. Marshall does (?) all the work and he gets all the credit. He was initiated into the mystic Order of A.O. the other night and as yet hasn't paid his dues. About midnight of the fateful night he was heard to mutter, "Boy, am I tired." What he needs is a cup of that powerful stimulant, namely the coffee that the Guards so carefully prepare for the A.O.s.

To The Cleaners

We wonder if the C.O. could beat us at a game of checkers; table tennis seems to be far too strenuous. Why, even Woodson Benton took him to the cleaners.

Oh yea, while we're at it we might add that Lt. Heckle is another fisherman of high repute. He hooked an alligator while fishing the other night—well, we'll put him in the same category as Capt. Farmer, Lt. Boyle and Lt. Anderson. Shake 'em up and see just who can tell the tallest one.

The Maintenance department has staged another big barbeque—roast pig and smoked mullet, swamp cabbage, cole slaw, coffee and all the fixings, and a bigger crowd than the last time. You're sure got to hand it to Maintenance for knowing how to do things in the right way. We quite expect to see Gene Levines and Wallace Hope pinch-hitting in the kitchen at the Field most any morning.

Some Appetite

We noticed our friend "Pea-Wee" Penton, after his third helping of pork, smacking his lips and eating his paper plate—seems that the flavor had even penetrated the paper and it was too good to throw away. We all missed "Pop" Anderson and his gentle voice—uh, "Foghorn" Anderson.

Carl Dunn, Mrs. Dunn and Carl's mother came in a few minutes late but there was plenty of food for all. All we could hear the Director of Flying murmur was something about "How I love pork." We'll bet that he didn't have to pick the bird shot out of this one.

Bobby Lee Kistler just loves Dalmatians.

Anyway, that's what she told us confidentially. Welcome to "Chick" Clark from Union City. "Chick" is an Alumnus of Carlstrom Field and Union City.

The Carlstromite with the most aliases is Tom Davis. He has been known as "Halo," "Housekeeper" and "Chief Rain in the Face."

You have two hands. So do clocks. They also tick. Do you?

Toably yours,
Jack

Physical Training
by A/C C. B. Hill and C. E. Moyer

Starting with two horizontal chinning bars and two basketball courts, Dorr Field's P.T. equipment has become one of the most outstanding signs of progress in the past few months.

Around the two parental B.B. courts many offspring have bloomed forth to contribute their bit to the physical fitness of the future fleglings of the sky. These offspring now number twenty-two in all, with others in the embryo stage.

The addition of five H.C. bars brings the total to 7, plus a three inch hand grip rail. Also in the hand and shoulder "builder-upper" class are four brothers in the form of 20 foot suspended ropes. Two sets of horizontal bars aid the family in building muscles in Dorr's cadets.

Ten Roman Chairs and vertical sit-up platforms take care of the abdominal muscles, also do wonders for the back. Helping their brothers are ten "push-up" rigs which keep the backs straight and stomachs off the ground.

For general limbering-up, Dorr's specialties are the ten pulley-weights of 5 and 10 pound combinations. The only girl member of the family (the jumping rope) helps bring out the perspiration.

Week ends would be more enjoyable to the cadet if he didn't have to face the two twin "wind-builders," the obstacle course and a two-mile cross-country run.

Dorr's Daily Dozen is the name of this famous body breaking family and will appear from time to time in the Fly Paper. In case "The Family" hasn't satisfied the cadet, there are the following members to mention: softball, touch football, horse shoes, tennis, badminton and the beautiful and enticing swimming pool.

Barracks Blues
by A/C R. D. O'Connor

The main topic of conversation through the barracks of Class 44-J is, surprisingly, flying! If an outsider accidentally was to walk along the stoop, he would be totally amazed at what he heard (and maybe more amazed at what he saw). Imitations of their instructors shouting "Keep that wing level," "Watch your airspeed," and "You're not in combat yet" echo across the area. Confused cadets may be seen around midnight sleep-walking through traffic patterns.

A/C "On The Double" Immel looks mighty handsome as Squadron 4's commander. We hear A/C "Lame Leg" Lemke ground looped in P. T. (Physical Torture) the other day. A/C Claude Lowery's perpetual spin is liable to pull out at the altar soon (submitted with love and kisses by A/C Kiertzner). A/C Fred Paul says that this Field should be co-educational!

If additional comments, quotations or erstwhile wise-cracks are desired, stick your nose in any barracks of 44-J...you might even venture to ask what we think of Dorr Field. You will be pleased to hear in glad acclaim, "This is the Shangri La they're looking for!"

Continued on next page
Lt. Gen. Barton K. Yount Outlines New Organizational System for AAF

Fort Worth, Texas—A streamlined system of organization which officially carries into effect a manpower-saving program already developed at the nation’s far-flung Army Air Forces training schools was announced Sunday, April 30th, by Lt. Gen. Barton K. Yount, Commanding General of the AAF Training Command.

The new plan of operation consolidates personnel of individual squadrons and detachments into a single “Base Unit” to conduct administrative, operational and training functions at each station with the Training Command. Miscellaneous organizations formerly required to maintain training station activities will be disbanded and personnel integrated to form the all-inclusive Base Unit, headed by a single commander.

To preserve close supervision of enlisted personnel, authority has been granted for the creation of alphabetically identified “Sections” within each Base Unit. While fewer in number, Sections will correspond to the former squadrons and detachments and will be sufficiently small to assure each enlisted man personal contact with his commanding officer and first sergeant. Although each training station will be assigned a numbered Base Unit, Fields will continue to be referred to by their own distinctive names, officials said.

Under the new system the 54th Army Air Forces Flying Training Detachment at Dorr Field has been designated as the 2149th Army Air Force Base Unit. Tactical units and AAF bands, which operate under established tables of organization, will not be affected by the Base Unit plan.

In a current directive, which also became effective April 30th, the Training Command initiated a four-way grouping of responsibilities at each station. The Commanding Officer will be assisted by “deputy commanders” for administration and services, for training and operations, and for supply and maintenance. The fourth aide to the station commander will be the Air Inspector.

The double-barreled streamlined process is in line with the Training Command’s policy to eliminate administrative complexities and to operate its vital aircrew and groundcrew training program with a minimum of personnel.

Rude Awakening

by A/C R. W. Hank

The moon and stars were bright ... all was quiet at Dorr—except for the soft, shiftless wind—when suddenly a weird, wailing siren sounded, shaking many men from deep slumber. Amid the bells and sirens, voices were yelling a raucous “Get out of bed,” “Hit the deck, Mister,” “Let’s Go.” Gropping men ejecting many adjectives finally fell out to be shocked by the words of “Double time—Harch!” ... all the way out to Hangar No. 1 ... while some men had not yet opened their eyes.

Fifteen minutes later the last adjectives and first snores were heard ... again Dorr was peaceful and quiet. Ah yes! If only it were just a horrible nightmare and not a fire drill.

Loudspeaker System Proves Lung Saver

by A/C G. D. Parlin

A few weeks ago a new Public Address system was inaugurated on the Flight Line—dear old Dorr was still in the “big time.”

This is a great improvement over the old system that called for a strong heart and a stout pair of lungs.

The first few days were rather rough on all concerned. You would have thought the announcer was talking to someone in Sarasota but now all the kinks are ironed out or else the announcer has laryngitis. All the effort it takes now is for the speaker to open his mouth and if he knows how to talk, let loose. He sits in the Control Tower sipping a coke, feet propped at just the right angle for comfort, and talks to anyone on the field. You can easily see that the efficiency has increased a hundred per cent.

“With all good things there must be something bad,” someone said many years ago and it’s certainly true in this case. No more “sacking” under some shady wing because even the birds have been complaining about the lusty shouts from the Control Tower.

With much teeth-gnashing and words that cannot be printed here, the training goes on sans “sack time” but with smooth efficiency, thanks to our new Public Address system.

BARRACKS BLUES

Continued from preceding page

Many squadrons here at Dorr are either plagued or, perhaps, entertained by cold-shower arias and bathroom quartets ... but not many can boast of talent to equal that found in squadron 44-I. The eerie stillness of the indigo Florida night is often shattered by moaning, soul-tearing sounds that to a trained ear might be identified as a clarinet. All this we owe to our own virtuoso, Robert D. Rindsom.

Jimmie and Mrs. Brennan enjoying the week ends in Arcadia ... Phil Diebler and Bill Shaw sipping cokes at the Cabaret Club ... Favorite song “Into the Air, Junior Birdmen” ... Pet gripe: wait until you have to be Room Orderly every other day.

VIRGINIA GILLIAN of Dorr Field has received the posthumous award of the Purple Heart for her husband, a former Dorr employee, who was killed in action in Italy.
CARLSTROM CARROUSEL

by Eva Mae Lee

Commanding Officer

Capt. Clarence W. Porter, new commanding officer at Carlstrom Field, is a native of Denver, Colo., where he attended the Mesa Junior College and the Colorado State College of Education.

He is not unfamiliar with Carlstrom Field, his first tour of duty there having been that of Operations Officer from the latter part of 1942 to the Spring of 1943.

Since his commissioning in the Summer of 1941, Capt. Porter has acquired a varied knowledge of Air Corps training phases through his services at the Primary school in Jackson, Miss., Glider school in Antigo, Wis., Basic school in Greenville, Miss., the Standardization Board at Headquarters, Maxwell Field, Ala., his former duties at Carlstrom Field and, more recently, the Primary school at Lafayette, La. To date, Capt. Porter has logged approximately 1500 hours.

The new C.O. is married to Leona S. Porter, also of Colorado, and has a lovely daughter of three months. The many friends of this charming couple welcome them back and hope their stay will be a happy one.

The Army Side

First of all, we are no longer the 53rd Flying Training Detachment, Army Air Forces Contract Pilot School, Primary. You will refer to us, please, as the 2148th Army Air Forces Base Unit (Contract Pilot School Primary).

New officers on the Field to whom we extend the hand of greeting include Capt. Arnold Q. Edmunson, Adjutant; Lt. Roy Lyon, Assistant Air Corps Supervisor; and 2nd Lt. James J. Naughton, Statistical Officer.

Capt. Edmunson of Somerville, Ala., was graduated in 1932 from Alabama Polytechnic Institute at Auburn, where he received a reserve commission in the field artillery. He was called to active duty in February, 1941, and since has served at Headquarters, Maxwell Field, the Glider school at Antigo, Wis., and the Primary school at Lafayette, La. Prior to active duty, Capt. Edmunson was engaged in farm promotional work as County Agent of Wilcox County, Ala. Mrs. Edmunson accompanied her husband to Arcadia. They have one daughter.

Of The Riddle Family

Lt. Lyon was born in West Virginia but has lived in Warren, Ohio since 1921. He learned to fly in 1929 and operated the Warren Airways Airport from 1936 to 1942 when he entered the training program as a civilian instructor at the Central Institute School then at Maxwell Field. He was commissioned in February of 1943 and assigned to instruction at Randolph and Brooks Fields.

The Lieutenant has been stationed at Embry-Riddle Field in Union City, Tenn. since November, 1943, and was the second last flying officer to leave there when the school was closed last month. We are happy to keep him in the Riddle family, Lt. Lyon is married and has two children. His son is an Aviation Cadet of Class 44-G, now in Basic training at Tuscon.

Commissioned at OCS

Lt. Naughton received his commission in February, 1944, from the Officer Candidate School at Harvard University and since has been stationed at the Air Forces Advanced twin-engine school at Columbus, Miss. Prior to OCS at Harvard and Miami Beach he had about 16 months in the Army at several flying fields. Lt. Naughton is a graduate of Teachers College of Connecticut and did graduate work at New York University before teaching in his home city of New Britain, Conn. Mrs. Naughton is with her husband at the Arcadia House.

Pfc. Bernie Faught of the Personnel department proudly announces the arrival of a baby girl, Janet Joanne, who weighed 6 lbs. 14 1/2 ozs. at birth. Bernie’s very particular to include that last half-ounce. In fact, he’s so delirious that he’s already bragging about her pretty teeth.

Field Sports Review

The theme this week is Athletics. Perhaps the most interesting news to cadets at this time concerns their standing in the Inter-Squadron Competitions. On May 5, with 19 days of 44-I schedule played and 4 days of 44-J schedule played, the standing was as follows:

44-I
Squadron 1 — 215 Points
Squadron 2 — 206 Points
Squadron 3 — 205 Points

44-J
Squadron 1 — 50 Points
Squadron 2 — 30 Points
Squadron 3 — 50 Points
Squadron 4 — 40 Points

At this point, it’s anyone’s game. So heap the coal to ‘er, boys, and let’s show them who’s master.

The final scores in the 44-J track meet show tomorrow to the following: First place, A/C D. R. Gunderson, with 26 points; Second to A/C H. O. Jackson, with 24 points; a tie for Third, A/C J. E. Driscoll, E. B. Friley, and E. C. Crawford, with 21 points.

The high scorers for the individual events were: 100 YARD DASH, First, A/C H. O. Jackson, Time :10.7; and Second, A/C D. R. Gunderson, Time :10.9. BROAD JUMP, First, H. O. Jackson, 18 ft. 2 in.; and Second, a tie between W. L. Campbell and J. E. Driscoll, 18 ft. 1 in. SHOT PUT, First, R. W. Clark, 41 ft. 5 in.; and in Second, A/C D. R. Gunderson, 39 ft. HALF MILE, First, H. O. Jackson, Time 2:14 and in Second, A/C D. R. Gunderson, Time 2:15.

At date of writing, the 44-J tennis semi-finals are fast approaching. A/C W. B. Duke is definitely a semi-finalist. The others will be determined by the winners of the quarter-finals: J. W. Wright vs. L. W. Fontaine, L. J. Rose vs. N. P. Litnicki and J. R. Player vs. E. A. Jones. We’ll be eagerly awaiting the report on the winners.

My thanks go to Lt. Roy Weiner for supplying me with news of the Athletic department.

Open Post

Last week end was the first open post for Class 44-J. The social events included a dance at the Cadet Club in Arcadia with music furnished by the Cadet Orchestra. The four new members are M. N. Casrow, piano; Jack Ryker, drums; D. F. Cooper, guitar; and R. D. Weeks, trombone. For the past couple of weeks this cadet dance band has played at the Pilots’ Club where it made a big hit.

Continued on Page 13
IT'S ALL IN THE DAY'S WORK TO

W.B. DUKE AND H.B. SHOOK OF CLASS 44-I
PICK UP THEIR SOLO SLIPS

DICK SCHIEBERL AND LAWRENCE MILLER OF CLASS 44-I

SGT. HAROLD T. "MICKEY" REIGNS IN CARLSTRO

J.W. FRANK AND C.B. FUNK OF CLASS 44-5
TAKE OUT GROUND LOOP INSURANCE

PRIMARY PAST-DA
CADETS AT CARLSTROM FIELD

MARVIN GOLDFIEN
AND
LELAND PERRIARD
OF CLASS 44-I

AVIATION CADETS OF CLASS 44-J KEEP FIT ON THE BASKETBALL COURT

"KEY" TREADWAY
FROM'S WAR ROOM

A.R. DARNEY AND D.A. RUCCOLO OF CLASS 44-I
PLAY PING PONG AFTER LUNCH

BASIC BOUND
IT'S ALL IN THE DAY'S WORK TO CADETS AT CARLSTROM FIELD

W.D. DUKKE AND H.B. SHOOK OF CLASS 44-I
PICK UP THEIR SOLO SLIDES

DICK SCHIEBER AND LAWRENCE MILLER
OF CLASS 44-I

Sgt. Harold T. "Mickey" Treadway
REIGNS IN CARLSTROM'S WAR ROOM

MARK ORSTIEN
LELAND TERRIARD
OF CLASS 44-I

AVIATION CADETS OF CLASS 44-I KEEP FIT
BY THE BASKETBALL COURT

IN FRANK AND C.B. FUNK OF CLASS 44-3
TONE OUT GROUND LOOP INSURANCE

PRIMARY PAST - BASIC BOUND

A. EDARNEY AND D.A. RUGOLO OF CLASS 44-I
PLAY PING PONG AFTER LUNCH
A number of old friends have been stopping in at the old stamping grounds — Carlstrom Field — on their way from Union City to their new points of interest. "Chic" Clark is now stationed at Dorr; Charlie Sullivan was on his way to Clewiston; "Flywheel" Jones said hello on the run. He's joining the ATC.

We are glad to have former Union City man William B. Dorr and John W. Doane added to our own instructor group.

Kay Bramlitt has left for Miami where she will spend a couple of weeks before reporting for duty in the WAVES. Everyone in the Administration Building waved best wishes as she boarded the inter-Field bus. In fact, a tearful good time was had by all.

Boot Training

WAVE Christine McAnly has been ill and confined to her home, but she's out now, we're glad to report, in plenty of time to board that train for New York and boot training. Good luck, Christine.

Marie Farwell also is leaving us. She has accepted a civil service position in the Parachute department at MacDill Field, Tampa. Marie has been here for 17 months and during that time has packed 1205 chutes. She is CAA certificated as a Parachute Technician but soon will be in line for her Senior Parachute Rigger's license. We all wish her the best of luck in her new job.

Sara Jones and Maurice Gough, switchboard operators, were entertained at dinner last week by Mrs. Dora Hammond, also of the switchboard, in honor of Sara's 21st birthday.

Both Group Commanders, "Cotton" Jones and George Dudley, will celebrate birthdays this week. Did you know that Willie Humphries of Army Supply used to be a "singing telegram" messenger boy? Maybe we can hire him for the occasion.

By the way, Peggy Brown is now operating from the second floor of the Tower (telephone 65 for those interested — and who isn't?) and yours truly is stationed in the Administration Building behind Kay's vacated desk.

Maintenance Notes

New ships have arrived from Fletcher Field — Pasco Mansfield says the "NIS" card (Not in stock) is a grand time saver — "Moon" Carleton makes a good ferry pilot (carrying wings from Army Supply in Hangar No. 5 to Maintenance Hangar No. 1) — Coker and Beasley don't exactly have a headache of a job but declare that they are getting as many wrinkles in their foreheads as in the decals they put on the ships. Conrad Harrison of the Throttle and Carburetor Adjustment department has the nickname of "Cutworm."

Lucille Bryan has deserted the Status Room for a position with the State Road Department — the Maintenance men are commended on the work done in the new offices of Army Engineering and Operations — mention must be made of the fine job Mosely Lyman, Maintenance errand boy, is doing — Those fire-plies in the Status Room are only Virginia Blackman, Lucille Lowe, Betty Mickler and Louise Bryan who broiled a little too long in the sun by the city swimming pool.

'ROUND THE FIELD

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TECH TALK

by Lil Clayton

Well, I swan! This was to be my Swan Song, but at present writing, my desire to leave the sunny South at this time has vanished. "Boss" Turner says he will put up with me until I make up my mind—or is it my heart that needs settling? Guess 'ts.

Speaking of hearts, Cupid has been running rampant through Tech and has managed to pierce the hearts of Jean White and Patricia Harnd. Jean, formerly Charlie Ebbets' secretary, married Lt. Jim Hickey, ATC, and has left to be with him at his new post in San Antonio, Texas. Patricia, of the Payroll department, is lying herself thiser to marry Henry Mack of Rochester, N. Y. The best of luck to you gals and our congrats to the lucky men.

Frances Weist Fredericks of Personnel ain't talkin', but whether or not Cupid has done a thorough job, the love-bug has got in a terrific bite. We have a few more starry-eyed gals around who won't talk either. But we'll get 'em next time. Emily Coblou was the recipient of a huge box of flowers from her fiancée in San Francisco. This really is a wonderful moment to burst into the second chorus of "In the Spring a Young Man's Fancy" etc.

After Spring comes Summer and Summer brings tho'ts of the beach. We want to remind or advise the newcomers of Embry-Riddle bathing facilities at the Mac-fadden-Deauville at Miami Beach. It is necessary to make reservations.

Orchids to our night PBX operator, Kitty Schwartz, for her speedy action in getting hospital attention for one of our students who was suddenly taken ill. Kitty had to put her emergency call through in the darkness during a recent heavy storm which played havoc with our electrical system.

We are proud of our gals Helene Hirsch of Mr. Ireland's office, and Estelle Woodward, formerly of "Grampa" Carpenter's office. Helene, Apprentice Seaman to you, is in the WAVES and will depart the Miami office on the 27th for New York's Hunter College. Estelle starts her training in the Nurses' Cadet Corps on June 14th at Jackson Memorial Hospital. We sho' will miss you old-timers!

The happy look in the Accounting department is due to Mary Frances Quinn's anticipation of the return of Seaman Cadet Blaine Pruitt from a year's service in the South Pacific and Betty Hadley's Lt. Gordon Kerr, ATC, returning from such far away places as Arabia, India and China. Happy reunions!

Florrie Gilmore reports new messengers, Anne Kopiel and Louise Dick, Louise, who was former Medical Technician at Fort McPherson, Atlanta, is assisting us for a month after which she will resume her medical duties here in Miami.

The Fly Paper office was the scene of Happy Birthday wishes to both Wain Fletcher and Vadah Walker. Journalistic duties prevented the two birthday gals from receiving their many happy returns on the proper days, but the wishes were nonetheless hearty and sincere to two of the best gals ever. (Editors' Note: Whoops! Orchids to us!)

We say farewell to Margaret Campbell of the Accounting Offices who expects to take off for Frankfort, Mich., June 1st, and hello to Mildred Day, that good-looking auburn in Payroll.

FIELD SPORTS

Continued from Page 9

44-J boasts a pair of twins—Dwaine and Eugene Amstutz of Pandora, Ohio. It further boasts a student officer, 2nd Lt. Robert Taylor of Ivor, Va. What's in a name? Plenty, when it is Carl Dunn. We here at Carlstrom only hope that A/C Carl Dunn proves to be of the same stuff as our own Carl Dunn, now Director of Flying at Dorr Field. Confusing, isn't it?

The New York City area contributed 10 cadets to 44-J at Carlstrom. A poll of home towns shows Pittsburgh and Detroit next in the lead with 6 cadets apiece. How'sabout an old-home-town week?

I'm hoping that before time for the next issue I'll have persuaded Cadets W. F. Coffman and R. D. Cross to "lobby for their hobby" of commercial art and Cadets T. L. Cochran and W. G. Cox to put their hobbies to work in the field of journalism. I might add that I'll be most happy to accept a contribution for these pages from any of the cadets. How about it? Any takers?

SAFETY WEEK

Continued from Page 5

RIDDLE ROUND-UP

OUTSTANDING SERVICE

Wing Commander C. W. Lindsay, AFC, new commanding officer at No. 5 British Flying Training School at Riddle Field, was awarded the Air Force Cross in October, 1942, for outstanding service.

WING COMMANDER C. W. LINDSAY, A.F.C.

W/C Lindsay came directly from England, stopping off briefly at the Royal Air Force Delegation in Washington before assuming his new command.

He has been with the Royal Air Force since 1929 and was in the Air Force Officers Reserve from 1935 to 1939. While on reserve status, he served as a flying instructor with Short Brothers, flying boat builders.

He was called to active service as a flight lieutenant in 1939 and continued to act as a flying instructor in England until his transfer to the United States. Chief instructor at a Pilot's Advance Flying unit, the type of school to which RAF cadets trained at Clewiston are sent upon their graduation, was the last position to which he was appointed.

Commander Lindsay is married and has two small daughters, now in Belfast, Northern Ireland, with his wife.

Course 20

Knocking out an account of the activities of Course 20 is worse than describing a nine-story building fire when you're right in the middle of it—there's more to write about, it's hot, and there's no time at all. Last time this correspondent was near a typewriter he'd just come out of the hospital; this time he's worse—he's up to the neck in Primary (ground school and something they call flying).

But the lady who arranges for all cadets to be on Link when they ought to be flying is very helpful; she gives us the use of the typewriter. There's no Form I to fill in, and she says "Take it off yourself — and not too much throttle." And the last remark is important, for this correspondent has been using lots of throttle to his previous scribblings in the RAF and has achieved much . . . or . . . notoriety thereby.

Course 19

During the forthcoming weeks we hope to hold a series of tournaments, the first of which will be a tennis match against Course 20. This match will be followed by water polo against our athletical genius, Course 18, providing night flying has not overtaxed their energy unduly.

While in Palm Beach this week end, four members of our course hope to enjoy a day's deep-sea fishing, weather permitting. We sincerely hope that this will not be a repetition of the "upsetting" we all received during our ocean crossing.

Course Gen

CASUALTY: Best wishes to "Taffy" Lavers, "C" Flight, who was on pass last week end prior to undergoing operation for tonsils. Believed Welsh, "Taffy" gave a pretty boxing exhibition at Toronto; has seen service in Iceland.

EXCEPTION: 14 days leave to play with is the exclusive property of Cadet (Cpl.) Alexander, North Africa Star, "A" Flight.

Feet On the Ground

Course 20 already has found its feet, though according to some in Course 19, we understand, it has yet to learn how to use them. No one else may be interested in the fact that most cadets of Course 20, and especially those from "C" and "D" Flights, temporarily have been airborne alone, but to Course 20 it's of paramount importance, so at least we'll mention it.

It's just possible the momentous news may be transmitted individually (by the rapid local air mail service) to distant relatives, and we believe this shattering information also may be casually but purposefully directed at various ladies in the vicinity of Palm Beach, and possibly in the industrial centre of Clewiston. The aforesaid ladies may hurl these line-shooting remarks back into the teeth of the utterers, and that wouldn't be a bad thing anyway.

Course 20 is especially grateful to the Station M.O. for taking off the ban so that we now may cavort in the bathing pool, and take advantage of the Canteen and the excellent facilities it offers. Thanks are also due to Cadets Rudd and Chappell for their especially helpful, indirect influence.

Observer cadets have noticed with increasing horror the obvious wear and tear of Course 18 "old sweats" and, comparing it with their present fatigue, their hearts have sunk into their darken brown shoes. Course 20, even at this stage, is beginning to realize that there are more pitfalls and hard work—not to mention flying—in the course ahead than even the bravest ex-police latin dares contemplate. Nevertheless, Course 20 will work out well; time will tell.

Course 20 is ambitious, hopes one day to hit the same standards as Course 19, but serving airmen, weary from battle service, are heavy handicap. Sport is another question altogether; Course 20, modest, shy, and retiring, looks forward with keen interest and anticipation to sporting events (all branches) against Course 19 especially.

CONCLUDED ON NEXT PAGE

A/C KEN BESZANT OF BRISTOL, ENGLAND, is on his way to wings in Course 19 at Riddle Field.
Riddle Getabouts

F/O Price, who was graduated with Course 10 and returned to Chester, England, where he was made a Flying Instructor on “Master Aircraft” at an Advanced Flying unit, has been reassigned to the RAF Instructing Staff at No. 5 BFTS. F/O Price has the following to say about the Fly Paper:

“The Fly Paper turned up regularly each week and made me realize how much I would like to get back to Riddle Field as a Flying Instructor. It certainly took a long time, but I finally made it in company with F/O Stephens, who also was an Instructor at the same base. Being able to meet my old friends in Florida is the biggest thrill in my lifetime!”

We here at Riddle Field are happy to have F/O Price back with us and hope his stay here will be a long and happy one.

Capt. and Mrs. Dobbin returned on Monday after spending a leave in St. Petersburg, Fla.

“Mimi” Adkins returned to Army Supply on Monday after a week’s leave due to the death of her brother-in-law, Capt. Lawrence Hardy.

“Lee” Long, also of Army Supply, is back after a leave spent at his home in Harrisburg, Pa.

Stella Laird and Miriam Sweeney have sufficiently recuperated after a hilarious week end in Miami and West Palm Beach to resume their station in Army Supply.

Could it be that Ruth Ratley’s usual sunny disposition has been clouded by the departure of one Lt. Porkert?

As far as Ruth Greno is concerned, they can change that song to “She Wears a Pair of Silver Wings.”

Wonder how Annette Maples of Operations is taking the departure of her many “favorites?”

Wonder what the attraction is for a certain Hanger Chief over in the Army Supply?

Sgt. and Mrs. LaFlower expect 1st Lt. Mardenis Fahl as a weekend visitor. Lt. Fahl just returned from Burma, where he has completed over 50 missions as pilot of a medium bomber.

Sgt. Sicignano will return from a furlough spent in New York, where he was married to the former Anne Mascara. Welcome back, Sgt. and Mrs. Sicignano, and may we offer you both our congratulations.

Lily Montgomery has concluded her duties in the Timekeeping department and will return to her home in Arcadia.

Lola Asbell is enjoying a two weeks’ vacation visiting Mr. and Mrs. E. V. Asbell at Jeffersonville, Ga.

**Course 18**

Despite smoky conditions (no, not due to Harper’s pipe as suggested by “Pappy” Cushman) and the operations carried out by gremlins, A and B Flights have finished their night flying.

One cadet has been so keen on night flying that it did not cease on leaving the flight line; he dreamed about it on numerous occasions. During one nightmare “Queenie” made her appearance in the back seat and, from all accounts, she bound him rigid on his circuit procedure. No names are mentioned, but the person in question is showered with insults concerning his hair, or rather the lack of it.

At this juncture, we would like the night staff at the Canteen to know that we sincerely appreciate the cheery and prompt service given us during night flying.

By the time this is in print, C and D Flights probably will have completed the week end cross country—all 2,000 miles of it. Barracks rooms literally have been papered with maps of every hue and shape. Days before the great event was due to take place, to open a billet door hurriedly was to crush half a dozen hands of sundry prancing cadets, armed with straight edges and compasses, whilst “grinding and gnashing” their teeth.

Our mutual friend, Frank Lewis, was the only one remaining unperturbed, apparently relying on his well-worn feather to get him there.

From now on, the midnight oil will be burned at both ends—or are we mixing our metaphors—and maybe some of us will get to see the inside of the Intelligence Room for the first time. Time alone will settle that breath-catching question?

**New Officer At Riddle**

F/Lt. W. J. Lingard of Chapel on le Frith, Derbyshire, England, was a director of a cotton weaving manufacturing company before joining the RAF in 1940. Since then he has been “hunting subs in Sunderland flying boats while assigned to the Coastal Command,” he says. He has spent some time as officer in charge of navigation at Grosse Ile, Mich.

**Course 20**

Continued from preceding page

who has been suffering from acute ear trouble. Quarantined throughout his stay at Toronto, Alex might revisit that fair Canadian city; reports from contemporary cadets were very good.

**BUGS:** Doubtful mascot possession of Course 20 is Q. Queenie, crazy hound, portable flea pit. “C” and “D” domestic pet is Eustace, overgrown, black, crawling, tripping, hopping, flying thing. Eustace is showered daily but reappears with shaking regularity. Eustace wants to be friends; so do 50,000,000 invisible mosquitoes.

**AIRMAN:** Riding a P.T. round local skies with some confidence and no delusions is Cadet W/O) Cook, grey-haired veteran, remembers Mafeking. Has tried his hand at all aerobatics, also the ground loop.

**WAR HORSE:** Scalping Course 20 to monastery standards was “Chief” (Black Eagle) Keeth, war-dancing barber, tonsure expert, personality. But tomahawk used to good effect, doubly good impression made. Said to emit war-cry Mondays and Fridays at 10c a time, proceeds to fund for multi-purpose young redskins or something.

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A/C J. M. Allen of Course 19 is known to his fellow cadets as “Paddy,” perhaps because he comes from the north of Ireland, Lorne to be exact.
CHAPMAN CHATTER

by Cami Lee DaBoll

It would seem that a two week lapse of time since last news coverage would leave me with an endless list of chatter to interest those that seek out our humble column. But alas and alack, all news, whether good, bad or indifferent, has withered away into oblivion, leaving nothing but the painful thought that the S.S. Chapman sails at dawn. We’ll see you Naval Reservists off at the dock, complete with toothbrush and waterings. May I quote The Great Wilbur Sheffield in repeating, “Don’t think it ain’t been fun.”

To ring out the bells for the lighter things of the day, may we congratulate and wish all the happiness in the world to newlyweds Marjorie Young and Gilbert P. Scott, USN, as well as Bridget Kulczycki and Arland T. Annesley, also with the Navy. Cupid and the Navy are doing pretty well in these parts, don’tcha think?

Service Ribbons

We had quite an interesting talk with former C.P.T. Student Cadet G. A. Litchfield the other day in regard to the service ribbons he received in various battle areas. He was at that time in the Communications Division and held the commission of a Lieutenant, serving 23 months before deciding to transfer to aviation cadet training. He’s remembered by a few of the older employees as a secondary flight student back in 1940 when W.T.S. was C.P.T. In pursuance of his foremost desire, he’s back again as a Naval Cadet in Elementary Session 44-K.

I contacted a few of our migrating Aircraft and Engine Overhaul boys for a few brief words for the press and they gladly accommodated by offering publicly a commendation of the good food and the cooperative working spirit of their associates. They also tell me that Mechanic William Twitchell has been christened the “Bird Boy” due to the fact that he has been sprouting feathers on his legs. This official title also will allow him to continue his “Hangar Flying” without reservation.

Of the Coast Guard

The man in the shiny new uniform and beaming smile at the gate is Guard Frank P. Staton, now an official member of the U. S. Coast Guard. Three cheers.

Bob Lape dropped in covered with that personality smile and new courage to say that he’d been told by recognized and honest citizens that he is getting better looking every day, and where there’s life there’s hope. Instructor Lape also said that a well-known foundation and make up cream concern has offered him a nice little sum to pose as the “Before” in their 10-day miracle method of beautifying one’s countenance.

I would like to recommend personally as an evening’s entertainment a visit with Harry Benton, night Guard at the Seaplane Base who may be found “on duty” between the hours of 7 p.m. and 7 a.m. They have all the comforts of home down there including “cokes,” and all popular radio programs. The cool, calm quiet is a welcome change after the usual rush of every day business.

Chapman Trained
Helen D. Allen
Now Instructor

Ambition to fly with the RAF brought Helen D. Allen of Marion, Mass., to Miami to attend Embry-Riddle, and she has been at Chapman Field since as a flight instructor.

She formerly instructed Navy cadets studying at Chapman, and is now teaching prospective WASPs there.

Helen has been flying since she was 16 years old. Her parents, Mr. and Mrs. Clark B. Allen, were eager for her to follow her interest in aviation and encouraged her to begin studying at an age when most girls are driving their first automobile. They thought aviation a good field for her to enter as a career and gave her lessons at the Staten Island airport.

She was born in Staten Island and lived there until coming to Miami in the Spring of 1943. That same year her family moved to their present home in Marion, Mass.

Private Pilot at 16
Helen received her private pilot’s license as soon as she reached the required age of 16, and at 19 had her parents’ permission to go to England and fly with the RAF.

She was under age, but the British gave her a waiver, suggesting that she should have more than the minimum of flying time required to balance the fact that she lacked the required number of years in age.

She knew of Embry-Riddle and realized that the good flying weather in Miami would make it possible for her to record in her log book the extra flying hours in a short time, so began studying at Chapman Field. She felt that the RAF needed girls badly and that not many parents would give their consent for their daughters to go to England, so felt she was working toward a worthwhile aim.

Soon after she began her extra flying time, England entered an agreement with the United States not to accept any more American girls because of the organization of the WAFS. Helen could not join the British, and could not secure from the WAFS a waiver on the age limit, which was 21 at that time but has since been lowered to 19.

Teachers were badly needed everywhere, and Helen decided the best place she could do her part in the War effort was to remain at Chapman Field as an instructor.

Now at 20 years old, she has soloed 23 Navy cadets and is hard at work training girls to take their part in the War effort.

Biggest Thrill

“The biggest thrill you ever get in teaching is when you solo a student,” she says. “You learn a lot about how to handle people in instructing. You have to find out what each person is like. Each one flies differently and must be taught differently. It is most interesting work.”

Helen attended Radcliffe College, Cambridge, Mass., for a year, leaving school with an eye to joining the RAF. She was graduated from Port Richmond high school, Staten Island, in January, 1942, could not enter college until that fall, so spent the ensuing time perfecting her flying.

For practical experience she went to Lockhaven, Penn., to work for the Piper Aircraft Corp., as an instructor. Part of her

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Overhaul Division

Plans for Peace

To serve post war aviation needs, facilities of the Engine Overhaul department are being expanded to include all types of internal combustion engines, Joseph R. Horton, vice-president in charge of the Aircraft and Engine Division, said last week in announcing that the Division, which has been devoted exclusively to military operations, has been opened for the first time to aviation at large.

"It is the intention of Embry-Riddle, after victory, to continue operation of the Aircraft and Engine Division in its entirety, as the largest and most completely equipped service of its kind in the Southeast," he said. "It will supply a much-needed service to our Central and South America neighbors as well as to our own country."

Post War Projects

Facilities for major overhaul of engines, aircraft, propellers, instruments, radio and parachutes are provided by various departments, including a special projects section which was created to manufacture special tools, fixtures, etc., and conduct research work.

All divisions will continue to service the military, Horton said, but it is now possible for the Division to accommodate a certain amount of outside work. The Division has been servicing the Army and Navy, and its facilities also have been available to the War Training Service and Civil Air Patrol.

A. D. D.'s

by Mary Frances Ferner

Hello everybody! Your writer missed the deadline last issue but I hope that won't be held against me.

The Command Inspection for the month of May was made last week by Col. Victor H. King and Chief W/O Raymond J. Williams of Warner Robins Air Service Command.

Cornelia van Nus surprised us all the other week end by becoming Mrs. Orin Diehl. Best wishes and good luck, Connie and Bill, from the entire Detachment.

A delightful luncheon in the Tech School cafeteria was given by the Detachment girls as a farewell to Mildred Brooks.

After the exicement of Pat MacNamara's engagement, we have settled down to our old routine, broken only every now and then by visits from officers of Warner Robins Air Service Command.

Arcadia Overhaul

by Bleeka Kistler

While on my rounds this morning, trying to collect bits here and there, I found Marian Stephens instructing Ola Duncan in the art of assembling the emplionage. Ola apparently is a very apt pupil. From there I wandered over to Masking and Stenciling where I found Cassie Mae Walker beating out those stencils as fast as all get out, and Charlie McRae talking about his anticipated vacation next week.

Over in Sheet Metal I found Ken Anderson instructing new workers Margaret Lively, Rose Bryant, Ruth Skates and Jenny Taylor. The girls all seemed interested in the work and are showing fine progress.

Nosing Around

From there, I nosed into Johnny Sullivan's Spray and Sanding department and found Johnny in a very jubilant mood—the reason seemed very obvious, in the form of Seth Howard, who returned to his old job of spraying. Going on into the Dope room I found that we have Tommielea Thomas with us again, and the girls are very happy over her return. I found in my wandering that Haynes Brantley has been transferred into Final Assembly, Charlie Lindsay has been transferred to the Engine department and Bob Billings is off on his vacation.

In the Fabric department, which I am very proud to claim, all are working and getting those wings and component parts out on record time. Missing today are Pearl Mercer and Mary Self who have mastered the art of brush doping and taping along with their own work in Fabric. They have proven to be of great help to Lee Hill in time of need. All are wishing for Annie Mae Parish a quick recovery.

Up To His Neck

In the Tool Room I found Lillie Hollingsworth capable and pinch-hitting for Harold Garrett, who is off on his vacation. In the offices, Jan Klint is up to his neck in work, and Jeanne Mack with her efficient staff in Timekeeping is busy preparing the payroll. Dave Pearce took time out to tell me about his freak calf that was born with two perfect heads and five legs. However, the calf only lived about 24 hours. In the Inspection department I see that Wilma Holloway is back on the job, and Lulu is holding her own without the aid of her assistant, Joyce Moore.

Did you hear about the moron who was in the army seven months and still thought Count Cadence was an Italian General?

—Air Currents—Coffeville, Kan.
Wing Flutter
by Gordon J. Dickens

Samuel C. Ebbets, in charge of Aircraft Overhaul Maintenance, began service with Embry-Riddle May 1, 1942, and so is entitled to wear the two-year service pin.

Born on Long Island, New York, Ebbets has lived in Miami since 1925 and followed newspaper circulation work for many years.

He was among the first to go on the Aircraft Overhaul payroll and has built a reputation for seeing that his men are on the job and for maintaining an exceptionally clean plant.

Speaking of service pins, Charles C. Ebbets, Chief of the Photographic Division and for four years an Embry-Riddle employee, is the son of "S.C."

Tree Snails
It was through Charlie that we learned of S.C.'s fascinating hobby. He collects Liguus, Florida tree snails to you. In the past few years he has collected over 100 different species, conducting most of his research in the Florida Everglades.

"Liguus make an interesting study," Mr. Ebbets said. "In my collection of several thousand shells, I have discovered at least one hundred different color combinations."

On April 15th Jackie Grose became the bride of Ensign Frank Fitzsimmons who has been stationed at Hollywood Beach, Fla.

Jackie was given in marriage by W. L. DeShazo, Superintendent of Aircraft Overhaul. Mrs. Faris Aston was maid of honor and Lt. (j.g.) John Fitzsimmons was best man. They will reside at Ft. Pierce, Fla., and the best wishes of all of us go with them.

We extend a hearty welcome to Minnie Norelius of the Aircraft Sewing department who donned her blue slacks to work in the Sheet Metal department, and from what we hear she is "learning fast."

Newcomers
We are pleased to publish the names of the following employees in Sheet Metal, who are new to us and the Company, and we hope they will be happy in their work:

John McCammon from Philadelphia, Pa.—Formerly employed by the Reading Railroad Co., in the Auditor of Disbursements Office, Philadelphia, has not worked on sheet metal for 30 years but has taken it up again here for the duration.

Mabel Pike from Miami—Worked at Consolidated Vultee for one and a half years before she came here with us.

Peggy Hall from Aviston, Ill.—Worked on Sheet Metal with Curtis Wright, St. Louis, Mo. Her husband is in the Army Air Force at Boca Raton, Fla.

Olean Finke from Jacksonville, Fla.—Attended Anderson Airplane School, Nashville, Tenn., and worked at Brookley Field, Mobile, Ala., for two months.

SNAIL CHASER SAMUEL C. EBBETS

George Meiron of Miami—Ran a newspaper in Riverton, Ill., prior to 1940. Received sheet metal experience at Consolidated Vultee.

David Davies—Formerly with Consolidated Vultee; seems to be very enthusiastic and doing a good job.

G. M. Wagner of Miami — Formerly worked for Pan American and Consolidated Vultee.

I suggest that all our newcomers pay a visit to Miss Stinson in the main office. She's the gal who makes out your war bond allotments... and you won't want to miss the wonderful chance of "Victory Plus 10%!" on your savings.

Engine Noises
by Patricia Drew

Helen Steffani and Sgt. Joe Worley were married Friday, May 5, at 7:30 p.m. at White Temple Methodist Church. Congratulations to you both, Helen! Dick Hourihan still wants to know where his prize is!

All of us were sorry to hear that Ed Youmans' daughter was injured in the Nikko Boat fire. We hope she is much better now.

Several new faces have appeared recently. Among them are Jo Trout, Inez Fegan, Dot Landen and Mary Jane Busbard.

O. T. Austin, after a slight sojourn at Chapman Field, moved out to Hangar No. 5 where he is getting a Central Warehouse in shape. After two years of the noise, smells and excitement of Engine Overhaul, Hangar No. 5 seems like a morgue! I feel slightly like an orphan but O. T. likes it fine as he can dash around without bumping into people and engines. Come over and see us sometime!

Charlie Mack and Lester Dunn each had a birthday Saturday, May 6th, and were presented with a "mahogany" cake with candles and everything, after which a real cake, brought by Ruth Behse, was cut and eaten.

Our "kitten family" was getting along so well until Continental, the black one, died on Saturday. We now have Lycoming, Ranger and Jacob up for adoption. Any bidders?

Joe Henry, "Corn Willie" Ostrander, Bill Twitchell and Marvin Hood are doing a great job at Chapman Field but we miss them around here and will be glad when they return.

We also have another birthday coming up today. Congratulations, Rose!

GYRO NOTES
by Walter Dick

Here we go with the first issue of the bi-monthly Fly Paper and we are glad that we are in time as we missed the last issue due to circumstances beyond our control.

Several changes have taken place here at the Colonnade, the most recent of which is the moving of the Army Stockroom. This has given our own Stockroom girl, Marguerite, a chance to prove what a good trooper she is—the show has gone on despite the change. Gus, our Tachometer genius, is back at his bench again after a week's vacation. Hugh Skinner is on a short leave of absence. Marge Rosebush is happier than usual—could it be the purr from the Gyros?

Summer must not be far away because Snyder, our watch specialist, has been seen looking at fishing equipment and has been inquiring about fishing camps. It's a sure sign.

Jane Skinner and Leslie Moore have been doing double duty on Engine Gauge units the past week. It literally "snowed" Engine Changes a couple times, and they both are good on them. Leslie also seems to know the right answers on other things. She just received notice that she passed her written exam; now comes the physical. Looks as though we might lose a girl to the WASPs.

Speaking of exams, Mr. Heid is absent today and, it being Monday, that can mean but one thing—another C.A.A. exam. What a guy!

Max Lubin, our genial Civilian Inspector, has been having a busy week, but he likes it that way. This must mean that the rest of us have been busy turning out the instruments.

The day of European invasion cannot be too far distant; possibly by the time you read this it may have started. Don't ease up on the home front. Keep the supplies rolling; do your job better. Back the boys at the front with the purchase of more War Bonds. These Bonds supply the ships-tanks-guns-ammunition-food.

GET THAT INVASION BOND TODAY . . . NOW!
gado Filho and supported by General Arnold is one of the greatest.

“Our very young Air Force, born in 1912 at the beginning of the War, was very few pilots and little material, but the United States was quick in its decision to help us and provide us with modern planes for our tactical and training requirements in Brasil.

“Our training program was further supplemented by arrangements for the enrollment of Brazilian flying cadets and key technical officers in Army Air Forces schools in the United States. Assistance was given by the United States to back up these aircraft, and eager young pilots, with material, shops and assembly plants in Brasil to keep the planes in the air; but one of the biggest problems still had to be solved—that is, the question of mechanics.”

The problem of teaching the science of modern aviation technical methods to Brazilian boys has been a sizable one, according to Colonel Secco, since Brazilian boys do not grow up with mechanical toys, or tinker with automobiles, as do boys in the United States.

“Brasil, although rich in manpower, and with a high level of culture, is still very young industrially,” he continued, “and with the decision to expand our plans for an expeditious force utilizing airpower, there was a sudden urgent need for thousands of sheet-metal workers, welders, hydraulic specialists, radio mechanics, maintenance and repair men—in short, all-around airplane and engine mechanics for multiple types of airplanes.”

This was the problem presented to the United States for assistance. Mr. Salgado Filho, accepting General Arnold’s invitation to visit the United States early in 1943, suggested the solution. Upon his arrival in Miami, when he had inspected the Embry-Riddle School of Aviation, which since 1941 has been training pilots and mechanics for the U. S. Army Air Forces, the Air Minister exclaimed: “This is the kind of school we must have in Brasil.”

A quick meeting followed with Mr. Riddle, head of the Embry-Riddle School, and after consultation with General Arnold, Mr. Salgado Filho invited Mr. Riddle to go to Brasil with a view to organizing a South American counterpart.

Within a few weeks a staff of Portuguese-speaking instructors were flown down to São Paulo, where they immediately went to work. Tons of material from United States warehouses, made available under Lend-Lease, have been since flown to Brasil, and the school itself is now swamped with applications. The courses vary from 22 to 36 weeks, the infection of the speed of our own air training program spreading to Brazilian soil.

The school is to be immediately built up to 500 students, and will be expanded later. These students are being carefully selected and trained under methods which already have delivered almost 7,000 skilled technicians to the United States Air Forces in less than two years. It now occupies several city blocks in the former immigration quarters in São Paulo, but will soon be moved to its permanent location at the new air base at Cumbica.

“To us the establishment of this school means technicians for our patrol and anti-submarine operations along the coast, and the defense of vital bases,” according to Colonel Secco. “It means technicians for an expeditious Air Force now being trained. This means for Brasil thousands of men trained as specialized technicians, which we have never had. It means for your country technicians in Brasil trained in American methods by American instructors with American equipment. That is why I say this project is one of the greatest things the United States is doing for Brasil. It could only have been accomplished through the combined vision of President Getulio Vargas, Dr. Salgado Filho, and with the technical understanding and enthusiasm of your H. H. Arnold, Commanding General, U. S. Army Air Forces.”

Ever since the expansion of the U. S. Army Air Forces, the Air Forces Flying Training Command has welcomed students from South America as a part of its aviation cadet program. Many Brazilian students, trained in American pilot and mechanical techniques, returned home to become instructors and other key personnel in the new Brazilian Air Force.

At the outbreak of the War Brasil set up a training program of its own, obtaining several hundred planes and starting aero clubs. Today, as in the United States, there is both a civilian air transportation service and a military Air Force. The FAB, the designation given the Brazilian Air Force, has proved itself as a vital medium of defense against Axis subs and for patrol duty along the “great bulge” of Brasil, so important to the safety of the Western hemisphere.

Mr. Riddle, who was selected to organize, supervise and administer the Brazilian Air Ministry’s new aviation school, has had a long and significant career, being one of the pioneers in aviation. He became interested in aviation mechanics in 1920 when, finding no vacancies for pilots in the Army Air Corps, he entered a mechanics’ school, one of the first flyers to specialize in this branch of aeronautics. Later he became an air cadet at Carlstrom Field, Fla., and afterward, himself becoming interested in training pilots, started the Embry-Riddle School of Aviation in Cincinnati.

Today the school has five fields in the United States—in addition to the São Paulo establishment. There are four in Florida and one in Tennessee. (Many Brasi lians, incidentally, have been students at the Embry-Riddle fields in the U. S.) Some years ago Mr. Riddle also developed one of the early airlines, which later was incorporated into American Airlines. In 1940 the Embry-Riddle organization contracted with the Army Air Forces for the training of pilots and later technicians.

After Pearl Harbor, Mr. Riddle set a new goal for his school: “Training will be speeded up to anticipate the plans of the American and British Governments, and our planes will remain in the air as long as there is air to fly.” This determination, backed by effective action, now takes on new meaning with the establishment by the Brazilian Air Ministry of the Technical School of Aviation.

**ALLEN**

Continued from Page 16

work was ferrying planes from the factory to Army fields and airports.

“The army required stops every two hours, so they would know where we were, and the cross-country flights were a world of fun. We would go to the airports and talk with the people there and stay overnight in different cities and meet people interested in aviation. We learned a great deal about flying under various weather conditions, but the main thing I got from it was assurance and self-confidence in flying,” she said.
DORMITORY LIFE

by Al Wittenberg

Woe is me! The task of writing Dorm Life has fallen upon me again. Oh, what cruel fate has placed this upon my already sweating brow? Alas, is there no rest for my weary bones?

Do you wonder why I am tired? Well, I'll tell you, my dear public. Sis Gibbs, with about 15 suitcases full of clothing, moved into my room (crowded as it was) and, while trying to sort out the clothing, into her old homestead came two new radio students, Em Em Freeman, an Indiana girl, and Helen Grantham of Tampa. They added to the congestion the conclusion—Grand Central Station.

But Menores wasn't the only one to have added attractions. Sarah Chandler, instrument student of Ohio, was met joyfully at the doors of Majorca.

Coming and Going

The two weeks that the Fly Paper has not shone its face have passed by simply and quietly; the gates of our haven have opened and closed on many a beloved friend; Sue Philips left us and we miss her terribly. Betaye Cull hurt our feelings by taking an apartment a few blocks away. Guess she couldn't stand our company any longer. What do you have to say, Bettes? Hey! Martha Howard, who was that adorable Ensign you had in tow at Chapman? Where do you get them? Let us not forget to mention little Jean Sessions' Cadet date! My, what popular women!

If you would like to know where you can get lobsters, or at least see them walk around and talk to one another, come to our Dorm! We have changed the name to Lobster Kingdom because almost every girl in the Dorm has a sunburn and I'm not kidding.

"Yellow Cloud" Fite

I believe only two out of the 15 who reside at the Dorm are white, the rest just as red as Indians. Instead of the lobster kingdom, let's call it Indian Reservation. Peppy will be our fond Princess and the one who gets the darkest first shall be elected Chief Mud In Your Eye.

Nancy Jessup, a new flight student formerly of Wilmington, Del., has chosen her home at our Dorm. The poor kid, it seems that she has gotten into the swing of things with Skip and Peggy, not to forget all the rest that creep out doors at the break of day to hit the line on time. Noislessly they sneak down the steps; only a few shoes fall at a time. The rest either have forgotten to put them on or they're just left behind in the mad scramble to get to the bus on time. We must say though that when the door closes it sounds as if the whole Dorm were falling in, and from then on in the Tech School students take full charge. The few remaining souls either stick their heads under the pillows or just turn over and die peacefully.

Enough is said for this two weeks. Here is hoping that the new reporter next time will not bore you to death as I have just done. No fate could be worse for anyone even for our city morgue, alias Lobster Kingdom alias Indian Reservation. Patrons, Amen!

Timing is Important!

The time to get the training you need for a successful career in Aviation, is NOW. Make no mistake about it, Aviation is destined for amazing growth and expansion in the peacetime years ahead. Choose the branch in which you're most interested and take your training NOW. Be ready for the opportunities which lie ahead. Write for complete information about our wide range of flight and technical courses.