PLAN NOW TO ATTEND THE ALL AMERICAN AIR RACES
MIAMI, FLA., JAN. 9, 10 and 11TH

EMBRY-RIDDLE
Fly Paper
"STICK TO IT"

Vol. 3 - No. 3  PUBLISHED WEEKLY BY EMBRY-RIDDLE November 5, 1941

FUN AT ARCADIA

Biggest story of the week was the super dinner-dance and "concert"
given by and for Class 42-C at Carlstrom Field Friday evening, cele-
brating the completion of their primary training. Despite all our
trouble getting "dates" for the af-
fair (full account of which grief
will be found under the heading
Tech Talk), we took off from the
Main Office in Miami at 9:30 Friday
morning, with three of the lovely
ladies, Marie Kampmeyer, Nancy
Woodward and Valma Valdez, getting into Riddle Field at Clewiston just
in time for Wing Commanders Maj. George Burdick and Maj. Ken Rampling
to literally and actually "take charge" of the girls and show them a-
round the field, giving us a chance to hunt up Mr. G. Tyson and find
out what had happened to our Fly Paper correspondents.

The figures G. gave us were pretty much self-explanatory,- out of the
10 week course, the average cadet flew only 25 hours in the first eight
weeks, due to moving in from Carlstrom Field and the Storm,- and 45
hours in the last two weeks! All of which has kept the whole staff
"busy." However, the gang is "over the hump" now, and we believe that
news copy will be coming in from the lads...several promotions of record,
Fred E. Hanzikor and Ernie J. Smith are now Squadron (Cont. on Page 3)
FLY PAPER

"Stick To It"

Published weekly by
The Embry-Riddle School of Aviation
Miami, Florida

Riddle Aeronautical Institute
Carlstrom Field,
Arcadia, Florida

Riddle-McKay Aero College
Riddle Field
Clewiston, Florida

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Staff
Artists

and when our graduates go out into the aviation industry they must be ready, willing and able to fulfill our pledge to the World to "Keep 'em Flying!"

EDITORIAL
PERFECTION

The editorial originally written under this title has just been discarded, and justly so, for being too "strong",- but the idea still remains, - "PERFECTION"- - and we still believe that we can't be "too strong" in demanding that every employee and student of Embry-Riddle, in particular, and the aviation industry in general, strive for that very last ounce of perfection that is so vital in every phase of flying!

Aviation, as in no other industry, is no place for "half-way measures",- you can't "guess",- or be "almost right",- you must be perfect, - always perfect, - the "second chance" might not be given hurtling thru space 10,000 feet above the earth! It is our duty as a School, - and your duty as a student, - to be perfect, - a duty as sacred as the Doctor's Oath of Hippocrates, for in the last analysis we, too, deal with human lives.

There is NO PLACE in aviation for the man or woman who will not wholeheartedly dedicate his or her life to attaining 100% perfection! This, then, must be our creed, - As a School we must train our flight and technical students as tho not only our reputation but our very lives depended on their skill and ability,-
Commanders; promoted to Flight Commander are Johnnie Cockrill, Advanced; "Frosty" F. M. Jones, Basic; and R. B. Johnston and A. R. "Gunner" Brink, Primary. Incidentally, Ernie Smith, Ray Mordars and Don Robbins just got back from their intensive 2 week special basic training course at Cochran Field, Macon, Ga.

In the Mess Hall about noon, trying to find our "girls", we fluctuated from table to table, saw B. H. Buxton, up on Materiel Control business, Ed Turner and "Mat" Matney, talking about the new radio tower, of course, Cadet Brian Keady, asking about the Xmas cards, we're helping with, Cadet G. J. Cassidy and Instructor George May, both promising to send in copy next week, and so on and so on, lots of fun talking to the different members of the "family" until finally the girls returned from their tour of the field, and we took off in a hurry for Carlstrom Field.

Meanwhile, back at the Main Office in Miami things were happening, all the other girls scheduled for the dance were turning up, and completely disrupting the whole organization. Particularly, we understand, the Accounting Department found it necessary to go to the water cooler about every three minutes, for another look and they were well worth looking at, we can guarantee that! Among the girls in this group were Jennie Nickel, Margie Markle, Louise Sarrant, Betty Harrington, Ruth Naberhuis, Ruth Creel, Mary Chesbro, Beverly Stiles, Pat Hackett, Natilia Ranson, Lola Caruthers, Margarete Davis, Georgia Mae Campbell, Sara Rainey, Connaught Halpin, Caroline Fritz, Emily Mitz, Marcia Watstein, Larean Sistrunk, Gloria Harpe, Carole Allbright, Connie Young and Kathryn Bruce, all of them damned swell girls, and perfect ladies, --- 'twas a pleasure to have them with us, we hope they'll always plan a return engagement at our next party, --- any misspelled names in that copy we'll blame on Mr. Roe at the Arcadia House who was kind enough to copy them off the hotel register, and to Mrs. Mable Frampton of the Miami Daily News, Mary Thanks, --- it was she who provided most of the young ladies from her Daily News Fashion Model's Club. Thanks, Mable, again and again. Also, many thanks to the gentlemen who provided transportation for the girls from Miami to Arcadia, via Clewiston. — B. L.
Helm, Gordon Batley and John Keelin, of the Tech School Sales Force, and Billy Jacobs from Materiel Control Department, who took the day off to drive up the station wagon.

But to get back to the party at Carlstrom Field, the girls got in there at 5:00 p.m., changed into dinner dresses at the Arcadia House and arrived at the Canteen for their dates at 7:00, some suggestions to make regarding the next party, in the future, cadets wanting dates should hand a slip of paper with their names and heights to their Cadet Captain, who, thru Nate Reece, will see that this information is used to "pair off" the girls and cadets, thus eliminating some of the confusion we got into Friday evening. However, despite the confusion, every cadet did find a girl, and we all went into a swell steak dinner, in the best of spirits.

As usual, Ye Editor, who helped get most of the girls, wound up without a date, for a moment we thought we had someone pretty nice, but it turned out to be S. Garver, in costume, Darn! however, we stuck a chair at one corner of a big table and enjoyed the good company of Mr. and Mrs. Jimmie Burt, Mr. and Mrs. Carl Dunn, Mr. and Mrs. Gordon Moughy, Mr. and Mrs. George Eckart, Mr. and Mrs. Sterling Campion and Dick Vavrina... good food and good company... what more could we want!

"CARLSTROM EDDIES"

Shortly after dinner was finished came the Second Edition of "Carlstrom Eddies", that swell concert put on by Cadets Eric Hall and Allan Sykes, by permission of Lieut. M. P. Freeman, and with the cooperation of Nate Reece and all the lads in the cadet group... a grand production and something for all succeeding classes to live up to... starting off with the theme song "Flying High", the production went into several short skits, with piano and vocal solos, and reached its height in "unusualness" when Cadet L. G. Robson played some rollicking numbers on his Northumbrian Pipes, very nice show all the way thru, others in the cast included F. A. Collins, Bill Eaglesham, Gordon Stuart, Lawrence Marshall, Jimmy Taylor, Cliff Coffee, Eric Stanland, "Nobby" Clark, (Cont. on Page 10)
This is the week that Ye Editor was going to be a good boy and stay in Miami, spending plenty of time at the Seaplane Base, Municipal Base and the Tech School, catching up on the many "stories" neglected by our travels up to Clewiston and Arcadia! And so what happens, - Monday morning comes a letter from Nate Reese at Arcadia, "Please get us 40 good lookin' girls for the Cadet Dance Friday evening." ... Tuesday noon the Boss calls us, - "We need about 35 or 40 girls for the dance in Arcadia Friday evening." ... All right, - all right, - out comes the little black notebook we bought from "Smilin' Jack" at the Air Races last winter, and everything is just fine, plenty of good lookin' gals and they all want to go to Arcadia.

THEN what happens, - Wednesday morning Brother Nate calls from Arcadia, "Better slack off on the girl situation, - we'll need only 20 to 25." ... And a couple of hours later another phone call, this time from Mrs. Riddle, "Don't send up more than 15 or 20!" ... 'Twas about this time that we "peeled off" from our fourth floor office and made a "dive attack" on Boss Riddle, - but sympathy from that fellow? - No, Sir! ... He just gave us the old, calm "take it easy" smile and said, "Don't worry. They'll probably need all of them when the time comes." ... So, by gosh, we aren't going to worry, but we are going to be mighty scarce over the week-end, believe us!

Meanwhile, we are going to make that long threatened tour of the Tech School, - and the first thing that strikes us as we wander out of our plush padded cell is the extra activity in the Sheet Metal Department. That request from Intercontinental Aircraft for riveters and sheet-metal men certainly put a new flood of students in H. E. Richter's department. Registrar Grover C. Gish tells us that we had 33 new students begin classes from Monday to Wednesday evening, most of whom were riveters and sheet-metal men, and Guard Bill McDougall figures that our present enrollment is less than 30 students below the all-time peak hit last winter. The short term students taking riveting work will get 30 hours of class work, about two weeks, and then, if they pass their qualification tests, will be eligible for employment in an aircraft factory, taking the remaining 40 or 50 hours
of class instruction in night classes at the Tech School. A swell opportunity for a fellow to quickly qualify himself for a good job, and then continue his education while actually earning some money. Wages, we hear, begin at 51/2 an hour, with time and a half for overtime,- and there's plenty of that. Unofficially, we hear that there's another good deal in a short term course coming up soon in the Aircraft Department. Keep your eye on that one, too!

HISTORY IN THE MAKING,- Sheldon Wells just came into our office to call his wife at 11:00 a.m.,- thus marking the first week's wedding anniversary! Love is wonderful! "Millie" is the gal's name,- and we're all anxious to see the "little woman" who can make Sheldon wear a necktie and coat to work every day!

Here's a trip we gotta make, or be in the dog house from now on.--Chief Engine Instructor ED RIOPEL is so darned proud of his department since he took over the whole north wing of the first floor that he's busting with pride, and claims that we haven't really made a good inspection tour recently, so here goes.--

THE ENGINE DEPARTMENT

"It's ENGINES,- not motors," is the first thing Ed Riopel said to us as we came in the door to the Engine Department,- and from there on we really went to town,—when we could hear,—and never "felt" so much noise outside a boiler shop. You see, the Engine Department at the Tech School is doing all the engine overhaul for the ships stationed at our Municipal Base,—on a production line basis they take the engines down, overhaul and repair them, and then run them in. The students actually do all this work, under the supervision of Mr. Riopel himself who holds a C.A.A. "Engine" license or Rupert Keene, who holds a C.A.A. "Aircraft and Engine" ticket.

And speaking of the students, a few vital statistics are in order,—the Engine Department, along with Aircraft, forms the longest of the courses offered by the School,—requiring 960 hours of work and study to prepare for the C.A.A. examination. In the day class there are 7 engine students and 15 in the evening class; in Engine Theory Class, a 45 hour course,
there are 30 students; and 19 chaps are taking the 70 hour course in Magneto and Ignition. In addition to well equipped magneto and carburetor departments, the "E" students have at their disposal two 1000 horsepower Wright Cyclones, 2 Pratt & Whitney Hornets, 3 Wasps, 1 Hispano-Suiza, 2 OX-5's, 1 Cirrus, a 1 cylinder test engine and 7 Lycomings under the process of overhaul.

We could spend hours in the Engine Department, with pleasure, but what particularly interested us on this trip was the overhaul section, - the lads really pitch in there, and when they finish with an engine it looks exactly like those we've seen in the overhaul section at Eastern Air Lines, - so clean and right that you can't tell them from new. And it all works in with Ye Editor's personal ideas about education, - some book learning and some shop practice, - that's the only way to teach a man so he remembers.

The Engine Test Stand, designed and built by the "E" students, is what caps the climax to the long procedure of overhauling, - the engine is bolted to the stand and "run in", with a student at the controls to care for the engine and make frequent notations as to R.P.M., oil temperature, oil pressure, etc. Well can we remember our days in "Operations" at Municipal Base when Mark Trammel, Les Bowman and Jim Sawyer used to run in motors, - oh, oh, - we mean engines, practically under our nose, - wotta racket! The next step at the Tech School, however, is the construction of a sound proof "Test House", 14 by 14 by 21 feet, back of the School building. Which is another swell idea!

A good story for us, "Uncle" Ed, - we'll be back next week to see the rest of your department, and in the meantime, won't you see if you can't get one of the lads to write some "stuff" for us!

THE TECH SCHOOL SALES FORCE

In step with the rapid growth of the Embry-Riddle family, we find the sales force increasing by leaps and bounds. From a limited local sales
force of only two men, (Watson and Carlton) in November last year, we have kept adding until the sales staff now includes 3 men covering all of Florida, Georgia, Tennessee and Alabama.

Latest additions to this very important group in our family include J. T. Tribble, who will cover the west coast of Florida; John W. Keelin, covering Dade and Broward Counties; L. C. Brightmire, who left Thursday for Jacksonville, where he will spend a few days before heading into his northern Georgia, Tennessee and Alabama territory; and Gordon C. Batley, who will leave Monday for Jacksonville which will be his headquarters covering the Jacksonville area and Southern Georgia. Lots of luck, boys!

* * *

PROBLEMS AND QUESTIONS

The problems this week come from British Cadet P. L. Green, at Carlstrom Field.

**LEFT:** a 12' ladder, resting on the ground, touches a 3' square box and rests on the wall. Find the height of the point where the ladder touches the wall.

**RIGHT:** Two ladders, one 20' and one 30', cross between 2 walls. The point where they cross is 10' high, what is the height at which the ends rest on the walls.

Now, we don't know the answers to these questions, but you figure it out, and if you get stuck, we'll refer the problems to Dr. Samuel F. Saslaw at the University of Miami. He's a whiz at Math and nothing can stump him.

CLEWISTON PERSONALITIES

Still having trouble getting an active correspondent at Clewiston who has the time to contribute copy each week, but at least Fletcher Gardner has not let us down. He mimeographed a little "Fly Paper address form" for those wanting to get on the mailing list, and from those already sent
in we glean many an interesting fact about the previous experience of the "gang" at Riddle Field in Clewiston."

Harry J. Lehman, basic and advanced instructor, U. S. Army and flight instructor for C.A.A. research and CPT; E. R. HAND and MALCOLM MULSON, maintenance men, both had a year and a half training at the Roosevelt Aviation School, Mineola, N. Y.; FRANK DERIGIBUS, took his first training as a CPT student at Roosevelt Field, then was a CPT instructor at Mineola, N.Y.; Pilot DEAN REYNOLDS chalked up over 300 hours flight time instructing on primary and secondary CPT; and we learn that Miss WILMA DRUMM, Ocala, LOUISE SHIPMAN, Tampa, and Miss P. M. King, also of Tampa, are all pilots,-do these gals work for the School or do they come under the category of "friends"?

ED PETERS and RUSSELL V. DOLMER, who were supposed to "cover" the maintenance department for the Fly Paper,- Ed had his previous aviation experience at the Peter O. Knight Airport in Tampa, and Russ has 80 hours flying time to his credit; under the question Work, GEORGE MYERS says "HARD", and answering Previous aeronautical experience, he says, "Lots." Flight Commander E. J. SMITH says, "Army instructor at Santa Maria, Cal. and commercial operator at Los Angeles, Cal." Engineering Clerk EMMETT DUGGER has a private pilot's license, and some experience in maintenance; Hangar Inspector F. COCHRAN got his previous experience with the U. S. Army,- and Flight Instructor SAMUEL H. SCHNEIDER used to be a flight school operator.

"Doc" DON ROBBINS, just in from his Basic Refresher work at Macon, Ga., came into Miami Wednesday evening for a few days rest before reporting back to Clewiston...told of meeting TOM SCHEPIS, old Municipal graduate, at Macon... Tom is taking basic flight training there... "Doc" specially wanted us to see some of the night flying at Clewiston,- and told of many promotions around that "air yard"...hey, Correspondent GEORGE MAY, come on,- "GIVE!"

LATIN-AMERICAN DEPARTMENT
por Philip A. de la Rosa

Hemos leído con sumo interés la noticia del vuelo de buena voluntad efectuado recientemente por el teniente del cuerpo de aviación de la marina nacional Cubana, Sr. Juan Ríos Montenegro y el sargento mecánico del mismo cuerpo Sr. Francisco Medina Pérez. En este vuelo visitaron 21 países del
norte y sur del hemisferio Americano. Salieron de Cuba el día 12 de Octubre y cubrieron las 20,000 millas del raid con solo dos aterrizajes forzados, uno de los cuales tuvo lugar en un claro de la salva en la América del Sur.

Felicitamos sinceramente a estos jóvenes aviadores cubanos, que con su hazaña han escrito una página brillante en la historia aviática de la república de Cuba.

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Comprendiendo la importancia que tiene la comunicación por medio del radio en la aviación, la escuela Embry-Riddle, acaba de incorporar en su currícula de cursos de materias de aviación, un curso de radio. La instrucción está a cargo de personas muy competentes en este ramo y el equipo y método de instrucción son los más completos y modernos. Si se interesa en recibir mas detalles sobre este curso, sirvase escribirnos y nos será grato atenderlo.

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No es costumbre nuestra el alabar a individuos pertenecientes a la organización Embry-Riddle, pero hacemos una excepción en este caso, para mencionar el nombre del creador y editor del noticioso "Fly Paper", el Sr. Federico Belland, conocido cariñosamente por "Bud". El Sr. Belland, con quien tenemos el gusto de colaborar desde hace tiempo es un entusiasta estudiante de la lengua de Cervantes, habiendo tenido siempre gran afecto por los países de la América Latina. El quisiera practicar sus conocimientos del idioma español y agradecería unas líneas de los lectores suramericanos, prometiendo contestar a todos personalmente.

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CARLSTROM EDDIES (Cont. from Page 4)

"Miss Dolittle" and Kenneth Fish. Harry Baldock and his group handled the stage changes.

Backstage during the show, Lawrence Marshall, Class 42-D, introduced us to Allen Keene who promised us Fly Paper cartoons, and John Wayborne, who,
we believe, is scheduled to become Senior Cadet Captain replacing Jack Gilder, who with all his lads, will go to Gunter Field for their Basic Training.

FAREWELL TRADITION

Repeat order on what we hope will become a tradition,—after the show,—taking the Cadet Captain and some of his aides out for a "farewell coke",—in this group were Jack Gilder, Doug Heath, Harry Ballock and Allister "Hugh Seaton Walpole" Henderson...Jack asking us to publicly acknowledge his thanks to his flight instructor Jack O'Brien for all the favors and good instruction,—"He taught me things I'm going to use to advantage later." ...and the boys going into bomber school promising to write "From Ye Editor, The Fly Paper" on a certain little 2,000 pound package and deliver it you know where...

THE MORNING AFTER

Our resolves to get up early and get to Miami by noon went the way of many other good intentions,—Jack Hunt woke us up at 10:30 when he came into Ray Fahringer's room to dope out a new traffic pattern...so we went for a swim, circled around the Flight Line, got the Dorr Field Weekly News Bull-etin from Tom Gates, told Lieut. Dave Phillip that I would not get him the names and addresses of the pretty girls featured in Click Magazine, which is still raising a furor around our bases,—looked for Lieut. Bill Carpenter to congratulate him, but no could find,—then went back to Arcadia, picked up the girls, and away to Clewiston, making our first stop at the "Jockery", at J00K FIELD for a coke,—flying about over for the afternoon, we met many of the lads coming in for a moment's relaxation before reporting back to the field,—first seen were Cadets Bernie Simms and Jerry Walker, then Johnnie Davis came in and told us that he was starting on Basic flight instruction,—"Tickled" about the promotion, and "be sure to say hello to Les Bowman and Earl 'Shipstein' and all the boys"...then Bob Thompson, Bud Carruthers and Scotty McLachlan came in, and introduced us to Dennis Racener and Lou Place a couple of newcomers,—instructor refreshers...
More good intentions gone to the dogs when Frank Wheeler drove past and invited us to stay over and have dinner with him at the Clewiston Inn, and so we did, in the Lounge at the Inn, Bob "the meanest man in town" Johnston, came in and told "Scotty" that he couldn't go to Miami as planned, he's have to stay in Clewiston and fly from 6:00 A.M. Sunday to 6:00 A.M. Monday...Buddie Carruthers took Nancy Woodward away from us and drove her to Miami, and George May took Marie Kampmeyer to Miami...so we had dinner! On our right at the big "family" table in the dining room were Betty and Ray Morders, and we learned that Ray's been fooling the boys, he's been married over a year, and it was the culmination of a romance begun in the Seventh Grade at school...going around the table, Valma Valdez, Maj. George Burdick, Winnie Crummer, Maj. Ken Rampling, Jack Crummaer, Bob Johnston, Don Robbins, and Varian and Frank Wheeler, sitting next to Yo Editor, for the specific purpose, we betcha, of asking us to "raze" Sid Pflueger about his "off course" flight to Arcadia, and winding up over LeBelle. "Is that," Frank wants to know, "the kind of navigation he's been teaching the lads all this time!!"

Sitting at other tables in the dining room, Bill Collins and Cadet Tony Gibson, one of the original "Rebels", just about to take off for the weekend in Miami...also, Frank Frugoli and Harry Lehman, what is that note "Wut Club" doing after his name?...also Lee and Eleanor Haffron,—Well, we got into Miami at 12 all right,—only it was 12 midnight and not 12 noon, and we haven't half done justice to all the fun we had and the people we met on the trip...a grand gang all the way through, and we're certainly glad to be a part of that group...

Just three more notes before we rush this to that printer man who has been calling us every 10 minutes all morning...we met the "Door Field Doc", 1st Lieut. H. B. Nachtigall, a swell gent who doesn't object to us calling him "Nightingale", about the closest pronunciation we can get on his name...two other chaps we met, taking them into Arcadia with us Friday evening, American cadets "Mac" Dickinson and Jack Prinz...Oh, yes, Bob Hosford being called "grand daddy" because of our typographical error crediting him with "two grand-children"...the kids
are "grand" all right, but they're Bob's own, he's very emphatic about that... and so to press, I late as usual!

ELEMENTARY CPTP NEWS
by Ray Waddington

MUNICIPAL BASE, - Roy, propwash, Bothwell had the honor of being the first primary student to solo. Congratulations, Roy.

George Hollahan has made arrangements to become a navy flyer when he finishes his C.A.A. training.

Dick McKee had the dubious honor of going through the paddle machine three times in succession just because the photographer wanted to be sure of getting a good picture during the series of pictures that were taken out at the airport that were supposed to go in a national magazine. It hurts to be in the public eye, doesn't it Dick?

The primary class is coming right along at top speed now with a good many of the students in stage "C". Who knows, maybe the boys will be able to go home Christmas if they keep on getting those hours in.

Instructors Ahern and Ball sitting on the bench outside of operations at the airport and whenever one one of their students made a good landing they would holler, "that's my boy."

DOPE ROOM DOPE - FROM TECH SCHOOL
by Sam Goldstein

Well, all things considered, we got away to a pretty good start last week. Nobody even threatened us.

You should have seen Bob "Pappy" Green at the Miami-Howard football game! He was rooting for Rollins and Tampa! Silly of him 'cause he should have known that Elon was too strong.

- 13 -
Attention Editor: After watching the English boys play Rugby between halves, we thought it might be an idea to have a challenge match between the R.A.F. at Miami U. and a picked team from the British lads at Arcadia, Clewiston and Lakeland. Jolly, What? (Ed's Note:- It's being arranged!)

"Capt." W. F. Button's transfer to Clewiston is a break for him, but causes sadness to us in the aircraft dept. Although he'll be in the family, we feel it a personal loss, for if we pass our "A" exam, a great part of the credit belongs to Instructor Button. Incidentally, he just got his "E" license. Lots of luck, "Cap'n" and "Keep 'Em Flying"!

Cute song heard around school:

"Half swan, half goose,
Dave Abrams is the Moose".

Ok Joy has original words to the Hut Sut song, but they're much better told than written!

The welcome mat is out to that new crop of lads taking the preparatory riveting course. Among them is a fellow who has done quite a bit of amateur fighting. He's a nice guy, - his name is Bob "Buzz" Buzzella, and his motto must be "Keep 'm Sleeping" as out of 109 bouts "Buzz" has won 101! Not bad for a 20 year old, is it?

"Old Man Mose" Baroudi, our former Blue Bleard, is on the bowling team taking the place of Jim Culver now at Intercontinental. "Mose" ruined the best story of the week by shaving. He was going to let his beard grow until he got his "A" license, which will be in about 3-1/2 months, but after 3 days' growth he found himself frightening all the children between here and Lakeland.

Scoop:-All members of our entire family who will be in Miami for the Orange Bowl Festival can witness some fancy Aquabatics at the Water Show by keeping their eyes on our own "Buddy" Brown and his speed boat.

If Harold Boudreau continues his cut-up antics, he'll soon have our entire propeller class (including Prof. A. Whitlatch) wacky.

"Uncle" Jim McShane has gone to Arcadia on important business.
We recently discovered that Guard "Bill" Williams used to pound a beat (was a policeman to you elite) in our home town. The Greenpernt section of Brooklyn, N. Y. We're glad that he was there before us, as otherwise this discovery might not have been a happy one.

Flash: "Ye Ed" just ambled by with 3 beautiful women, and the so-and-so, instead of giving us an introduction gave us as cold a shoulder as we've ever gotten! That's gratitude for ya! We guess he didn't like that crack about being "harmless" and wants to show off.

DORR FIELD CADET NEWS
John O. Herrmann

Until about two days before departing from Maxwell Field, the ninety-nine Cadets now "stationed" at Dorr Field were all of the impression that their primary training was to be had at Albany, Georgia. Through some oversight the Dorr Field at Albany was confused with the Dorr Field at Arcadia and hence the erroneous information had gone out. With all due respect to the great commonwealth which gave us Ty Cobb, Scarlett O'Hara, Jeeter Lester and the peach, it is safe to say that those same ninety-nine cadets were 100% more "eager" when it was definitely known that Florida was their destination.

Nor has that enthusiasm bogged down since our arrival four weeks prior to this writing. Of course, even now, Dorr Field is just a place we fly to or truck-ride to, in order to practice landings and take-offs. And, until the buildings are completed there, we remain "guests" at Carlstrom Field, in the meantime enjoying all the country-club privileges offered there. (Well--almost all.--The air was a little too cool for swimming anyway.) "All this and no parades, too!"

Being at Carlstrom Field has afforded us all an excellent opportunity of becoming acquainted with the lads from the United Kingdom stationed here and to hear some first-hand stories of conditions "over there."
Then, too, comparisons of customs, schools, speech and other subjects have formed fertile fields for conversation, while the first sight of the heel-clicking, arm-swinging type of marching done by our friends was a revelation to us who march on rubber and are always told to "cut down that arm-swing."

Since the passage of the hurricane over three weeks ago, flying weather has been good almost every day in spite of matutinal warnings of "fronts" from Larry Walden in Meteorology class, who still insists he's going to say: "I told you so", one of these days.

Walter Carter had the distinction of being the first Cadet to solo. On Monday, October 20, with exactly 8 hours and 10 minutes dual flying logged (he having never flown before coming into the Air Corps), Walter did it alone at Dorr Field while his instructor, Flight Commander Cochrane, restfully sat on the "T" and smoked a (advertising material deleted.) Came the evening and Walter had his dunking in the swimming pool along with Don Ackerman and Tommy Brooks, who, some think, unnecessarily attempted to help Walter celebrate the occasion. Don and Tom have, however, incited considerable discussion on the question: "Did they jump or were they pushed?" Latest figures would indicate that the "push's" have it. (Gallup Poll please copy.)

Since that "fatal day" (John Kelly, please note appropriate use of the expression) the number of solos has rapidly grown and at present includes eighty-three cadets, Bill Ryburn, Tom Layfield, Carrol Hament, Mac McCauley, John Taylor, Penn Redden, Fred Johnsey, Sam Scurria, Woody Fuller, Paul Hoover, Ralph Lind, Don Ackerman, Pat Williams, John Notman, Bill Hansen, "C. R." Holloway, Dick Curry, Ralph Boyes, Matt Shannon, Del Fleming, Orville Bishop, Fred Wilson, Dick Bunker, Lloyd Martin, El Posey, Howard Ahrens, Frank Huff, Wendell Hale, Lee Jett, Charlie Melody, Carl Simpson, Jack Prinz, Mac Dickinson, Bill Rawls, Ed White, Bill Halliday, Jim Reutersharn, "Duck" Russell, John Dalton, Jim Harper, Marty Andrews, Ben Click, "Tiger" Lohman, Willard Jordan, "Swede" Lindstrom, John Harris, Tom Williamson, Marty Taub, Dudley

Probably the most far-reaching results of any solo can be attributed to that of Pat Williams, whose sphynx-like demeanor after his big day kept the boys in the dark until somewhere in the neighborhood of 2000. At that time a rapid sequence of events began to develop which somehow seems to have culminated in solos no longer fearing an unwanted evening swim and in an inordinately congested sidewalk area two Saturdays ago. Further details are available from about a dozen well-informed Cadets including "Jawge Washington" McDade, Pat's room-mate, whose recollection of the incident is unusually vivid.

AN OPEN LETTER
From ARTHUR GIBBONS
at MUNICIPAL BASE

Dear Bud: I note with regret that our esteemed correspondent, Jack Hobler is to transfer his affections and, incidentally, writings to the Tech school. Using rather an unusual method of expressing my best wishes on his promotion I took him to task for a bit of false reporting which he assured me was entirely due to misinformation received by him.

The point in dispute is the recent statement that Bill Landrum was the first Secondary student to solo. As a matter of fact, our own Fred Hawes (Accounting office) is entitled to the honor—and we wouldn't want him to feel slighted. The important point, however, is that not only have all seventeen secondary's soloed but are progressing at a rapid pace toward the final stages. The entire Elementary (new CPT word meaning Primary) group still in training.
have all sprouted their individual set of wings, also, and the "rabbit" landings all over the field give rise to many conversational quips.

Just in case you haven't scouted out a new Municipal scribe, as yet, here are a few recent items of interest. Headline news—Local girl makes good. Elaine Devery becomes a secretary to the President—Good luck, Elaine but you will be missed—especially when we want to borrow your car to go to lunch. Betty Hair is taking over for Elaine and we welcome Miss Grace Day who will attempt to interpret our stuttering dictation.

Thru a bit of streamlining the post held by Max Marvin has been eliminated and the popular "Speed" has left for Elmira, N. Y. where his father is dangerously ill following an appendicitis operation. Incidentally, Speed was to have headlined this week in the University players performance of "Ah, Wilderness".

A miniature hurricane struck us last week on the arrival of Bart Snodgrass CPT Maintenance Supervisor, for one of his periodic visits—airplane parts scattered all over the place as Bart crawled into those little inspection holes they uncover on the wings. We always appreciate receiving his seal of approval on our equipment but he surely can disrupt that carefully planned schedule of "Keeping 'em Flying".

Perhaps he was looking for—but that's another story! A certain Elementary (Primary CPT to you) student was looking over one of the high flying cubs and asked "Where do you keep the oxygen tank?" Student Highlights: BILL ECHARDT, St. Petersburger, who planned to cover several weeks of ground school before continuing flight training for his commercial ticket dropped into the office. Said he, "I can't stand it any longer. I'll just have to get a half-hour in the air once in a while". No sooner said than done, Bill.

Ray Veckruise, arranger and pianist at the Club Bali is rushing his solo course to completion before answering Uncle Sam's call to duty.
Marcella Unger, of the Buick Ungars, started her private course last week - if enthusiasm counts for anything she should become a "bang-up" pilot.

Embry-Riddle planes are becoming a familiar sight in Daytona, Jacksonville, Tampa and intermediate points - reason: many of our Commercial students have now reached that much anticipated long solo flight that is a part of the course.

An old friend returned to visit us the other day. None other than Ralph DeVore, former big wig CAA man in charge of all CPT for the Southeastern U. S. Ralph tells us he has bought himself a ranch in New Mexico and is keeping cattle - or rather, he expects the cattle to keep him - and we hope they do.

And speaking of CAA another old friend has been back for a few days. Tom Gilchrist, aircraft inspector; congratulations are in order due to a Gilchrist heiress, just arrived - and thanks for the cigars.

Look it over Bud, and if you find anything usable you are welcome to it - otherwise the waste basket - and no hard feelings. - Arthur

RAA.I. CARLSTROM FIELD NEWS
by Arthur Lee Harrell

Class 42-C said goodbye to Carlstrom Field this past week. The boys had many tough breaks from "ole man weather," but came through with a very good record of safety and completion. We had come to know these young RAF'ers well and will miss them, but can say "happy landing" in Basic and Advanced - and whatever else life holds for them.

Meanwhile Class 42-D carries on, getting into stage work and 20 hour checks this week. Their very low percentage of "washouts" indicate a possible record graduating class of capable pilots. Tommy Gates' Dorr Field gang is rolling steadily onward also. Fourteen more PTs arrived this week to be added to their equipment.

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The 42-C primary completion dance was a huge success. Complete with Halloween motif, the beautiful outdoor terrace was filled with the largest crowd yet to attend an R.A.I dance. Expecting only about 200 guests, the final count showed upwards of 300 present. The costumed dancers, the lovely ladies, the beautiful moon, the excellent music of Louis Hatch, and the famed cuisine of the mess hall, altogether made a very gay evening.

Eric Hall and his British Troupe staged another "advanced" production, or "concert" that was well received by the guests. Perhaps one reason for the large attendance was the advance notice, something lacking heretofore, and perhaps too,- could be the 27 Miami lovelies that were the guests of Mrs. Riddle.

A new member of the R.A.I. colony—and quite an attractive one, too—is Miss Sally Lambie. She's here as dietitian—checking to see that the cadets get just the right number of calories etc., so that their co-ordination or something will be up to scratch. For you bachelors' information, she's making the Arcadia House home while here.

Speaking of the Arcadia House, the Roes, owners and managers, certainly have gone out of their way to make the many instructors living there feel very much at home.

Wonder if the yellow baskets scattered all over Carlstrom Field inspired the new version of:

"A ticket, a tasket
A quarter for a basket."

The Twelve Club, social organization of Arcadia's young men, entertained at a dance last Thursday evening. Among the R.A.I. personnel enjoying the fun were Ralph Cuthbertson, the "Chick" Clarka, Les and Mary Brown, T. Timothy, "Turn right" Davis, the "Dorr Field Doc," Lieuts. Pinkerton, Clonts, and Phillip (hiding that pretty blonde way over in the corner), the Lieuts. Boyds, Denny and Herb Wolf and the Garvers.
Back in town and looking entirely too well and happy after a week of honeymooning in Miami, are the newlyweds, Bill and Fern Carpenter. They've taken a house out the north side of the city and are now "at home", so when do we start "housewarming"?

Last call for you golfers. Why not join the new golf club and enjoy a swell "hangout" with all the gang? While you're at it shoot a few rounds-- 36 holes anyhow, and qualify for the golf tournament getting under way shortly. See Jack Hunt or Sid Flueger-- They'd gladly relieve you of the first month's dues.

Dorr Field Weekly News Bulletin
by Jack Barrington

Judging from the present rate of progress, it looks as though it will not be long before we are firmly entrenched in our new quarters at Dorr Field. Not that we don't appreciate the hospitality of our Mother organization, but as a matter of pride, it will be nice to have a base to point to as our own.

With the arrival next week of one-hundred additional American Cadets, our rapidly expanding contingent is assuming rather large proportions. Fourteen new trainers have already been delivered and will soon fill a very useful position on the flying line.

At the conclusion of our fourth week of flying, we were happy to discover that our time per cadet remained ahead of schedule. With a continued break from the weather, our first program should be completed on time.

Now that the solo stage has been completed, we can't help but feel a little sad. It was well worth the price of admission to watch the expressions of some of our fellow instructors during solo hops. The honors go to George Cochrane. He certainly puts a lot of feeling into his gestures, and darned if it does not seem to work.

Lee Pike is now demanding receipts for his fines paid on Form I Errors. Seems his wife is trying to account for the sadly depleted pay check.
Our most exaggerated account of the size of the rattlesnake caught out by the flagpole was that of Cadet Lindstrom, "It was standing on its tail trying to tear down the flag. Must have been a fifth columnist."

Someone has advanced the suggestion that instructors ride through supervised solos. Could it be the "chiggers", red bugs to you, brought on this suggestion.

"When, Lt. Carpenter, will we have the pleasure of meeting the Mrs.?"

Late Flash! "Congratulations, Lt. Curnutt, on the promotion. It was a pleasure to shine those new silver bars; also, to smoke that cigar." And right on top of the promotion came orders for a trip to the West Coast to ferry back a new BT-13.

Your correspondent has a cold and seems to be out of the picture for a few days. If there is no Dorr Field news next week, you will know Tom Gates' prescription did not work.

Dorr Field is proud to welcome the following into its growing family circle: John L. Huggins, Ground School Instructor; Alfred O. Cockrill, Flight Instructor; Willis L. Funk, Flight Instructor; Cyril A. Ketterer, Flight Instructor; Albert F. Patrick, Flight Instructor; Lewis D. Wooley, Stock Room Clerk; James M. Cockrill, Engine Mechanic; Walter T. Davis, Aircraft Mechanic; Eugene O. LeVines, A&E Mechanic; Marshall W. Anderson, Engineering Crew; George M. Brown, Crew Chief; Charles J. Dragosavac, Crew Chief; Thomas C. Fletcher, Crew Chief; Clifton Lambert, Crew Chief; Edward T. McLeod, Crew Chief; Teddy G. Maziarz, Crew Chief; William N. Proctor, Crew Chief; Jack L. Pooser, Crew Chief; Franklin C. Zetrouer, Crew Chief; William P. Deriso, Parachute Department; and Eddie Johnson, Hangar Boy.

Worthwhile idea of the week goes to the ingenious Floyd Cullers and his Engineering College who designed, invented and built that gadget for raising an aircraft for inspection. "How about a patent on that, Floyd?"
Flash! Raymond "Pappy" Norton gets "water rating"—or at least he got the water, according to a long story just in from the Seaplane Base. Early Tuesday morning, Pappy was down at the Seaplane Base. Substituting for a missing ramp man, he helped push off one of the seaplanes, and got so engrossed in watching the student that he completely forgot to "duck the duck", - and the tail surfaces neatly swept him into good old Biscayne Bay. He'll never hear the end of that!

Things 'n' Stuff,— the student referred to in the above paragraph is none other than the beauteous CORRINE PHILLIPS, Uncle Ed China's new stenographer...she began flying on the 28th, and has 2:10 flying time with C. K. Rexrode to her credit...in answer to the several hundred inquiries around the various bases,—Corrine is not married,— and to the best of our knowledge is not engaged...YET!...Ship #10 is due to be flown back from Municipal to the water base, after undergoing a complete overhaul...All congratulations to BILL CANN who got his private pilot's license last Saturday morning... congrats, too, to Ad Thompson...this was his first student to go thru the mill since Ad got his instructor's rating a short time ago...

Visiting from Arcadia were flight instructor R. F. BAAR, and wife, who came in to do a bit of seaplane flying...the Baars are old Port Washington, L.I. residents... Then on Sunday, a big day around the Seaplane Base, Lieut. Harrison, from the Naval Base at Opa-Locka, came in for a bit of solo work... a frequent visitor and always welcome, he's the friend of Stetson Coleman, who is due in this week to continue with his flight instruction... Babs Beckwith, we hear, is back in the "Big City",— New York, and not Miami... also flying Sunday was Bob Millstead..."hauling passengers"...Madcliffe, his lovely wife, and Mr. and Mrs. Cornell Gannaway... Last Thursday, Jimmie Wyne was in for 35 minutes solo work, "Just keeping in touch," says he...how come, Jimmie,— won't the control tower let you fly off Municipal?...Jim, you know, is chief control tower man out there!
ADD ARCADIA CADETS VISITING MIAMI

Late Tuesday morning and we are still getting news about R. A. F. Cadets from Arcadia taking advantage of a "special" week-end leave to visit the "Magic City" of Miami. Six Cadets, including R. S. Middleton, N. E. S. Mutter, P. L. Green and Harold Jennings, came in Saturday afternoon, spending the balance of the day and Sunday as the guests of Mr. and Mrs. B. L. Helm and Mr. and Mrs. P. W. Moore, who toured them around Miami, Coconut Grove, the University, Venetian Pool, Miami Beach, the International P.A.A.A. Airport, etc. Among the young ladies who helped make the stay pleasant for the boys were Miss Natilec Ransen and her sister, and Miss Jennie Mickel.

Sad news comes back to us via Jennie Mickel who tells us that some of the R. A. F. boys felt a little hurt by our last week's cartoon showing a beautiful girl sleeping thru a long, technical discussion by one of the cadets.---Confusing to us is this reaction,---the last thing in the world we want to do is hurt anyone's feelings, and the cartoon was supposed to be funny because it depicted such an impossible situation! It must be the much heralded difference between British and American humor ---we're sorry, fellows, honest!

WHEELER vs. WHEELER, or who's who?

Comes a situation,---Frank Wheeler has asked us to straighten out once and for all the "confusing" situation of "Wheelers" in the company, claiming that his lovely 16-year old daughter Margaret Louise Wheeler, at Arlington Junior College, Washington, D.C., is getting tired of explaining to her classmates that the stories in the Fly Paper about George Wheeler dating Louise Wheeler have nothing to do with "Dad", who is very happily married to charming Varian Wheeler. Anyway, Frank is the hardworking contractor who is building our flight bases at Clewiston and Arcadia, and George Wheeler is the genial young vice-president and Comptroller, no relation, although George sometimes calls Frank, "Pop", and speaking of George, we understand that he, together with Uncle Ed China and "Cuz" McMurray, entertained "Cuz" Middleton DeCamp of the Standard Oil
DeCamps, over the week-end. Theme song of the week-end, "Drums in my heart!" and who lost the most sleep?

THE "BUS", FROM MIAMI TO CLEWISTON

Caught in the office Sunday afternoon (wotta a way to spend Sunday afternoons!), but a stroke of luck for some of our British Cadets from Clewiston, - just got a call from Cadet P. C. PRICE, stranded in Miami with four of his buddies, - and due back at Clewiston at 9 tonight. Thru more good luck, we had just talked to Buddie Carruthers and knew that he was driving back to Clewiston, - a little telephoning here and there, - and Prosto, - it's all fixed up, - Price, together with Cadets JOHN DIXON, ANTHONY BROWN, PETER MELLOR and JOHN YORKE will ride back "home" with Buddie.

And this is as good a place as any to repeat our suggestion that anyone spending the week-end in Miami could be of real service to fellow employees and students if they would call the main office in Miami, phone 3-0711 and tell the operator when they are leaving and where they can be reached in the event that someone wants a ride back to Arcadia or Clewiston. You're liable to get good company for the long ride back, - and help out someone in a "jam" for a ride!"

MANY MIAMI VISITORS

With the completion of the primary phase of Class 42-C at Carlstrom Field, Arcadia, and the "over the hump" achievement of the Group at Clewiston, there were many visitors from both these Bases in Miami over the week-end. We have already mentioned seeing Don Robbins, Buddie Carruthers, Scotty McLachlan, Lou Place, George May and many of the British Cadets from both Bases, - but others keep coming in. Last evening, "Chick" Clark and the "Missus" came around to the house, - but we were working, of course, - then this morning Mary and "Gunner" Brink came in to the Tech School on a 36 hour leave from Clewiston and Bob Hosford called from Municipal. Charlie Fulford is in town, as are many others whom we haven't seen...wish everyone'd call up to say "hello", - it makes a good

-25-
story for these pages. Anyhow, happy times to everyone,—hope you enjoyed your little vacations!

CLASS 42-A and 42-B NEWS

First word in many a week from British Class 42-A comes in the form of a letter to Nate Reece from Cadet Arthur L. Prandle, telling that the boys in his class have all completed their Basic phase at Gunter Field, Alabama. Of the entire group, who took primary at Carlstrom Field, no specific numbers permitted, only one failed to make the grade in Basic,—which is a splendid record and rates many congratulations to both the student and instructors on the program, both here and at Gunter. From here on, the lads go into Advanced training, some taking single motor pursuit ship work and others going into multi-engine bombers. All good luck to them, and we hope Arthur or some of his class mates see this and find time to drop Ye Editor a note sometime during the remainder of their stay in "The States".

As for Class 42-B,—we have had no word from them, directly or indirectly, since they left Carlstrom Field several weeks ago. Are you listening,—BRUCE SMEATON and PETER TICKNER,—how's about dropping us a line right soon and telling us all about what's happening to you-all. There are friends in the School who are very interested.

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SPECIAL NOTICE TO "Q" at Riddle Field, Clewiston,—your copy came in too late this week to give it space, but can use about half of it next week, together with whatever else you send in. Copy should reach Miami by Saturday noon to guarantee publication. Will send you special bulletin covering "Fly Paper" style sheet and requirements.

***

MENTIONING MUNICIPAL,—This copy, too, came in too late for this issue. However, LYNELLE RABUN has taken over the job and will be with us every week hereafter.

***

By Request,—someone in the Main Office wants this to be printed, "There was once a president named George Washington. Our question has to do with a man in the School with the same initials, and we wonder,—what kind of flowers should he send to his hostess in what Georgia town?"???? And a Cadet at Arcadia wants to know what was of such great interest to about 16 of his classmates in Hangar #2 a couple of weeks ago?
THE CLEWISTON GROUP BAND

In the Canteen at Clewiston the other day, we found a little cash box erected by Steward Howard Schooley,- "Give your pennies to the Band Fund!" ... Pennies Heck,- many of the gang are slipping in nickels and dimes,- which is a grand idea. When you visit the Canteen, don't fail to contribute to this worthy cause! Some of the Cadets at Clewiston are accomplished musicians, and they are quite anxious to get their band instruments and "beat it out" for their own, and your, musical amusement. The School, by the way, has contributed a piano as its share of the band. "No longer," says Ed China, "can Vic Watson pine fer a pi-anner!" Secretary Jean Ogden, who is a good pianist in any company, selected the pianos, one for Clewiston and one for Carlstrom Field at Arcadia.

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MIAMI BOWLING NEWS

This week it's the Pilots who get "on the beam", taking three games from Cunningham Sporting Goods, and dear old Tech stumps its toes on the Foul Line and drops two lines to Magic Bottle Supply Company, in front of a good cheering gallery composed of Barbara Walker, Pete Manookian, the "Madames" McShane, Pyott, Tinsley and Gibbons, Ray Waddington, Madeline Anderson, Mickey Lightholder, Sam Goldstein, Madeline Ellis, O. K. Joy and Jimmie Kees. (We all missed Alberta Francis who was absent from the ranks because of a tonsil operation and Gloria Brown who had to stay home and study.) Scores for the evening were:

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