REMEMBER THE MONTHLY PARTY FRIDAY, JUNE 20th!
See you there!

EMBRY-RIDDLE

Published Weekly by the Embry-Riddle School of Aviation

Vol. 2 June 16, 1941, Miami, Florida No. 9

IT'S SOO CONFUSING!

Amusing and confusing are some of the impressions the kids have had regarding our monthly parties, - one student thought it was for employees only - an employee thought it was for students only - and several were under the impression that the parties were for students and employees only. To the contrary, and once and for all, these monthly parties are for the students, yes, and the employees, and their friends and further than that, for everyone interested in Embry-Riddle or in aviation in general. The purpose of these parties is for EVERYONE to get together and have a swell time - so let's all of us get behind our next party, a supper dance at the Coral Gables Country Club, this Friday evening, June 20th, at 9:00 P.M., and really GO TO TOWN!

FOR R.A.I. NEWS SEE PAGE 11
EMORY-RIDDLE
FLY PAPER
"STICK TO IT"

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

JOHN PAUL RIDDLE, PRESIDENT

F. C. "Bud" Belland, Editor

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Ad Thompson    { Division
Don Watson      { Technical
Bob Kattenhorn  { School

Cap't. Len Povey School Riddle Aero
Dale Delanty   Institute

Bill Jaster    { Land Division
Bob Johnston    { Municipal Airport

EDITORIAL
LIFE IS SERIOUS

Most striking impression we get on
our frequent tours of the Embry-
Riddle bases is the serious intent-
ness of most of our students, both
in the flight and technical phases.
Far cry from the well remembered
school days when we kept one eye on
the clock and the other very unin-
terested eye on an Ancient History
book, we find that our students, al-
most to a man, are not only to class
on time, but spend plenty of over-
time, working and studying as tho
it were a life and death matter, as
well it might be in the hectic days
which seem to be approaching.

Outstanding example of such a young
man is W. A. Barnes, an instrument
technician student who was graduat-
Thursday after completing a 32 week
course in slightly less than 6 weeks.
You know, kids, that takes a bit of
stuff - every day for 7 days a week
and five nights every week - 394
hours of instruction! But as we
have said, the fellows working in
the Embry-Riddle School today are
not seeking some abstract knowledge
of the past, they are working now,
today -- for today and the future.
If you think Barnes didn't know what
he was doing, get a load of this: the day he was graduated from his
instrument course he received a wire notifying him that he had been
accepted by Civil Service for a job as Junior Instrument Mechanic at
better than $1,600 a year to start! Graduated Thursday -- he left at
6:00 P.M. Friday for Macon, Ga., where he will be assigned to the U.S.
Army Air Corps stationed there. Remember a few weeks ago we were ad-
vising smart young men to enroll in the instrument course?? What more
need we say?
And speaking of going to town, the boys and gals are taking us really seriously on our plea to buy tickets in advance: the tickets were issued Wednesday afternoon, and by the same time Thursday afternoon, Bill McDougall, Sr., had sold 42, Dorothy Schooley had sold 23, and Norwood Latimer, Eldron Farwell and R. L. Saxon, Line Maintenance students, came in and asked for 60 more tickets to be sold among them. Remember, at this party, the dancing AND the supper cost only 75¢ a person. All indications are that we'll top our attendance of last month by at least a good 100 persons. Let's go!

* * *

WE SEE BY THE PAPERS

Marriages and more marriages, and Ye Poor old Editor can't even get a date! There's flight graduate Bob Hurt who just married Jackie Blue—and James Paulding Parrott, another flight graduate who married Ellouise King a week ago Saturday. Happiness to you, kids!

* * *

The Army Air Corps recruiting board was in Miami last week and accepted 29 of the local laddies for service with Uncle Sam's air force. Among the graduates from Embry-Riddle primary flight training classes who were accepted were Rocco A. Famiglietti, Barney E. Turner, George Harris, Samuel K. Fleming, Jackie Ott, John W. Puffer, Jr., Richard A. Cline, Theodore A. Bell, Jack M. Kirkland, and Paul E. Gustafson. Well, Well, fellows, write us a letter when you get located! And plenty of good luck to you!

* * *

From KEEP UP WITH THE WORLD in COLLIER'S, - "A number of years before the Wright brothers made their first successful airplane flight in 1903, several Americans had been flying about in gliders, the most famous being Octavo Chanute who, in the 1890's, made two thousand flights without an accident". So that's how Chanute Field at Rantoul, Ill., got its name.

* * *
COULD IT BE??? The Sunday paper carried a story about Joe Jacobson, famous K. C. sky writer and says, in part, "Jacobson is the flier who wrote the only love message ever to hang in the sky. It said 'WIGGIE LOVES HELEN', and it served to put across the idea when letters, phone calls, and other more conventional modes of communication had failed". Boy, that sounds just like our old instructor pal H. Webster Wiggin and his wife Helen! Wiggie, if you see this, please verify.

***

HERO OF THE WEEK!

Comes to our attention that we have a real hero in our midst, it's David Hard, Line Maintenance student at the Tech School. A few years ago, it seems, Dave pulled a drowning youngster from a half frozen lake up north, and promptly forgot about the whole thing. But not the Carnegie Hero Fund Commission - they investigated the whole story pretty thoroughly and gave Dave not only a medal but $5,000. in cash to be used for his education. All of which makes a super story for these pages, with an extra feather in Embry-Riddle's hat because the Carnegie Commission investigated us thoroughly before they let Dave spend any of his money here, and their report was "Very Satisfactory". Nice going all around, and hats off to David Hard!

***

Flash! Tech School Team Leads Bowling League!

And the Embry-Riddle Pilots team is very, very safely in last place. Shame on youse fellers, but things are looking better. The regular pilot bowlers are slowly improving and with the addition of Gardner Royce to the regular team we should have some better scores. What the pilots really need is a bigger cheering section. How about it, boys and girls? And don't forget, on June 26th, Thursday evening at 8:00 P.M. in the Lucky Strike Bowling Alleys, 2975 S.W. 8th Street, the PILOTS will play against the TECH team. Don't miss this, it'll be good!

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Among visitors this week were Warren G. Reid and Janet Steward (they're getting married Tuesday, June 17th! Congrats!), Golda Jackson, Bonnie Lacinak, Mrs. Tinsley, Walt Sheehan, Mr. and Mrs. Don Watson, Mr. and Mrs. Howard Beazel, Irene Cropp, Mrs. P. Ordway, Betty Ordway, Bob Thompson, Harry Goldberg, Joe Link and B. H. Buxton.

The pilots won one game, lost two and the Tech boys won three games straight, the scores being:

**PILOTS:**

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State Police Patrol......Please Note!!

We appreciate the fact you are doing your job and well. But please, before leaving citations on students' cars that bear out of state tags, please check at the office where we will verify the fact they are students and not employed with the company. If we were to find a case where a person is gainfully employed and not patriotic enough to purchase Florida tags, we would be among the first to notify your department. Homer Taylor from Kentucky just had his second in a few weeks and Walter Sheehan from Connecticut has just had his first. So please, Mr. Milton, tell your boys to check with us and spare our hard-studying students a trip to your offices. Thanks and please verify with us if you will.

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That smooth Cadillac convertible, putting to shame all the Packards, Buicks etc. on the lot belongs to Carl Sedlmayr of La Gorce Drive on the Beach and recently graduated with honors as newspaper editor and many other accomplishments from Rollins College. Carl is enrolled in the line maintenance course studying for employment with Embry-Riddle at Arcadia...the dream spot of the RAF boys.

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- 5 -
What is the attraction of the Pont House lunch room. More former Juko joint eaters and restaurant lizards are bringing bags of sandwiches. Something must be going on up there. Maybe could be co-educational?

** * * *

J. Bonanno, member of the Lambda Chi Alpha fraternity, was elected recently as president of the University of Miami "M" Club. He was also awarded the boxing trophy as the U of M's most outstanding boxer.

(Ed's note: We wonder if he'd like to wrestle with the Waco?)

** * * *

ABOUT THIS AND THAT

Auditor Harry Roberts has returned from Arcadia where he helped Wm. B. O'Neill get started in the Carlstrom Field book-keeping department ... the other book-keeper there is Gordon O'Neill ... Jimmie Brickell's new Cub Coupe came in the other day ... and he's flying the dickens out of it ... very pleased ... Bud Heck was in at Municipal this week to buy some parts for his Cub Trainer which he keeps up at Sanford ... he calls it "Boeing made by Piper" ... on June 1, he and his wife and two children leave for a two week vacation in Michigan ... Mary Brooks is doing well with her instructor refresher course ... Mrs. Don Watson just returned from a vacation in her old home town, Painesville, Ohio ... Charlie D. Smith is going round and round with the U. S. Navy ... trying to stall off his reserve commission until he finishes flight training with us ... General Tinker flew a Flying Fortress over from Tampa the other day to lunch with Attorney John McKay and discuss business matters ... wotta taxi?...

** * * *

SOME NEW FLIGHT STUDENTS

Several new flight students have signed up for training at our Municipal Base. Of particular interest among them is Dick Totten, a Providence, R. I., lad and now Eastern Air Lines mechanic who decided that he wanted to be on the right side of a Douglas DC-3. Says Dick, "I watched a lot of the boys playing around trying to learn this game themselves and decided the smart thing to do was to enroll in a good school and learn fast, - and right." He signed up for the 220 hour commercial and instructor's ratings.

More interesting reading is the story we heard to the effect that Bob Walker resigned a good job with one of the local building and loan companies to devote all his time to flight training. He signed up for 10-hours Cub refresher, 50-hours advanced acrobatics and 25-hours instructor refresher.
Among others to sign up last week were Bob Thompson, instructor refresher Bruce Catlin, Instructor ground school; Dick Gardner, private license; Charley McCoy, commercial ground school; Charles Munn, Jr., instrument flight instruction; Emmett Brown, Cub refresher; Colleen Breslin, private ground school and Wayne L. North, commercial ground school.

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LOBBY AND LOBBYISTS
By Jackson G. Flowers

The next time you wend your way through the Embry-Riddle Main Office, examine the new cigarette receptacles which adorn the lobby. These new cigarette dunkers are built in the shape of a lower half of an aeronautical bomb. Besides being very attractive and adding to the aviation atmosphere, they exemplify the type of work done by Embry-Riddle students. They were constructed by William Dunn and Earl Cooper, who are now employees of the Piper Aircraft Corporation. A lot of luck with your new job fellow!!

LATE NEWS FLASHES

Captain J. H. Grant, the R.A.F. officer who brought the English laddies down from Canada, was in Friday for a look-see at the Tech school and our Miami Bases.

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And so was Bob Johnston, who came in to get a ride in the elevator, saying that he had never ridden in one before! A corrected statement, quickly made, explained that he had never ridden in THIS one before.

***

C. K. Rexrode just called up to tell us that Babs Beckwith had made her first solo, in two weeks, after exactly 8 hours and 15 minutes. "And a sweet job of soloing, too", says Rex. Also, Jack McKay got his water rating during the week.

VISITOR OF THE WEEK

FRANK ALEXANDER BURGIN, father of our General Flight Manager of the Miami bases, Lieut. Van H. Burgin, came in from his Atlanta home for a week's visit with his son. Mr. Burgin, who celebrated his 72nd birthday on June 8th, came to Miami by train, because he "just couldn't get plane reservations" although he does prefer to fly when traveling. An extremely active man, and quite evidently the product of a worthwhile life, we'll pass on the advice his father gave to him these many years ago when he began his career in business, "Be honest, son, and always
tell the truth!" Which is still the best advice we've ever heard!
Come back and see us, Mr. Burgin. * * *

LOOK WHO'S RIDING THE BICARBONATE CIRCUIT NOW!
When our old friend Mark Chartrand, manager of the Miami Theatre, called up Wednesday and said, "I'm program chairman for the Lions Club, and I gotta have a speaker for our luncheon meeting Thursday, what can you do? Well, what could we do? Not knowing a better talker than Rat Don Watson, we rang him in on the deal, and will say that he did a swell job talking to the 90 more or less Lions at the meeting. Among the Lions who displayed especial interest in the after lunch discussion of aviation were Lion Club President Glenn Gold, Rev. Glenn James, Honorable Tail Twister Jack Erneman and Chairman Chartrand. And Don didn't do so bad by the Royal Air Force boys up in Arcadia, either. When the members of the club realized that we had a bunch of the RAF boys so close to home, Hal Pelton of the Pepsi-Cola company and Bill Curry of R C Cola company suggested sending up a few cases of drinks for the British flight trainees, to say nothing of Tail Twister Erneman who is agitating to send the boys a few cartons of cigarettes. All of which is swell stuff, many thanks from us and the British boys for all your cooperation.

* * *

AROUND THE ENGINE ROOM

Smartest buy of the year goes to Ed China, who recently bought out a complete machine shop, netting us such valuable pieces of equipment as various size turret lathes, milling machines, power drills, metal saws, portable acetylene and electric arc welding equipment, to mention but a few big items, to say nothing of the thousands of miscellaneous small items and tools. It took three trucks and a derrick to make delivery to the Tech School, and Lee Edwards in the engine store room is, and will be for some time, quite busy classifying, cleaning up and storing the stuff. In these days when equipment is so hard to get, this was really a GOOD BUY!
GARDNER ROYCE, newest primary flight instructor to join the pilot staff at our Municipal Base is an old friend of long standing, having done much sport flying at our Seaplane Base and taken his instructor's rating with the Embry-Riddle School. First trained as a Flying Cadet with the United States Army Air Corps at Scott Field, Ill., during the last war, Gardner won his commission as a Second Lieutenant before he was given an honorable discharge at old Carlstrom Field after the Armistice.

In 1932, he got his private pilot's license and bought a Fleet in 1936, eventually trading it in for a Cub seaplane which he has kept at our water base for the last year. Primarily a sportsman pilot, Gardner went ahead with his instructor's rating work in order that he could "do his bit" towards helping train pilots for the present emergency, for which fine ambition he deserves our better grade of admiration and orchids.

The Royces have three children, Mrs. Dotty Royce Mathieson, Dick, 16 and Bob, 18. Bob, by the way, is also a pilot, having won his solo wings at our Seaplane Base last summer. The Royce family lives at 3580 Royal Palm Avenue, Coconut Grove, and Gardner's favorite hobby is "fishing, next to flying".

* * *

WHERE, OH, WHERE HAVE OUR LITTLE PILOTS FLOWN??

What's become of all the Embry-Riddle pilots who have been transferred from the Miami Bases to Arcadia?? On a recent trip to R.A.I. we saw only Archie "Bill" McCurdy among those present. Frank Frugoli, they told us, was on a vacation in New York. How about Slim North, Bob Lape, Roscoe Brinton, Jim Burt, Gordon Mougey, Al Janes, George Dudley and Bill McDougall...do you keep them in a special dark-room during your dinner dances and other festivities? And speaking of Bill McDougall

LAUGH OF THE WEEK is on him...just after Bill arrived at Carlstrom Field, "Skipper" Geo. Ola gave the "new pilot" a pretty mild talking to for speeding around the traffic circle at the field...only to discover too late that he was having the pleasure of at last talking back to an (ex)motorcycle cop from Miami...George swears that if he had known, he'd have given McDougall a ticket just to "get even" with his past.

- 9 -
Sure enough, H. O. Bates did used to be a champion ski jumper, we just found out that Joe won the U. S. Eastern Ski Jumping title in 1930, up in Greenfield, Mass. But them was long, long days ago, and there's no chance to practice down here in Florida unless he tries some of that fancy water skiing back of a speed-boat!
CARLSTROM FIELD  
By Dale Delanty

Folks, meet Ray Fahringer, who is doing a book with Jack Hunt, our director of Flying. Ray is one of the cleverest cartoonists we have seen in a long time, and he allows us to how he is going to run off some stuff for this column from time to time. Unfortunately, the manner of printing of the Fly-Paper is such that Ray's exceptional talent for shading is of no avail, but his straight-line stuff is still good for many a chuckle. We hope you like Ray's work as well as we do, and that he will consent to be a regular contributor.

** **

"When do we start flying?"

That was the first question asked by the 99 British fledgling pilots when they checked into Carlstrom Field last Monday after a four-day train ride in day coaches from Canada.

Dog tired and loaded for bear, as Robert W. Service put it, the boys reached Arcadia after a perilous trip across the Atlantic to be met at 6:30 A.M. by scores of civic-minded Arcadians who plied them with doughnuts, coffee and bushels of juicy Florida oranges—the first they had enjoyed in weeks.

After the early morning repast on the lawn of the Arcadia House, the townspeople loaded the Britisher youngsters into their cars for the trip to Carlstrom and another breakfast and then an informal ceremonious induction featured by the presentation of the Union Jack by Cadet Captain Norman Davis to Flight Leaders William Harrison and Jack Stonier.

It didn't take the boys long to get right at the swimming pool, either. After they had been assigned to their barracks, and had stowed their gear, they immediately made for the pool. Needless to say, some of them have suffered rather severe discomfort in trying on a parachute. Seems as if quite a few shoulders had become more than a little sunburned.

We were pleased to notice the immediate and enthusiastic attitude of the boys towards the accommodations at Carlstrom. We overheard two
of them talking within five minutes of their arrival, and they were going on at great length about their pleasant surprise at finding such enjoyable quarters and surroundings. We admit we may be a little prejudiced in our enthusiasm for the place, so it is always nice to hear unbiased confirmation of the idea.

Impressions of the United States gained by the visitors were both humorous and serious. Making only two stops from Canada, at Detroit and Cincinnati, the British youngsters were amazed at the vastness of the country. A four-day train ride in one direction without running off into the ocean was to them an experience to be believed only if personally encountered.

The last part of that ride, incidentally, was made with the steamheat on in the train, through some railroading mishap. Arriving, the boys got acquainted in less than no time at all. Led by Nate Rocco, Jr., former Mayor Stonebreaker, John Paul Riddle himself, and even Rodeo Queen Marie Vance, they were made to realize immediately that they were among friends sincerely interested in their welfare.

Another interesting story was told by one boy who had been in (Censored) during the Blitz. He related to us that he had seen a bomb shelter containing 1000 people that had received a direct hit. He said that it was hard to see how anyone in the whole town had lived through the four day siege, so terrific was the destruction.

** * **

The arrival during the past week of additional PT-17's has brought the number to a total of 64 now. A group of six on Saturday completed the delivery.

** * **

One of the more amusing incidents that arose when the new class (which incidentally, is designated as 42-A) got into the swing of things happened down at the Army Supply office. None other than Lt. Fruman gave us the story, and we think it is rather demonstrative of the difficulties arising from the differences in speaking between the Americans and British. Anyhow, it seems that Sgt. Knaizer was issuing certain personal equipment, and the supply was rather limited. In his effort to explain the situation, he merely confused the boys further by stating casually "You all will have to swap this stuff around for a while, but we've got a slough of stuff coming in after while".

All of which causes us to reflect on the situation that will probably exist when the boys get back to England. Can you imagine them mixing in a little of Sterling Camdens broad southern drawl, or perhaps a
HEY, WARREN - NOT THAT ONE! - THIS ONE!

(Dedicated to Warren Keller, in particular, and the line crews in general at our various flight bases.)
little infiltration of Florida Cracker lingo. We can imagine one of
them saying, "I say old man, lookie yonder up the road a piece".

* * *

"Dear Chief"

We feel constrained to head this item under the "He who titters tardi-
est has the most boisterous guffaw" title, but in solemn deference
to the prestige of Ye Ed, we won't. It is all built up around the
cartoon accompanying the first para-
graph in the issue two weeks back
concerning the "Sky Bulldoggers".
Look, Chief, we know you are a city
slicker and aren't wise to the ways
of the country, but golly gee whiz,
don't you know what bulldogging is?
In case you don't, it is the neat
little habit the cowboys have of
chasing down a young steer on horse-
back, catching him by the horns on the fly, dismounting, still on the
fly, and then tying up three of his four (in case you didn't know how
many) legs, all this done against a stop-watch. So, you must admit
it is a little silly to accompany our dissertation with a picture of
a flying BULLDOG! SHAME!

* * *

STUFF AND THINGS

Once over lightly --- Sgt. Barron proudly giving positive proof, by
way of the picture Chas. Ebbetts took of him for his pass, that he
DOES have his mouth closed once in a while. --- One of the boys
asking us about the "trousers" ever the wheels on Karl Dunn's Fair-
child. Over there they are called "spats".

All condolences to Tech School Director Lee R. Malmsten who received
a wire Saturday morning telling him that his father, Roy Victor
Malmsten, had died suddenly in the Veteran's Hospital in New York City.
Mr. Malmsten served with the U. S. Army transport division during the
last War.

* * *

A FEW THINGS AND STUFF

To conserve space in the Municipal hangar, the light ships are being
stored nose-down on some special dollies...which gives visitors the
impression of a hangar full of "Hell Divers"...Tech School SAFETY THOUGHT FOR TODAY..."If you see anything that is unsafe, TELL US about it at once. We would rather have your suggestion now than an accident report later"... During that last windy spell, Joe Garcia and Bob Johnston clipped the wings of a "Mosquito Hawk" to see if it could fly...it did after a fashion—and society for prevention of cruelty to dumb animals was duly notified...Question of the week...a favorite of Prof. Einstein's...Light travels at the speed of 186,000 feet per second...if a man carrying a torch were running at a speed of 186,000 feet per second, where is the light?? We're slipping, again...just discovered that Earl Shuptrine has been a maintenance helper at Municipal for two months...He's working on his A & E and quit Monocoupe in Orlando to come with Embry-Riddle....

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AROUND THE ENGINE ROOM (Continued) AND THE NEW ENGINE STANDS for the Pratt & Whitney Horney motors...designed by Instructor Ed Riopel and made entirely by employees and students...we saw Charlie Frue, welding graduate, torch cutting the 3/8 inch steel back plates and electric welding them onto the frame...and Dick Mann machining bushings on the new lathe...a very nice job all the way and well worth your inspection.

We met the new engine instructor...Rupert A. Keene from Lakeland, Florida...He has an Aircraft and Engine rating...began learning in 1920 at the U. S. Army Air Corps mechanics school, Kelly Field, before that school was moved to Chanute Field...then, just to make sure...he went thru the Navy mechanics school at Great Lakes, Ill., and spent 12 years active duty with the Navy, afloat and ashore...and has done much instructing on engines, including the University of Florida...seems like a right good man...and well qualified for his work.

Welcome in, fella!

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PENT HOUSE LUNCHEON CLUB

Newest lunch time innovation around the Tech School Main Office is the penthouse luncheon club which meets every noon in the north tower of our Fritz building. Swept by cooling breezes no matter how hot the day, and offering an excellent view of the City of Miami, 'tis an excellent place to eat and relax. Admission to this super exclusive luncheon club is by invitation, membership, the elevator or the north staircase. Among members attending on Yo Editor's first appearance there were Jimmie Ross, the Ordway brothers, Gene McCutcheon, Philip de la Rosa, Walt Sheehan and Jack Flowers. A swell place to spend the lunch hour, and there is NO possibility of having the shops moved up there!
SUMMER'S HERE!
And there's no doubt about that!
We offer in evidence,

1. The Goodyear Blimp and the sky writers have gone north. 2. The poincianas are in the beauty of their full bloom. 3. The rainy season has begun with its daily 30-minute downpour which so delights the hearts of property owners with withered lawns. 4. Iced watermelon stands are appearing on every corner. You can get more than you can eat for a dime. 5. Last, but not least, beach parties are becoming popular, and Ye Editor is getting "manana fever", we'll do that tomorrow and swim today!

* * *

A TUESDAY MORNING AT THE SEAPLANE BASE

J. B. Stetson Coleman, Canada Dry official and private student at the Seaplane Base, flew down to Pigeon Key, just off Marathon, last Monday with Instructor C. K. Rexrode. The boys joined Mr. Gould on the yacht Maraposa for some plain and fancy tarpon fishing. In fact, Commander Lee, of the Navy, hung up this season's record by boating a 190 pound tarpon. They returned to our Miami base early Tuesday morning.

Mike Covert, Ad Thompson and Rexrode are all wearing the new official caps introduced last week by Charlie Ebbets. The boys say that all the gals in town go for them --- and they really mean the hats!

News certainly travels slowly --- the Seaplane division didn't even know that the company had a couple of "Ducks", Sikorsky S-38's, up at Carlstrom field getting an overhaul before being brought into this area.

And we saw a lot of the old gang...Bob Grant who just finished his primary training under CPTP and will soon return to his summer home at Urbana, Ill. ...Ed Meehan with 37 hours and 50 minutes under his belt, just waiting around for the CAA inspector to give him a private flight test...then there was Lester Murdock, the new dock boy who seems to be a right nice chap...and Dr. Margaret B. Williams who has 25 hours towards her private license...Peggie Mee came in for her first flight...and will be back for more.

And an orchid to Babs Beckwith, primary flight student, for being the only gal we've ever met who could so nicely combine both beauty and brains. Very unusual, and, we might add, a very pleasant discovery.

* * *

- 16 -
We were wondering what all those little flags meant around the Seaplane base, the ones that a ramp boy runs out and changes every time a ship takes off. Henry Pelton explained that they're landing instructions for the pilots, and their specific meanings were:

Green Flag, dock at ramp; Yellow Flag, dock at 1st float; White Flag, dock at 2nd float if others full; or White Flag, shoot the ramp when wet; Red Flag, stay clear, don't dock; Red and White Flags, come in at once.

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We still have a big story about the Seaplane Base coming up! Don't give up hope, -- it'll be here soon.

** SPECIAL NOTICE!!

A brief graduation ceremony will be held during the intermission at our dance Friday evening at the Coral Gables Country Club. At this time, Boss Riddle will present the coveted "wings" to the successful graduates on the Spring Civilian Pilot Training Program.

ALMOST FINISHED - 2 CPTP

The secondary spring CPTP program is just about finished. Out of an original 31 in the beginning, 12, including John DoHart, Jim Pollard, Harry Eloy, Gorry Cook, Jim Gilmore, Warren Reid, Sam Lightholder, Jim Parrott, Bill Jaster, Barney Turner, Grant Baker, George Mason and Charlie Smith have already completed the course and passed successful flight tests. Out of the remainder of the class, Arthur James and S. Chiles dropped out to enter the U. S. Army Air Corps and Eugene Brown was forced out by sickness, which leaves 12 to go, -- Instructor Wantz has 2, Cousins 2, Tinsley 3, Eckart 2, and May 3. 'Twon't be long now!

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Other students passing flight tests last week were Don Flynn who passed secondary instructor refresher and Johnnie Davis who passed primary instructor refresher.

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Story of the Week

Concerning R. R. Spain, L. H. McCormick, Glen Longstreth, Dave Ulrick and Kelly Newsome, all formerly with Douglass Aircraft in California, and now lead men with the Intercontinental Aircraft factory, we met
those men at the Tech School the other night and find that each of them spend part of their week giving specialized instruction to our students in sheet metal work, assembly and riveting. And what makes a good story better, is the quotation from R. R. Spain, who has seen most every aviation technical school in the country, about Embry-Riddle its teaching methods and equipment, he says, "As good as the best and better than most".

MENTIONING MUNICIPAL

News is a funny thing - each week on our news gathering trip to Municipal Base, nobody seems to know anything new, yet they always manage to give us plenty of things and stuff, for example, —

SURPRISE OF THE WEEK was received by Elaine Dowery who walked out of the hangar the other morning and found flight graduate Alan Ringbloom sitting in one of the Navy N 3 N 3 trainers waiting for his instructor, Capt. Karl Vooltor, who was in our operations office talking to old friends...

Wednesday afternoon Boss Riddle, and Lieut. Burgin took Captain Grant, of the Royal Air Force, for an afternoon outing at the Chamber of Commerce's annual party at the Quarterdeck Club. Burgin, by the way, was appointed chairman of the aviation committee of the C of C... He took Col. Richard Gimble's place... The Colonel having been called to active duty at MacDill Field, Tampa...

HELEN CAVIS, first female flight instructor in the history of the company, joined the staff last week and will be in charge of the women's flying division... Good looking, good personality and a good pilot... born in Boise, Idaho, she came to E-R from Washington, D.C. Welcome into the family, Helen.

Last week saw the biggest secondary flight time record in the history of the company... credit going to the pilots who actually flew day and night to wind up the CPTP program within the time allotted and particular credit goes to maintenance men Les Bowman, Larry Silkey, Johnnie Davis, Jim Sawyer, C. P. Bestoso, Mason Armstrong and Vorn Wunnenborg who, too, worked day and night right beside the pilots to make this record possible... it's the old story of teamwork... the splendid cooperation which makes the Americans such great people... private flying, too, has shown a consistent week to week increase, last week being 30% more than any previous week...

ON THE LINE CREW, Rocco Famligetti will leave today (Monday) for the Army Air Corps... new additions to the line crew are Jack Hobler and Larry Holt...
Colleen Breslin, private flight student, sideslipped her car into a truck the other day, demolishing the car...and spraining her right wrist...lucky gal!...

Flight graudate CHARLIE SMITH left Wednesday for Northwestern University in Chicago where he will go into the Naval Reserve and probably meet Joe Neiser...Charlie will try to get transferred to the Naval Air Corps...

SAFETY THOUGHT FOR TODAY: - Never Forget That You’re in an Airplane...

Frankie Farrington is wearing a pretty pretty sparkler on that finger!...and Maston O’Neal tells us it’ll be an early fall wedding...

JOE CRUM and LARRY SILKEY went exploring the Everglades last week in a new style "swamp buggie"...the dern thing broke down and they had to come back in another "buggie" they took along, just in case...

C. P. BESTOSO is newest addition to the Maintenance Crew...he is an A & E mech., and came with the company June 1...

When C.A.A. Inspector Bob Womple was in town last week, he appointed CHARLIE BARNHARDT as a Junior Flight Examiner...Nice going, Charlie boy!...

Chief of Maintenance LES BONMAN now handles maintenance work at both our Miami bases...and we see Vernon Wunnenberg running down to the Seaplane Base every day to make his daily line inspection of the ships.

Flash...Dale Delaney just called from Arcadia to say that he was flying down for our dance Friday evening...hope he brings some of the other boys with him...And more flash...Bob Johnston has a date for the dance, already!

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WE STARTED A FEUD!

Sheldon Wells came busting into the editorial office, with fire in his eyes and loud threats of "a lawin' and a suin' us on nine counts" because of our last week's story about Don Watson's old car being frayed around the edges and lacking pick-up. You see, Sheldon bought Don's old car, still plenty nice in our estimation, and is very emphatic in his contention that frayed she may be, but pick-up depends on the personality of the driver and not the car! Okay, Sheldon, you win and we apologize.
DON'T MISS

FID. RUN, WALK OR SWIM