Ye Editor's weekly trip around the Embry-Riddle Bases is not so much "work" as it is "pleasure,"--there is so much activity going on, and everyone is so darned pleasant, friendly and interesting, how could we help but enjoy these contacts? RAY FARRINGER put it rather neatly last week when he said, "You know, I've worked for plenty of outfits, big and small, all over the country, and Embry-Riddle is absolutely the finest company I've ever hit! All the gang are honest, friendly and cooperative, ideal conditions for doing fine work!"

About this time JACK HUNT came into the conversation and we all figured out the reason for the "esprit de corps" in the School, 1. Aviation is a young game, there's plenty of room for advancement for those interested; 2. All the employees are young, young in years or young in heart, you have to be to keep up with the aviation game; 3. We are all working towards a common goal, success of the School and Defense Preparedness for Our Country; 4. Beauty of surroundings and excellence of equipment act as a dual incentive to do good work. But this was not intended to be an editorial, it's a progress report on our new fields.

(Continued on Page 3)

FOR CARLSTROM FIELD NEWS SEE PAGE 20.
money necessary to make it a good publication, extra money for colored covers, extra money for picture supplements, and extra money to mail the paper free of charge to anyone interested, anywhere in the world!

It's a purely personal idea with the Editor, and we hope you agree with us, isn't it about time we made some gesture to show our appreciation? And so, on our own initiative, we're enclosing with each copy of the Fly Paper this week a business reply card outlining the various courses offered by the Embry-Riddle School, with the request here that you pass these cards on to any of your friends who might be interested in taking technical or flight training with our School.

'Tain't much to ask, kids, so let's make sure that these cards get good distribution among prospective students! If we get back a couple hundred of these cards, it'll make Ye Editor happy, it'll make Boss Riddle happy, in fact, it'll make everyone happy! So let's go to town!
At RIDDLE FIELD, Clewiston, for instance, we got there just in time to see C. W. McSheehan as he was about to eat lunch... and the boys there are still "razzing" him about our "do or die" story in a previous Fly Paper, we wonder what he thought when he found out that Nate Reece lifted that story, in toto, and printed it on the front page of the ARCADIAN? ... we met an old friend from Miami there, GEORGE MOFFAT, and made new friends out of PECK WHITLOCK and DAVE FERGUSON, Architect Steve ZACHER's representative on the job...

A new road has been cut into the field from the main road, thus saving two extra miles of driving to Clewiston... the first two barracks, accommodating 104 cadets, will be ready for occupancy by the time you read this, and the next two will be under roof... the Mess Hall is just about completed, too, and the first meal should be served there about the middle of the month... anyway, they have good drinking water, a 300 foot well has been completed and produces a steady flow of sulphur free water...

But a word about Clewiston, -- as many of you know, Clewiston is the home of the United States Sugar Corporation, and is as neat a little place as we've seen for years, -- The famous Clewiston Inn is an excellent place for food and will probably be "home" to many of our flight instructors and ground personnel... and for the benefit of the "Wolves" among the "Rebels" -- and you know whom we're talking about -- the Seminole Drugstore is the meeting place for all the good looking girls in town... no trip thru this district would be complete without mention of the thousands of acres of rich, deep muck in which the sugar cane is raised... we understand that the cane is planted in rotation so that some is always maturing and being harvested while other fields are being planted... the first time we have a chance, we'll take you thru the Clewiston mill, Florida's "Sugar Bowl"...

At DORR FIELD, Arcadia, we drove in over the old macadam roads still left from World War I days, and still in good shape... construction there has started with a vengeance... first person we met was BOB BEVIS, checking delivery on 4 carloads of roofing and form lumber... Bob introduced us to BOB MARKS, foreman on the job, who showed us around and pointed out the foundations already poured for three of the barracks... the canals
EMBRY-RIDDLE
FLY PAPER
"Stick To It"

Published weekly by
The Embry-Riddle School of Aviation
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Riddle Aeronautical Institute
Carlstrom Field,
Arcadia, Florida

Riddle-McKay Aero College
Riddle Field
Clewiston, Florida

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Ray Fahringer
Betty Meyer
Charlie Ebbets - Staff Photographer

ABOUT ADVERTISING

Dear Kids, the Fly Paper has always avoided advertising, despite the fact that we have had attractive offers from two national firms for space in our publication, and we intend to keep it that way. We repeat, again, our editorial policy, -- The Fly Paper is your paper, designed and written for your information, pleasure and amusement, and is not a commercial advertising medium.

However, comes an editorial brainstorm on which we'd like your cooperation. In all the months that we've been publishing the Fly Paper, never once has the Boss objected to spending the money necessary to make it a good publication, - extra money for picture supplements, and extra money to mail the paper free of charge to anyone interested, anywhere in the world!

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bordering the field are being cleared with draglines and when this work is completed will insure a dry field in any weather...fresh water wells are being drilled...Bob estimates that it will take about four months to complete all the work at Dorr Field...

And so, on to CARLSTROM FIELD, where we were stopped at the guard gate by JACK WHITNALL, who admitted us on our School pass...stopping first at the Administration Building, we were just in time to say good-bye to Bob Hillstead and George (the Sunburned) Wheeler, returning to the Miami Main Office,- yelled 'Hi' to Kay Bramlitt and were taken in tow by NATE REECE, who showed us the PRIDE OF CARLSTROM,—the new super, super de luxe PATIO, band shell and dance floor adjoining the newly expanded Mess Hall...it looks more like a millionaire's country club each time we go up there, in fact, Nate tells us that the whole physical plant does represent about a million dollar investment...at one end of the Mess Hall, and opening onto the Patio, is a Lounge, complete with cloak rooms and, no less, a "PODRE ROOM" for the gals...My! My!...this begins to sound interesting...we wonder if the boss would let us spend our vacation up at Carlstrom??...Oh, yes, for those who used to complain about the heat in the Mess Hall, please be advised that it's now air conditioned!

At supper that evening, we sat with DON ROBBINS and RAY MORDERS, who have successfully completed their refresher work and are now instructing the Clewiston "Rebels", and BOB JOHNSTON and BOB TOWSON...compliment of the evening was paid the MAINTENANCE CREWS by Johnston and Morders, both of whom claim they have never seen cleaner or better maintained planes than those at Carlstrom...LAUGH OF THE EVENING, was on Bob Johnston when "M.D." tried to serve him dessert before his soup, and then brought in the dinner, removed the cover — on an empty plate!...And who asked us this QUESTION, - "What was RAY PARRINGER doing driving his new car about 80 m.p.h. north out of Wachula??...Of Particular Interest was the thought that Don Robbins, who began his flight instruction with Embry-Riddle as a Primary C.P.T.P. student, has followed thru with Embry-Riddle and the CPTP to his present status as an advanced instructor, another case of "we train 'em and we hire 'em!"......
After supper, we went over to the Cadet Barracks where we found our old friend PETER TICKNER...and learned that we shouldn't have called him "Tick"...his proper nick-name is "Saint", you know, "Saint" Peter Tickner...BRUCE SMEATON, our new correspondent from Class 42-B was there, and among other British lads were Ken WILSON from Sheffield, WALLACE WHITTAKER, from Manchester, and BILL WYKES...Wykes and Whittaker, incidentally, are typical AMERICAN lads, with their talk, actions and conduct, they'd fit perfectly into college life on any American campus...The boys began discussing "superstitions", and we learned that one will fly only with his cadet cap in his right rear pocket, another must wear a particular pet scarf and the third chap sleeps with his helmet and goggles under his pillow...

A local thunderstorm in the offing brought forth the comment that a violent thunderstorm was much like a bombing raid, except that there was no whistle of falling bombs and there wasn't the "whoomph!" up from the ground as the bombs exploded...as for bombing raids, the lads claim that the people outside "in the business" had the easier time of it, being busy they didn't have time to worry and could see what was happening...while those in the bomb shelters could only feel the earth reverberate, hear the bombs explode and worry about their loved ones outside...it's the old war of nerves, but the British people can "take it"...

About this time "Scotty" BRANNIGAN came up, complaining of a "stum尼克ache"...and we saw EDDIE KUREEN who is the sole support of the biggest mustache in Class 42-B...as the boys put it, "there's more mustache than there is Eddie!"..."SAILOR" WATSON, the Saint's room-mate, was all put out about the story of "salt" in the cement, and we think he still doesn't understand it! -- and so down to the Flight Line for a "coke" where we met FRED SHERAM, a new flight instructor from Atlanta doing O.D. duty...

The rest of the evening was spent watching Ray Fahringer and JACK HUNT trying to draw pictures of the Lazy 8 for the "Book"...Wing Commander Ken RAMPING and LIEUT. O'CALLAGHAN came in but were no help...after several hours and umpteen tries at putting this maneuver on paper, Ray took a
clean sheet and carefully lettered, "The Lazy Eight,—Aw, H—, — ask your instructor!"... and we all went to bed...

Morning again at Carlstrom Field, — but none of that 4:55 a.m. stuff for us,—like aristocrats we slept late, and wandered into the Canteen for breakfast about 8 o'clock where someone, we think it was Jack Pinkerton proposed this "Beef against Dale 'Divine' Delanty" — Ft. Myers is 50 miles from Arcadia... Delanty lives in Arcadia... Sophy lives in Ft. Myers... Now, how in heck, Mr. Ickes, can we conserve gasoline as long as this situation exists??...

Oh, boy, here comes a good story from SID PFLUEGER, and he says we can quote him on it, "For whom," asks Sid, "were Mrs. Woodie Edmunson and Mrs. George Cochran pricing bassinets the other day?"... more news from Sid, who told us that his wife and Mr. and Mrs. Doug Hoker were going on a two weeks vacation in New England... Joe Woodward will spend 2 weeks in Baltimore... and Larry Walden will make a motor tour of Tennessee and Kentucky... happy vacations, lads and lassies...

New additions to the ground school instructors staff include HILTON ROBINSON, from Indiana, who will go to Clewiston as Meteorologist, CLIFF BJORNSON, from Melbourne, Florida, who will be Theory of Flight instructor at Clewiston, and GEORGE CHASE, Milwaukee, who will be Clewiston Navigation instructor... and before we forget it, HENRY G. DAVIS, the genial gent in charge of the Canteen, wants us to "Bail Out" or "Bawl Out" the person who burned one of the chairs in the Canteen, sure, and it was an accident, but that's too nice furniture to be ruined, let's be more careful in the future...

AROUND HANGAR #2, we had our first close look at the BT's (Basic Trainers, to you!)... one had the engine and side cowling off, and 'twere a beautiful thing to see... 440 horse power, and more gadgets and instruments and things... loh, mon, it'll take a year just to learn the names of all those things... ROGER SAXON and NORWOOD LATIMER were working on the ship, and very pleased about being assigned to do maintenance on the BT's at Clewiston... the boy's will be busy from now on... in the PARACHUTE LOFT we met CHARLEY MERCER, an Arcadia lad who took his training under Johnnie Fradet, passed the C.A.A. test given by Inspector Dick Vavrina, and is now a Full Fledged and licensed Parachute Rigger... Congratulations, Charlie... He'll be assigned to Dorr Field...
Wandering around, on the "Rebel's" Flight Line, we met ERNIE SMITH, who is in charge of putting the future Clewiston instructors thru their refresher paces... between Hangars #1 and #2 we saw VALERIE ECKART who had just arrived with the "Yard Bird" from Dalton, Penna., where she's been vacationing...Val is going to be unofficial correspondent and keep her eyes and ears open for "Things and Stuff" among the instructors and their families, and, we hope, send in some more poems from the gang there...

SCOOP, El Capitan Len Povey and the "Mrs." flew Frank Wheeler's Fairchild up to Washington and New York on a short business trip, leaving Carlstrom and due back in Saturday...Len had in mind going on to Vermont where he is planning to buy a "little farm"...a swell idea and we hope he did it...

And just as we were about to return to Miami, T. Waldo Davis completely ruined a nice trip by very pointedly asking US, "Who called up what place from where, and found out he was already there?" Okay, Timothy, you get the brass ring!

---

YE EDITOR'S HEALTH DEPARTMENT

It's NO joke to be sunburned, ask George Wheeler, so for the benefit of students and employees new to Florida we pass on this WARNING, -- beware of too much sun! Sure, and the sun is a wonderful thing, but take it in easy stages, a bit at a time. Science now claims that many cases of skin cancer are caused by overdoses of sunburn. If you do get sunburn, saturate the affected area with apple vinegar in mild cases, for severe burns, consult a doctor!

AND ANOTHER THING, the warm weather has brought on many cases of Athletes Foot, a minor skin infection which can be more than just dangerous if neglected. Don't let Athletes Foot get a start, and the best way to prevent it is to saturate your feet in rubbing alcohol after every bath!

That's some good advice, chillen, it will pay you to heed it!

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THE NEXT PICTURE SECTION IN THE FLY PAPER

Many compliments received on the Picture Section in the Fly Paper, practically demanding a repeat performance. Okay, kids, will do! The
next picture supplement will be run in about a month, and in the meantime, you amateur camera fans, get "clicking" and any pictures you think are interesting or funny, please send them in to The Editor, Fly Paper, Embry-Riddle Company, Miami, Fla. Any clear, black and white print is acceptable, and we're mighty anxious to get plenty of intimate "personal" snap shots of the "gang".

** **
ALL AMERICAN AIR MANEUVERS, we just talked to Carl Fromhagen who told us that the 14th annual Air Races would be held in Miami this year, definitely! Dates selected will be January 9, 10 and 11, and as a little teaser, watch for surprise participation in a feature event by Embry-Riddle! P.S. No dive bombing! It's another story we can't tell yet, but will be something of enough interest to draw all Embry-Riddle-ites to the races.

** **
Swell wedding anniversary present was the Culver Cadet Doctor Bertram gave Marian recently. First trip in the Cadet was in from the factory at Wichita, Kansas, and the next trip will be under way as you read this, to the regional meeting of the 99-ers at Griffin, Ga. "Doc" thought it was an anniversary present, but if this keeps up he'll begin calling it a "widdower present". Another super present was the wrist watch C.W. Tinsley gave June, celebrating their first year of married life...of course, they haven't been married a year yet, but they were just too happy to wait the whole year for the celebration...the Tinsley's and Wilbur and Virginia Sheffield are Ye Editor's idea of two votes in favor of marriage...

** **
Spending Labor Day week-end at Miami Beach were DAVE HARD and BILL DANIELS who came in from Lakeland and stayed at the MacFadden Deauville; and DICK HISS and GENE COHEN, from the Accounting Department, who relaxed at the Shorecrest Hotel.

** **
PICTURE OF A MAN FIGHTING WITH HIMSELF, Ye Editor trying to stop smoking cigarettes, the score to date is, Monday 6; Tuesday, 5; Wednesday, 6; Thursday, 3; Friday, as we write this,—weakening fast after two cigarettes. Another HABIT gives us laugh of the week on Secretary Estelle Platt who was with Connie Young and Jack Flowers at Ed and
Lois China's house, when the phone rang, Estelle picked it up and said, "Hello, Mr. Riddle's Office!"

MORE NEW EMPLOYEES

Augmenting last week's list of new employees, we present herewith a flock of new 'uns, - welcome to our "family", and if any of these people are in your division, let's make sure that they get around, meet their fellow workers, and are properly initiated into the "gang".

General and Administrative: Accounting, Ray Lipe, Ted Treff; Elevator Operator, Albert Dow Edwards; Switchboard Operator, Lillian Bradford; Stenographer in Accounting, Jennie Mickel.

Municipal Line Crew, John Preston Little; Stockroom, George Granville Lobdell; Flight Instructor, Henry M. Carruthers, Jr.

Technical Night Ground School Instructor, Robert R. Lichliter; Salesman, Orle L. Smith.

Clewiston Ground School Instructor, H. I. Robinson, Clifford E. Bjornson, George McClellan Chase; Linemen, Carlton Prevatt, Melvin R. Carlton, Carney T. Graham, Jesse Harris, Theodore M. Hicks, Charles L. E. Hill, Bille O. Stuckey, Adrian B. Waller, C. J. Dunklee, Neal Finch; Flight Instructor, R. Frada; Mechanics, F. P. Concannon, Clayron K. Watkins; Time Keeper, J. H. Pullen.

Arcadia Janitor, John Dean Williams; Flight Instructor, James Franklin White; Maintenance, Bernard James Erwin, Daniel Mitchel Mosley; Maintenance Mechanics, Robert E. Crane, Jack Schopenhauer; Cook, Frank Everett Allan; Crew Chiefs, Willoughby Daniel Whidden, George Charles Gibbons, Halcott Lee Smith, Paul Leslie Sloan, Cecil Owen Keen, Fulton Eddie Durrance, Brian Leslie Carlton, James Madison Russ, James Johnson, Franklin C. Zetrouer, Louis J. Robbins, R. C. Keene, James Luby Mercer, Jr; Guards, Jacob Gilchrist Newsome, Jewell F. Hollingsworth; Clerk, Loretta Amelia Dickhaut; Office, Maurine House; Kitchen Man, Murray Ballard; Hangar Boy, Morris W. Kindred;

* * *

NECK AND NECK!

Thursday evening, the Pilots and Tech boys ran neck and neck, - each team winning two games and losing one. Newcomers to the Pilots Team were Lionel Rebun, who did right well, and Wilbur Sheffield, who had never bowled before in his life. Both lads are "much interested" and intend to become regular members of the team. Visiting were Miss Carrie Hayward, Mrs. Jeannette Cape, Martha Robinson, Warren Button, Virginia Sheffield, Betty McShane, and June Tinsley.
Final Scores:

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**UN MENSAJE A NUESTROS LECTORES DE HABLA ESPAÑOLA**

por P. A. de la Rosa

No cabe duda alguna de que la aviación es el método de transporte que más se adapta a las necesidades de la América latina. Las grandes distancias entre las ciudades y las barreras naturales de su topografía, exigen un sistema de locomoción al que no afectan el bosque enmarañado, los terrenos anegados o las quebradas del suelo.

En la América del Sur no hay las grandes nevadas y demás cambios climato-lógicos que trastornan el tráfico aéreo en otros países, como por ejemplo en la América del Norte. La mejor prueba de nuestras asertaciones es la transición que está tomando lugar en muchos lugares de Sudamérica, en un salto rápido de la carreta arrastrada por bueyes, pegada al lodo, hasta el avión que cruza veloz la comba azul del cielo. En esta gran pirueta del progreso del transporte, no hay escalas intermedias... de la carreta al coche, del coche al automóbil, del automóbil al ómnibus o al tren... en las cuales se vieron forzadas a recalar en el proceso evolutivo otras naciones menos afortunadas, y digo menos afortunadas al considerar los enormes gastos que representan las redes de carreteras y de vías férreas, las cuales están siendo suplantadas más y más en el mundo entero por las amplias vías aéreas.

La perforación del espinazo Andino que dio a la Argentina y a Chile la vía del ferrocarril transandino, fue probablemente el último gran esfuerzo de los pueblos sudamericanos en su lucha por montar las barricadas de la Naturaleza. Esta obra fué realizada a un alto cost, la labor fue inmensa... hoy, esta vía ferrea está abandonada... el servicio aéreo, mas siglo XX, mas adecuado, la ha suprimido.

Aquí en la ciudad de Miami, en la península de la Florida, que cual índice gigante de Norte America, parece señalar la ruta a las naciones hermanas del sur, está situada la Escuela de Aviación Embry-Riddle, que ofrece a Uds., los hombres jóvenes sudamericanos, que están siendo
testigos de este avance sin precedente, la oportunidad de adiestrarse ahora, para construir, reparar y volar luego, estas naves del transporte futuro. Escribamos y recibirán informes completos de nuestros cursos en español, en todas las fases de la industria de la aviación. Preparense ahora, pues luego en las fábricas de aviones no hay tiempo ni lugar para aprender.

Miami, Florida, Septiembre 4 de 1941.

** * **

Alumni Club News
Bud Belland, Secretary

"Speak of the Devil,----" Last week we had a super swell letter from Mrs. H. C. Wiggin (Wiggin's mother) thanking us for sending the Fly Paper, and this week who walks in but F. WEBSTER WIGGIN himself, so darned resplendent in his Navy uniform that we actually didn't recognize him!

"Wiggin" is on a short leave from the Naval Air Station at Pensacola, where he is an instructor, and tells us that he may be transferred to a new Naval Air Station now being built "somewhere in Texas"...if he goes to Texas we hear Helen will stay in Miami until he gets settled out there...

This section should be dedicated to the Seaplane Base, two more letters just came in from old "Float Fliers", the first is from Claire (Clarissa) Ellis, writing from Apartment 54, 300 West 21, New York City, "I miss Florida so much - there's no place like it and I hope to be back this winter but in my profession one never knows -- My summer was spent partly in Canada, partly on Cape Cod and partly in Northern New York State. Next week I'm off again, this time to Kentucky. The flying is coming along but not as well as I'd like, no time! But I'll keep it up if I have to take a month off every year and fly. Regards to everyone, Clarissa."

The next is another letter from Irving GLICKMAN, who has been transferred to Building 711, Room 105, Naval Air Station, Jacksonville, Fla. Says Irv, "Now that I'm so near home I'd like to come down for one of the School parties. And if any of the gang are coming up this way and
would like to go thru the Base; have them drop me a line, cadets have officer privileges and I'd be glad to show them around our 12 square mile station...The other C.P.T.P. men here do not have a school paper and they certainly are envious of the copies of the Fly Paper I have shown them. By comparison, we had a swell outfit! Best of Luck to everyone there! Irv."

Comes a letter to Dot Schooley from ED LANGSTON, Tech School grad, who wrote from Greensboro, N.C., to say, "I got a letter from Glenn L. Martin, they have assigned me to the Experimental Department at 55% per hour. I shall be a sheet metal helper. Frankly, I am delighted that they put me in this particular department. Will leave for Baltimore on Sept. 6...How is everything at Embry-Riddle? That is really a swell bunch of people - students and employees,..." Glad to hear you got the job you wanted, Ed, "Stick to it!"

Another letter just in is from Line Maintenance graduate W. LAWRENCE BELL, who left last week for Lakeland and writes from 1146 E. Main Street in that city, - "Arrived here Saturday and went to work for the Lakeland School of Aeronautics Tuesday. Have seen all the boys who came up here ahead of me, and they all like it here very much. So far, I have made out all right and am using much of the knowledge gained at Embry-Riddle. Best to everybody in Miami."

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AROUND THE SEAPLANE BASE

Plenty of GOOD NEWS around the Seaplane Base this week. First, and most important, is the story that AD THOMPSON, old pal and ground employee for a good many months, has passed his C.A.A. Instructor's flight test and is now scheduled to be an instructor at his old stamping ground. Mucho congratulations, Addison, fine stuff and all your pals are mighty glad to hear it. In this switch, Roger Carley will go back to Municipal Base, and, we understand, a certain charming young lady is scheduled to take over the duties of "office pilot", answering the phone, keeping flight records, etc.

And a bunch of solos during the week, first out was RUTH NORTON NATTLESON, who made her first lonesome flight, and celebrated with a big party at her home. Among those present were Mr. and Mrs. C. K. Rexrode, Mr. and Mrs. Roger Carley, Jimmie Wynne, and Ad Thompson. Next to solo was TOMMIE CULBERTSON who did the trick in exactly 8 hours of dual instruction, and threw a big ice cream party for all the lads and lassies at the Base. Third, and most exciting "solo" was "WILLIE" Whitehead, the
ramp boy, who finally learned to pole the dingey across the bay. Oh, yes, and we nearly forgot about JOE WOLF, a Navy chum of CHARLEY MARTIN's, who soloed in Gardner Royce's seaplane. Congrats to all the lads and lassies.

To George Wheeler, the Seaplane Base sends a special message, - "All is forgiven, George, please come back and do some more flying."..."Old Man" Rexrode got hooked on the "Dyspepsia" Circuit last week, made a peach of a speech before the Miami Rotary Club Wednesday noon....A. E. "Bruz" CARPENTER has begun his flight training on floats...

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TELEGRAPH TO THE NEWS

Everything is set for the big inter-unit tennis tourney scheduled for Saturday afternoon, Sept. 20, at the MacFadden Deauville. SPECIAL NOTICE! The Miami Team will meet at the Deauville Saturday afternoon, Sept. 13th at 3:00 o'clock to play off a "Round Robin" to determine the No. 1,2,3, etc. men on that team. Anyone interested please meet there at that time. So far, the Miami Team includes Dick Hiss, Bill Jacobs, Jack Flowers, Tom Hilbish, Lieut. Van H. Burgin, Bruz Carpenter, and Jack McKay, Jr. & Sr. BOB TOWSON, Chairman of the Carlstrom Field team, has not notified us the names of his men, but we can be assured, he tells us, that he'll have a tough combination on hand the afternoon of the 20th.

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ABOUT THE EMBRY-RIDDLE FLAG CONTEST

At long last, the Boss had time to look over the 11 entries in the Flag Contest, and it appears we all "Missed the Boat." Despite the fact that all the entries were original and exceptionally well done, what he had in mind was a flag embodying an emblem or symbol indicating Embry-Riddle's broad training facilities, - not only on the ground and in the air in Florida, but our training for Britain and South America as well. ANYWAY, the contest has been re-opened for new entries, and any student, employee or friend who has an idea is invited to submit it to Boss Riddle. Many thanks to David Abrams, Jim Ross, Jim Pyott, Bill McDougall, Melvin Klein, Carl Sedlmyr, Marvin Becker, Philip de la Rosa and Jim McShane for their previous efforts, we hope they will try again, and win that prize.

-15-
Brother Charlie Ebbets just came in to tell us that JOHNNIE LOFTUS and KEN BRANDON, both Technical Sergeants with the Canadian Air Force, have come to Miami to learn to fly at the Seaplane Base. Johnnie and Ken, photographic instructors with the Canadian Air Force, were commissioned by The March of Time to do all the photographic work just completed at Carlstrom Field, and, the story goes, when they saw Charlie hopping around DeSoto County in a Cub, they just couldn't stand it and insisted in taking a week or so off to come to Miami and learn how to do it themselves. It ain't official, but we'd make a good guess that we knew of a couple of Canadian boys who are going to get awful wet in Biscayne Bay when they make their first solo hops. Incidentally, Charlie tells us that he did all the continuity and directing of the March of Time sequences shot at Carlstrom.

TECH SCHOOL AND MAIN OFFICE
By Howard Beazel, Don Watson and Dot Schooley

Things and Stuff, A letter from HENRY HERZ, sheet metal grad, tells of working on a national defense project in New Jersey as sheet metal layout man, at 70c an hour...not bad, huh...old pal Mrs. Grace ROOME left Saturday for a weeks rest cure...she flew to New York via Eastern Air Lines where she will visit her mother and Father, the first time she's seen them for over a year...we heard that JIMMIE FERGUSON started working at Intercontinental Aircraft Company last week and understand that DON SALISBURY is scheduled to begin there this week...

Another correspondent we've lost! Comes September 15th, Howard Beazel will go to Lake Park, Fla., where he will be in charge of the Sheet Metal Division of the Aircraft Products Corporation...sorry to see you go, "Boezie", but lots of luck on the new job.

Some new students around the Tech School include Hardee Hurst, taking Instruments; David Harlan, John Perkins and C. F. Williamson, all taking Sheet Metal; Earl E. Diemer, West Palm Beach, Gordon V. Leggett, and Karl E. Botwin, taking Welding; C. E. Mutchler, Jr., Orlando, taking Airline Maintenance; and Tilghman G. Williams, Jr., Jacksonville, taking an A & E Course...Welcome into the school, lads!

Around the Accounting Department,—there always was a nice gang in there, but what Ye Ed wants to know is how come the sudden popularity of that department?? Why do all the single men in the organization suddenly find it imperative to make personal appearances there?? Could it be that attractive Miss Jennie Nickel, the new secretary? AND MANY MORE HAPPY
BIRTHDAYS to HARRY ROBERTS who was serenaded on his birthday last week by a strictly soprano Western Union Messenger...to the tune of Mary Had a Little Lamb!

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At long last, they are finishing stuccoing the front of the Tech Building, and will begin painting immediately...Happy day! Dorothy "Tommie" Bailey has finished the welding phase of her A & E course, and Charlie Frue told us, off the record, of course, that "Tommie" was a better welder than 90% of the fellows in the class...That gentle feminine touch, with a welding torch?

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PRIMEARY CPTP NEWS
By Tom Hilbish

A bunch more of the Primary CPTP boys have finished up their flight training, and we present herewith a round by round score of how long they took, and what they intend doing in the future:

Richard Sawyer: Received his license in 44 hours and 30 minutes. Bob is a Pan American Steward, and makes frequent trips to "Port of Spain", Havana, and South America. He intends to take our secondary CPTP course.

Tom Gammage: Finished in 45 hours 15 minutes of flight time. Tom is planning to attend the University of Miami and register for the secondary CPT program. After this he plans to join the Army Air Corp.

William Brumlick: Finished with a total time of 40 hours 20 minutes. Bill will carry on with his job in Miami and apply for secondary CPT course.

John Fouche: Received his license in 44 hours 45 minutes of flying time. Working for the Geodetic Survey in Miami. Plans to attend the University of Miami and gain enough credit for the Secondary course.

John Little: Finished course in 43 hours. John plans to attend the University of Miami to gain more credit and make him eligible for the Secondary course. John is now a line man at Municipal.

Andy Felton: 41 hours to win his license. Andy plans to return to Georgia Tech and finish his course in Mechanical Engineering. Next
summer he will take the Secondary Flight course.

Russell Brown: Received his license after 41 hours 45 minutes. Russell is employed in Miami and plans to sign up for the Secondary course.

Henry Tonkin: 39 hours 15 minutes of instruction to gain his license. Henry will sign up for secondary course and after completion will join the Army Meterology Department.

Earnest Sanders: 43 hours 35 minutes before receiving his license. Plans to attend University of Miami and take secondary CPTP course.

MENTIONING MUNICIPAL

By Jack Hobler

INVASION:!! A determined-looking army of some three dozen or so grim young men descended on the Municipal hangar and fell upon a venerable Sikorsky S-38 with one thought in mind: destruction. Yes, it was Jim McShane's class from the Tech School, here to dismantle the relic of luxurious air travel of some twelve or fourteen years ago. With cheerful will they scrambled all over the "duck", removing bolts, pins, struts, floats, wings, and control surfaces - shouting and laughing and raising a din that bespoke of a group of men happily engaged in the natural desire of boyhood, to take something apart and see what makes it run. Frankly, we don't think this particular machine would have run much more. Capitan Len Povey flew it over from Arcadia and tells of answering a timid question as to whether or not he expected the crate to get him this far: "Sure, if it starts to break up, I'll jump out and leave it." However, when he landed here, he breathed a sigh of relief and said, "By heaven, I couldn't get it up high enough to jump from it!" Anyhow, it has been the subject of endless comment, and today furnished us all with a bit of humor. The boys were removing the wing panels and had a pulley rigged up to the hangar beams, with the long end of the rope dangling to the ramp. Shorty Stark, while sitting on the ramp waiting for his topside buddy to fasten the other end to the wing, had
dozed off, and one of his fellow "Workers" quietly made a noose in Shorty's end and playfully dropped it over the nodding head. An old-fashioned necktie party nearly resulted a few minutes later when the order was given to lower away the wing, and Shorty was rudely awakened by the loop around his neck dragging him to his feet. He got loose in time, though, and the scaffold was choated out of another victim.

The Labor Day Air Show dedicating the Seminole Airport was something in the nature of a triumph for the company. Charlie Barnhardt won one of the closest spot-landing contests ever seen in these parts, receiving a handsome pilot's license case-and-wallet for his efforts. Then we got a real fine piece of advertising when the loud-speakers announced that Mr. Barnhardt, Chief Flight Instructor of the Embry-Riddle School of Aviation, would give a short acrobatic exhibition. That it was an excellent exhibition was attested by the fact that the throng of spectators endured a drenching rain to watch Charlie really wring an airplane out. Inspector Bill Hutchins was on hand to O.K. the procedure and our ace went to town. Instructor George May tied for first place in the balloon busting contest.

As this writing goes to press, our fair instructress, Helen Cavis, is being the guest of honor at a dinner party tendered her by her students in the present C.P.T. primary class. We wonder how she will manage the problem, sure to arise, of who will see her home?

We welcome back two old-timers to work with us here at the airyard: Lynelle Rabun on the Line Crew, and Chenault Elmore in the Stockroom. We also extend congratulations to Warren Keller, former Line Crew Chief, on his "graduation" to Les Bowman's Maintenance Gang.

Laugh of This Week was on your reporter when Mechanic's Helper Ed Hurley had him looking all Friday night for striped doping for one of the Cubs. He spared no detail in describing the stuff to us, saying that it was black, and very likely rolled up in a can. How were we to know?

We proudly add this week to our roster of graduating C.P.T. students the following names: Dick Sawyer, Tom Gammage, Warren Bruemlik, Jack Little, Andy Felton, Henry Tonkin, Clyde Christiansen, and Russell Brown, from Primary; and Kelvin Keith, Bill Morrison, Johnny Galbraith, Pearsall Day, Tom Moxley, and Charlie Parker, from Secondary. Congratulations, fellahs!
We'd also like to give a hearty slap on the back to Wes Jackson for just passing and getting his Instructor's Rating. Wes deserves a lot of credit for it was necessary for him to drive back and forth from West Palm Beach every day for his instruction.

Congrats, too, to Archie Schaeffer, who soloed under Roscoe Brinton, Jr. today. Archie is seeking his Private Pilot ticket.

Continuous observation of his vigilance has rendered it fitting and proper that we publicly commend Mr. Walter Coleman for his unrelaxing efficiency in maintaining rigid guard around the airyard during those lonely hours from midnight until morning. Our sincere tribute, then, to a man who really takes his job seriously.

Evidently the crack Bill Jaster made some months ago in this column about Pappy Norton's "Spindly Legs" has worn off, for we saw Ray and his little Herbie at the Deauville the other day in a remarkably good similarity to that cinema thriller "Tarzan Finds a Son".

Mechanic Earl Shuptrine spent Labor Day up in Plant City, his home town. He came back here raving about how the village is growing due to the influx of workers for the huge nearby phosphate mines, and about the quantity of wild life swarming all over the highway in the wee hours of the morning. Though he must have enjoyed the holiday, he seemed glad enough to get back to work on his favorite ship, #6.

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From Ye Editor's notebook: - - Among visitors at the Seminole Airport last week were "Poopsie" North, Bob Thompson who passed his Army check, and Tommie Teat, all down from Arcadia...Tommie, we hear, will be assigned to the Clewiston gang...Gardner Royce is on a two weeks vacation...on his return he will report to Carlstrom Field for his advanced instructor's refresher...

Lieut. Van Burgin and Art Gibbons returned Thursday after attending a regional meeting of the C.P.T.P. at Atlanta...imagine two ace aviators like that going up on the train! tch! tch!, boys, anyway, they brought back the good news that the Civilian Pilot Training Program is all set for this fall, and Embry-Riddle was one of the 8 schools selected in this region to give the Cross Country Course which will be followed up by the Instructor's Course...which reminds us, Prof. J. H. Clouse has returned from his vacation and is back at the University of Miami where he has resumed his duties as coordinator of the Civilian Pilot Training Program...
Max Marvin and Elaine Devory are running a "you don't tell on me and I won't tell on you" contest... how can we get news as long as that situation exists...Horton Furgus is going to make application for the Naval Air Corps... and Dudley Whitman, who is taking an extensive secondary refresher course, has his hopes pinned on an instructor's job at Dorr Field... if he makes the grade, he swears he's going to buy a Culver Cadet and week-end commute between Dorr and Miami... Good-luck, Dud old boy!... Hobie McKay has left for Roswell, New Mexico, where he is a Cadet Captain at the New Mexico Military Institute.

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THEY'RE SKY WRITERS - ON THEIR DAY OFF!
Biggest event to ever occur at Carlstrom is the filming of scenes for the March of Time. For several weeks now, photographers have been "on location", shooting scenes on the flying line, in the mess hall, around the barracks, and at ground school. One week end they accompanied the lads over to Sarasota to film the actions and antics of the cadets during their "off-hours". Considerable action will be shown concerning the operations on the flight line, such as the cadets meeting their instructors, walking out to the ships, the ships taxiing out from the line to take-off, etc. Also, the Air Corps officers flew around the field in a three-ship formation of Stearmans, and were photographed in the air from one of the BT-13's.

We understand that the local shots are to be combined with shots taken in England and Canada, and the complete picture will chronicle the entire training set-up for the British Cadets. When the picture is to be released, no one seems to know, as several other March of Time features are now in the process of filming. However, whenever definite word is received as to the date of release, this column will advise you so that you may watch for it at your local theater.

* * *

Newest arrival at Carlstrom is Master Sgt. Farrar, who is the new technical inspector sent here to replace our old friend Sgt. Barron who left last week. Sgt. Farrar came here from Barksdale Field, La., and prior to that post he was in Panama. He was accompanied here by his wife and niece, and is establishing residence in Arcadia. We got to talking to the Sgt., and found him to be another swell gent. First thing he told us was that he was amazed at two things; the fine school and grounds, etc., and the other was the fine manner in which the flying equipment was kept. The Sgt. said that he had seen lots of airplanes in his day, but never had he seen any kept up as well as these.
Aryhoo, Sgt., welcome to Carlstrom, and may your stay be a pleasant one.

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Note to Ye Ed; Thanks for the plug chief. Sorry I can't divulge the nature of my forthcoming undertaking. However, I anticipate becoming a full-fledged member of the Alumni Club, and as such will endeavor to pass along any happenings of interest as they occur. In the meantime, many thanks for the opportunity to say cheerio to my friends, and I will miss the fun of writing the column. Take over, Mr. Harrell.

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And from the Carlstrom Maintenance Department

A ground school was organized last Wednesday night for the maintenance crew at Carlstrom Field by Mr. Hocker, with the able assistance of Mr. Horton and Mr. Obermeyer. The class was organized to help the boys on the maintenance crew to obtain their A & E license. A definite course of study has not been adopted as yet, but the class has accepted "Brimm and Boggess" book on maintenance of airplanes and engines, for study. The class will be organized completely within the next week. CARLSTROM MARCHES ON!

Crew Chief Pete Hampton placed third in the Police Rodeo, held in Tampa last week-end. Good work Pete!

We wonder who had the "No Admittance" sign put on the supply room door. Could it have been Bob Howarth?

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CLASS 42-B NEWS

By British Cadet Bruce Smeaton

Culmination of the March of Time's film-making activities at Carlstrom was a long weekend party at Sarasota (we had Labor Day extra). Several of the boys had to fly on Saturday afternoon. By making a tremendous effort (we must be learning to "hustle" in the true American fashion) the "School bus" was packed with cadets by 4:15 P.M. all eager to taste Sarasota's delights. Our first excitement was the police escort into the town. Most of the boys had seen something similar on the films, but
none of us had ever imagined that we would ride behind sirens ourselves. And, so, into the town along the gaily-beflagged streets to the "Five Points" where the bus provokingly refused to come to rest. At last the vehicle's uneasy movements ceased and the boys piled out and eagerly introduced themselves to the gorgeous cluster of Sarasota's younger set who awaited them, whilst the March of Time's cameras recorded the scene. Dates were quickly arranged and parties made up for the evening. Out at the "Lido" the vivacity and vitality of the Sarasota girls, aided by some grand dance music played by Buddy Burke and his orchestra, soon overcame the reserve of some of the British boys. Whilst the couples moved round the floor the cameras turned, another record was made of Anglo-American friendship. Thus we gaily danced our way through the evening until the time came for the party to break up. Once more dates were arranged for the next day - most out at the "Lido" beach.

On Sunday we were welcomed by the fine weather which natives of Florida accept with such indifference, but which constantly delights we people from a land of mist and rain.

Whilst the boys and girls played on the beach, bathed in the sea, swam in the pool, basked in the sun, drank "coca-colas", and generally enjoyed themselves the camera-men quietly (?) moved around and had their fill of "shots". During the day trips were organized to the "Reptile Farm" and to the "Ringling Riding School". These trips were full of interest to the boys and will undoubtedly provide a constant topic of conversation when we get back home.

The rest of the time until Monday at 5 o'clock flashed by in a multitude of exciting activities and it was a crowd of happy but slightly exhausted cadets who assembled for the return trip to Arcadia. We had enjoyed our trip tremendously and we are deeply grateful to the Sarason people for the wonderful time they gave us. I would like to thank Mr. and Mrs. J. Reynolds and Mrs. Grace Howard for the hospitality of the Central Park Manor Hotel, Mr. and Mrs. Brooks for looking after us so well and last but by no means least Mr. Al Snyder and Mr. Bill Perry and the March of Time for arranging the visit. We had a wonderful time and we only wish that in the happier times that are to come we may have the great pleasure of playing hosts in Britain to our American friends who have treated us so well over here.

Thanks!
CADET GOSSIP

THE weekend at Sarasota gave all the boys a chance to hit the "high spots!" At the "Lido" I saw one very gay little party - Miss Joan Price and Norman MacLeod, Miss Jean Martin and Bernard Sims and Miss Marcia Kay Beyer and "Maurice" Wynick.

Incidently, where did Instructor Ron Cuthbertson get to?

Derek Shelton and your correspondent were members of one energetic round-the-town-party....We were under the leadership of the vivacious Misses Marianna Higgins and Olive Thomas.

Trevor Tate has got a rival jitter-bug in Robert Bird, one of the cadets in the new class just arrived at Carlstrom. He was going to town with Miss Emily Parker.

Tommy Blackham still wants to know why "Jinxes" are supposed to be unlucky. Funniest thing of the week is Norman MacLeod's new movie film...has an excellent shot of big Bill (keep-that-snake-away) Wykes on one of his animal-dodging perambulations around the Ground School.

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PERTINENT PARTY PARAGRAPHS

EXTRA: - - SPECIAL NOTICE, Some special plans for the Party at the Deauville, Saturday, Sept. 20th: Lieut. Van H. Burgin, our General Manager of the Miami Flight Divisions, has promised to make special arrangements whereby the Flight Instructors and Flights Students in the Miami area will be able to get off early Saturday afternoon to take advantage of the Swimming - AND - the same lads will have Sunday off instead of Monday, so they won't have to go home early Saturday night. Pretty NICE, huh? And another thing, for OUT OF TOWN GUESTS, special arrangements have been made with the Deauville whereby you can spend the night for only $1. per person, with two people to the room. All right, you fellows up the line, come on down to Miami and spend the week-end, come in Saturday morning and leave Sunday afternoon! And don't forget - please buy your tickets in advance from the ticket committee nearest you! Let's go, kids, for a BIG time on the 20th!
If you have specialized training for any branch of aviation work, you're the No. 1 man today! For example—there's a big demand for welders and sheet metal workers in aircraft plants, shipyards and other industries. Enroll for Embry-Riddle training—short craft courses (day, evening or weekend classes) qualify in a few months time for production work.

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