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Embry-Riddle School of Aviation

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From The Roll Of Honor At Carlstrom Field

CAPTAIN JAMES G. CARNEY, left, Class 42-J, now stationed at St. Petersburg, Fla., has been awarded the Air Medal with nine Oak Leaf Clusters, the Purple Heart and the Distinguished Flying Cross. Captain Carney, a resident of Woodside, Long Island, returned from the European theater February 19.

LIEUTENANT WILLIAM W. McELHARE, right, Class 43-C, is with an Eighth AAF Bomber Station in England. He has received the Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross. Lieutenant McElhare is from Easton, Pennsylvania.

CAPTAIN D. LUKE JACOBS, left, Class 43-C, is home on leave in Shelbyville, Tennessee, after seeing action with the Eighth Air Force in England. He wears the Distinguished Flying Cross and the Air Medal with three Oak Leaf Clusters.

LIEUTENANT THOMAS M. JONES, right, Class 43-A, of Guilford College, North Carolina, was killed in action off Darwin, Australia, January 17, 1944. He received the Distinguished Flying Cross with bronze Oak Leaf Cluster and the Purple Heart.

LIEUTENANT ROBERT P. KLINE, left, Class 42-K, is on his way home from the Mediterranean theater after having participated in more than fifty long range bomber missions. Lieutenant Kline, of Monon, Indiana, has been awarded the Distinguished Flying Cross with one Oak Leaf Cluster and the Air Medal.

LIEUTENANT WILLIAM W. TURNER, right, Class 43-C, has been in the Southwest Pacific since July, 1943, with the 5th Air Force. For meritorious service he has been awarded the Distinguished Flying Cross and the Air Medal. Lieutenant Turner is from Rossie, New York.
Letters to the Editor

Northern Ireland

Dear Editor,

Perhaps I should re-acquaint myself with you. I was in Class 42-G at Dorr Field, along with 75 or so other boys. I’ve been receiving the Fly Paper since January, 1942, and it has always sorta made me feel as though I “belonged,” as it were.

When we were at Dorr, conditions were not quite what they are today, but I know that the boys who were there then still have a very special place in their hearts for Dorr. That is where we learned to fly!

I am writing this letter, believe it or not, to notify you of a change of address. However, since I am in touch with you again, do you mind if I make a small but ever so important correction?

In the Fly Paper of March 31, 1944, on page 7 you have printed a fine article about “Whitby” Sternfeld. Whitby was a classmate of mine, and he was awarded his wings (he didn’t win them—he worked pretty hard for them!) on August 5, 1942, not 1943, as you have printed. It’s just for the record, of course, but 42-G-Cites are pretty darned proud of their class, and any confusion between them and any other class in the Air Force is purely a condition that must be corrected, but quickly!

I ran across Whitby in London a few weeks ago and he was looking fightin’ fit. I shall send him this copy of the Fly Paper. I’m sure he’ll get a big kick out of it.

Think you could stand a little more news of 42-G? Well, after I finished flying against Jerry from England in October, 1943, I was asked to become an instructor of tactics. I’ve been at that type of work since. I’m afraid my chest is not bedecked with the decorations of most of the other boys in 42-G. I’ve been awarded the Air Medal, period! I spent a few months in Newfoundland, Langly Field, Mitchell Field, then England, now the Emerald Isle.

Though it’s been over two years since I left Dorr Field, I can still remember a few things that were dear to me, especially the site of our “Canteen.” Remember the shack that was set back about 20 feet from the road? Whatever happened to the two girls who ran the place?

Say, Madam Editor, I wonder if it’s at all possible to get the current address of my instructor at Dorr. His name is R. R. McDuffie. I believe his home is in Miami. I’d appreciate any help you could give me there.

So long for a while. I’ll be looking forward to receiving the Fly Paper at my new address. Good luck to everyone.

Sincerely,

Lt. Joe Chimento

Editor’s Note: We’re not quite sure whether it was your change of address or indignance over our error regarding Whitby which prompted you to write, Joe, but whatever it was, it’s swell hearing from you and we hope next time you won’t wait so long to send us news of yourself and Dorr classmates. We wish you could see the beautiful Canteen the cadets at Dorr enjoy now. It’s a far cry from the “shack.” We can’t tell you anything about the girls who used to run it, but maybe one of them will read your letter and drop you a line. We’ve lost track of R. R. McDuffie but hope that he too will pick up a copy of the Fly Paper and get in touch with you. Should we learn anything about him, we’ll write pronto.

Flarppy

Georgia Power Co.
Atlanta, Ga.

Dear Mr. Brinton:

Indeed I appreciate your letter of June 7 welcoming my son, Charles, to Carlstrom Field where he will receive his primary training as a Flying Cadet. The very fact that I received such a letter from you indicates to me that your organization is a very efficient one, on its toes, giving emphasis to details, which further indicates to me that the little things of life which mean so much are being given as much attention by your organization as those which are on a larger scale.

I have every confidence that you will do everything possible to provide him and his fellow cadets with the most complete training facilities, and I have heard elsewhere that your experienced instructors are of the highest caliber.

It is my hope to see him finish his primary work there with a grade comparable to the training facilities at his disposal. I have received a letter from him stating that he is delightfully pleased with the living quarters, food, recreational facilities, training program and, in fact, all phases of his work and surroundings. Of course, all parents are interested in that most important feature termed “safety measure.” To say the least, it is a comforting feeling to be assured that such measures are in full force, so far as it is humanly possible, at Carlstrom.

I wish it were possible for me to visit Charles while he is in training with you, and I know I would enjoy a tour of inspection of the school; but as I am on the home front and trying to carry on at my end of the scheme of things, I must adhere to the appeal of my government not to travel unless necessity warrants.

You often hear that “history repeats.” Carlstrom Field is an old stamping ground of mine. During the last war I was out at Kelly Field and had finished my dual and some hours of solo work when they asked for 50 volunteers to go to a new Field in Florida and open it up. As Florida was closer to home than Texas, I got a bunch of my buddies in the ground school together and we volunteered and were the first cadets to arrive at Carlstrom Field sometime the latter part of February, 1918.

I was about the same age as Charles, I had two sons, and they and their mother were living in Arcadia while I was at Carlstrom. I received my commission as a second lieutenant in the Reserve and my Wings at Carlstrom May 17, 1918. In fact, I landed the first plane that was ever flown on a cross-country trip from Arcadia to Sebring. In those days, that was really something.

I give you this little background in order that you might know how much I appreciate the wonderful adjustments that have been made since those days, in every phase of the art of flying. I congratulate you men for doing such a wonderful job for our country, and my only regret is that I am not in it up to my ears, as you are. I deeply appreciate the interest displayed in my son and his welfare and I sincerely hope that he will prove himself worthy of the task that lies before him.

With highest regards and highest esteem,

Sincerely yours,

M. M. Rolleston

Editor’s Note: The above letter was written to H. Roscoe Brinton, General Manager of Carlstrom Field. The coincidence of father and son having trained at the same Field during two World Wars is one that is frequently met at Carlstrom, and we are always pleased to receive the sort of “back-ground” information Mr. Rolleston writes.

Box 423
Moore Haven, Fla.

Dear Editor:

In a recent letter, Pete Edwards of Course 9 requests that I forward his change of address to you.

Also in this letter he says, “By the time you get this I shall probably be flying operationally with my crew. Alec Whittle of Course 9 was here with us but he has left and I hear that he has been shot down over Germany. It is possible that he is a prisoner of war and if so his friends will probably rescue him after a time.”

Further he states that he plays “horn” in the station band and had a great time.

Continued on Page 10.
Letters from Britain

Westbury
Binefield Road
Bracknell, Berks.
England

Dear Editor:
I am writing to thank you very much indeed for sending on the Fly Papers. My son, Flying Officer K. G. Strong, always used to read them whenever he came home on leave.

He used to tell us how kind everyone was to him when he was at Riddle Field, and how he missed the cloudless skies and the lovely fruits of Florida when he came back to England again.

But I am so very sorry to have to tell you that he is missing from Air Operations over Italy on November 24, 1943. It has been a great shock to us all, but we are hoping that he has bailed out again and is safe somewhere.

Again I thank you very much for the Fly Papers and send best wishes.

Yours sincerely,
(Mrs.) J. H. Strong

Editor's Note: We are indeed anxious to hear the good news that your son is safe, Mrs. Strong. Please notify us when you receive word, for there will be many a Course 8 graduate keeping his fingers crossed for classmate Strong.

74 Woodcock Hill
Kenton, Middx.
England

Dear Editor,
I would like to take this opportunity to express my thanks for the way in which you have so kindly and regularly sent the Fly Paper home.

A great deal has happened since I left Carlstrom with Class 42-B, but I will always remember the happy days I spent with you, and one day I hope to be able to come back and see you all again.

I'm sorry to say that I'm not a very good letter writer, so the Fly Paper has helped me to feel that I have kept in touch with some of the people I knew in Arcadia and Alabama. I should very much like to hear any news of my old instructor, "Bill" Duff.

Once again, thank you for your kindness, and I hope you will continue to send the Fly Paper until the day when I can again get my copy at Carlstrom.

All the best to you all.

Sincerely,
Bryan D. Young, F/Lt.

Editor's Note: Bill Duff is a Pan American Airways' captain, Bryan, and is flying between Miami and Rio de Janeiro. The next time we see Bill we'll tell him you asked for him and give him your address. We'll keep the Fly Papers coming and hope for the day you pick one up again at Carlstrom.

41 Menastery Gardens
Enfield, Middx.
England

Dear Editor:
Many thanks for sending the cheerful and very interesting Fly Paper which continues to arrive regularly. And best wishes to Jack Hopkins who kindly arranged for some earlier issues to be mailed.

I am glad to say these arrived safely as they contained news and items concerning Course 4 at No. 5 BFTS, Clewiston, of which our son, Sgt./Pilot Vincent Reeves was a member.

He spoke very highly of the Instructors and Staff of Riddle-McKay and was very happy during his stay in Florida, thanks to the efficiency of the college and the kindness of everyone in the nearby towns, particularly Mr. and Mrs. Melrich, Mr. and Mrs. Morgan, Miss Humble, Miss Cook and Mrs. Van der Velle.

Now thousands of America's sons are over here and we hope they too will take back happy memories of their stay in England.

Our kindest regards and best wishes to all in Florida.

Yours sincerely,
Mr. and Mrs. F. J. Reeves

Editor's Note: We are publishing Mr. and Mrs. Reeves' letter so that their words of appreciation will reach all who know their son. We know that our boys in England will receive the same kindness that we have endeavored to extend to the lads who are sent to us from across the water—there are many British Melrichs, Morgans, Cooks, Humbles and Van der Velles.

Leonard Stanley House
Stonehouse, Glos.
England

Dear Mama,
Just received another epistle of yours, also a lovely picture of yourself. It really is extraordinarily good. I have it with me now at camp to remind me of a wonderful person in a beautiful country.

I've finished my training now and am on the job. By the way, that's not what you think it is, although I cannot tell you what it is any more than to say it is a staff job.

I'm quite lucky where I am at the moment in that I have a good school friend living quite close. He has a farm and I go over there in the afternoon to help. I cut firewood, milk cows and do other odd jobs. In return I get supper and a very pleasant evening.

I went home for a day off the other day and brought back a ping pong net, bats and balls to amuse the boys. Mummy has done a lot to keep us from boredom down here by providing magazines and now she's trying to get a radio. I think she's having a fair amount of success despite the War.

I managed to get home by the usual method, i.e. the "method of thumb" and didn't waste any time at all anywhere.

I just received another Fly Paper and see that Course 15 are "Listening Out." They are our last link, so to speak, with Riddle Field, as they were just going down to Florida when we left Moneton.

Well, I must stop now or this letter will linger too long, as it usually does. So good bye for now.

Much love,
John

Editor's Note: Mrs. Carolyn Wadlow of Palmdale received the above letter from John A. Carusi-Hayward, a graduate of Course 11, Riddle Field. As Mrs. Wadlow says, John can be remembered by his winning, mischievous smile.

37 Kingsway
Wembley, Middx.
England
June 8, 1944

Dear Editor:
Our son, Peter A. Taylor, was a member of Course 14 and for some long time now I have had "an urge" to write on behalf of

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The Guiding Force

by Chaplain L. H. SHONFELT
Carlstrom and Dorr Fields

I remember the day when the criterion of a good car was whether or not it would climb in high gear that steep hill two miles south of town. The car would seem to strain and struggle as it neared the crest and if the timing was set perfectly and the carburetor was properly adjusted, it would triumphantly thud over the top. But if the engine sputtered or faltered once, the attempt failed.

You can imagine what would happen if the engine would run only part time—on for one minute and off for two. You might make some progress that way on level road, but not going uphill.

Some men hope to gain power and satisfaction in religion in that halting, hit-and-miss fashion. Successful religious living means progress uphill, but the power must be on constantly. To practise religion one day a week or one hour of one day a week is too little and too late. A daily devotional period is excellent, but 10 minutes a day is hardly sufficient, if you forget about religious obligations the rest of the day.

Morning prayers are fine, but that spirit must carry over into the classroom. Memorizing the Biblical precepts of morality are futile if they are not applied to those week-end recreational activities. Religion cannot be confined to the chapel; it must function also in the barracks, in athletic activities and on the flight line. Religion is a spirit and a power which permeates all of life. It is a guiding force which directs all of our thoughts and actions. It cannot be laid aside part time or excluded from certain areas of our thought.

The prayer of the earnest Christian is: “O God, be not far from me.” (Psalm 71:12) The answer is the assurance expressed by the 46th Psalm: “God is our refuge and strength, a very present help in trouble. Therefore will not we fear.”

As Kahlil Gibran says in The Prophet, “And he to whom worshipping is a window, to open but also to shut, has not yet visited the house of his soul whose windows are from dawn to dawn.”
TECH TALK
by LIL. CLAYTON

Carl R. Anderson, assistant vice president of Embry-Riddle, has announced that the contract with the Veterans Administration for educational training of disabled veterans has been renewed.

The school curriculum has been set up to conform with the requirements of veteran rehabilitation.

Courses offered are Aircraft Engine Mechanics, Aircraft Mechanics, Basic Radio, Advanced Radio Communications, Advanced Radio Maintenance, Aircraft Drafting and Design and Aircraft Instrument Overhaul and Maintenance.

Gossip Department

Our best wishes to Comptroller Bob Hillstead, who has stepped off the Tech School floors to trod the decks of the Navy. We hate to see you go, Bob, and hope that any future three-day passes (more or less) will include visits to your old gang.

Our congratulations to Assistant Editor Vadah Walker! To her many talents she has added photography. Such form! Such concentration! Such results! Instructor Carl Anderson well may be proud of his pupil, but the wild-eyed form exhibited by our Vadah is faintly reminiscent of her stance as a bowler.

The Wedding Bells Department reports that Frances Fredericks, who did give us fair warning, went and "dood it." Mrs. Radio Navigator George Albrecht, since June 17th, is now missing from our Personnel department, but our thoughts and best wishes are with her. The same goes to Kay Weidman of Accounting, who is now Mrs. Robert E. Weidman. Any similarity in names is purely coincidental.

The Stork department reports the birth of Hanes Aleen to Helen and Bob Burkart. "Hanesy," 6 lbs. 4 ozs. when born on June 20th, is a beautiful baby girl and we are happy to say that she, her mother and father are doing well. That disarmingly sweet smile of Helen's, which used to reign in Mr. Riddle's office, is more evident than ever.

History Repeats

History came near to repeating itself recently when Truman Gile, Jr., reported at Dorr Field for primary flying training. Back in 1920, his father was an aviation cadet at Dorr's sister Field, Carlsstrom.

Before entering the service young Gile was a civilian instructor at the Tech School under the AAFTC. He taught aircraft identification and showed visual education moving pictures to the trainees.

Gile senior, associated with Embry-Riddle since Cincinnati days, received flying training with John Paul Riddle at Carlsstrom just after the last World War. Gile is now supervisor of the Research department at the Tech School.

U. S. Navy Takes Over Miami Tech Building

It's ladder, deck and bulkhead now around Tech School. The Navy has taken over the building for use as a gunnery school. Formerly a station for AAF students, with many visitors from other branches of the service, this school has played an interesting part in the War. We hope the Navy personnel will enjoy working here as much as we have. In moving the Technical Division to the Coral Gables Coliseum and the General and Administrative offices to the Colonnade in Coral Gables, we find ourselves up to our necks in gobs of work.

We do not go to Coral Gables as strangers, but as old friends. When the AAFTC grew to such proportions a great part of our administrative personnel spilled over into the Colonnade. Built originally as a theatre, this impressive structure adapted itself to a variety of industries until Embry-Riddle transformed it into an office building. Carpeting, paneling and tasteful furniture soon made the cool, spacious lobby and high ceilinged offices a place of charm and comfort and efficiency.

The Coliseum also has a theatrical background, having been built as an auditorium, and later becoming an ice skating rink. Embry-Riddle was training hundreds of army technicians and more space was needed, so the Coliseum with its vast interior lent itself proudly to the expansion program. It soon was humming with the activity of AAFTC electrical trainees.

All other Embry-Riddle operations will continue as in the past. Carlsstrom and Dorr Fields, AAF primary flying training schools located at Arcadia, Fla., and Riddle Field, No. 5 British Flying Training School, Clewiston, Fla., will continue. With flight

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ON THE ROAD TO C.A.A. LICENSES IN AIRCRAFT ENGINE MECHANICS AT THE EMBRY-RIDDLE TECHNICAL SCHOOL: Linwood Ward, at the drill press in the upper picture, is the son of Mr. and Mrs. E. L. Ward of Edenton, N. C., and hopes some day to be an instructor. Harry Metzgar, working on an engine lathe at the left, is a son of Mr. and Mrs. Charles Metzgar of Brooklyn. Harry intends to follow in the footsteps of his brother, Edward, who is an airplane mechanic at Riddle Field. The young man in the center, Jose Rodriguez, is from Puerto Rico and has aspirations toward a job with an airline upon completion of his course. He is a son of Mr. and Mrs. Jorge Rodriguez. Robert J. Jennings, seen at the right disassembling a crank case, hopes "to get a good job" in St. Petersburg, Fla., where his parents, Dr. and Mrs. J. A. Jennings, make their home. These young men, with other technical students, live at the Embry-Riddle dormitory in Coral Gables and spend their leisure hours swimming, playing tennis and participating in other sports activities.
DOINGS AT DORR FIELD

Kaydet Korner
by A.C.R.W. HANK

Among the many unusual hobbies pursued by aviation cadets at Dorr Field is that of A/C Clyde D. McLain, a magician of no little repute. His sleight-of-hand tricks readily demonstrate that the hand is quicker than the eye. Of this fact many cadets at Dorr are convinced.

McLain shows first one red ball and then with a wave of his hand produces four. Even this simple trick makes many cadets say “Magic?”

Yes And No

“Yes and no,” says McLain. “It calls for the practice of being able to make one’s audience concentrate on the opposite thing from which they should if the trick is to be discovered. That is comparatively simple because the average person tries so hard to see how the stunt is done that he sees the wrong thing at the right time.”

McLain further states that learning to do these tricks is relatively easy. One must practice, have patience and confidence in his work and must have the ability to take people’s attention away from the main part of the trick.

Impersonations

A comedian, much to the surprise of the men, then made his way to the stage and imitated some of our great musicians and the Quiz kids. A feminine Frank Sinatra made the audience applaud for encore after encore.

The MC also was a magician who, with the help of A/C Pancake, performed some unusual sleight-of-hand feats; he managed to get Cadet Pancake’s undershirt and tie off to the mystification of the audience. At the close of the act the MC inquired if anyone had lost a wallet and a pack of cigarettes—imagine the chagrin of one H.P., when he learned that he was the victim.

Four Training Phases

Pictured on this page are four cadets representing the four phases of training each cadet receives at primary: Flight, Academic, Military and Physical, all of the utmost importance in the making of a pilot and officer.

The primary mission at Dorr Field is to graduate men of sound bodies, stout hearts, and alert minds, with a liking for the air and its adventures, with a high sense of honor and discipline that comes only with trained initiative and leadership, strong with resolve to be worthy of the traditions of the Army Air Forces.

Major William S. Boyd Writes

News of Dorrites in England

Dear Jack,

No, Jack. I hadn’t forgotten you, the whole gang not the Field where we worked together for two years. It’s just that Bill Frank and the Fly Paper have kept me in touch with the personnel and the changes, most of the news and the gossip. My letters to Bill have been my outlet to you folks. Lately, though, the Fly Paper hasn’t been catching up with me.

Donald Webster and Jack Pinkerton are over here, but none of us are at the same place and I haven’t bumped into either of them as yet. However, old Cecil Howard Andrew Duke is with me in the group, as are three Dorr Field products, one of whom I have as a flight commander in the squadron—Lindstrom, a member of our first class, 42-D. Notman of the same class and Foster of a much later class are in other squadrons in the group.

Bally Old England

Bally old England is darned cold and in my courses of training they never checked me out in how to light or keep a coke stove burning. Consequently, the heat in my room is from the words I utter to the stove—nothing more.

England is really pretty at this time of year as everything is so green and well kept. Reminds me somewhat of that good old state called Pennsylvania. Others say it is Ohio, Illinois, Kansas, Massachusetts and what have you, so everyone is happy. Most anything would be beautiful after the desert we lived in while at Blythe, Calif.

I flew with Eugene Mills several times while at Smyrna, Tenn. and have bumped into others in South America and Africa who used to be at Dorr and are now in the ATC. A very common and sincere remark was made by all that they wished they were back at Dorr. Believe me, I told them they would make those remarks, but I didn’t at the time claim to be a prophet.

The Elusive Fox

Hope you have managed to keep the Field above water, stopped fooling the newcomers about the chances of shooting a fox while on O.D. and are having a good time guarding the place. See if you can route the Fly Paper this way.

Sincerely,

Major William S. Boyd

Editor’s Note: Bill Boyd, former popular commanding officer of Dorr Field, writes to Dorr correspondent Jack Whitnall. Your letter was swell reading, Major, and we’ll be looking for many more.

A thoughtless remark
Can set the spark
Let’s keep the enemy in the dark!

June 15, 1944
P. A. System

Without any warning whatsoever a new Public Address System in the building area was recently put into effect at Dorr Field. The P. A. system, according to popular belief and official expectations, has proven its merit. Just ask any of the recent O.D.s.

The O.D.s are now “gentlemen of leisure” and are growing pale for lack of sunshine since they no longer go searching for strayed personnel. The P. A. system also lends a martial aspect to the Field by broadcasting military music throughout the day. In the evening popular and classical music is played over the system for the benefit of cadets having no radios.

One eager cadet O.D. asked if there wasn’t some arrangement possible whereby the P. A. system could put up the flag at Reveille and take it down at Retreat!

The Army Side

Capt. Merl C. Smith recently reported to duty at Dorr as Surgeon. He replaces Capt. Joseph L. Palmer who has been here for the past 2 1/2 years. Another new officer is 1st Lt. Joseph F. Green who was formerly stationed at a College Training Detachment, Gettysburg, Penna. The two new flying officers recently assigned to Dorr Field are 2nd Lts. Warren E. Anderson and William J. Sawyer. Lts. Green and Sawyer were accompanied to Arcadia by their wives.

Abram S. Thorne, Group Commander at Dorr Field, recently received a letter from one of his former students, Capt. Nicholas Kowtko (42-G), the son of Mr. and Mrs. Wasil Kowtko of 140 Malthy Street, Shelton, Conn. Capt. Kowtko was awarded the Air Medal for meritorious achievement in aerial flight on February 11, 1944. He later received the Distinguished Flying Cross while serving in the Asiatic war theater. Capt. Kowtko was slightly wounded and was reported missing but is now back at his base in China.

Swimming Program

A new swimming program under the direction of Lt. Hively, P.T. officer, is now being conducted at Dorr Field.

Every new class reporting receives a swimming test and each man is classified as to his respective swimming ability. Of the three classifications, the first group includes those cadets who can’t swim or who aren’t able to pass the 50-yard free-style test; the second group consists of novices or cadets who are able to swim the 50 yards but who need further instruction; the third group is made up of all cadets who can swim proficiently. It is from this latter group that cadets with Red Cross swimming experience are selected as assistants to Lt. Hively in his instruction of the novices.

This swimming program stresses military swimming and emphasis is placed on “quiet” swimming for use in emergencies of combat duty.

Already statistics maintained by the P.T. department at Dorr reveal the success of the program; probably the one outstanding accomplishment, as stated by Lt. Hively, is that no cadet leaves Dorr Field without being able to swim 50 yards free-style.
CARLSTROM CARROUSEL

by EVA MAE LEE

Carlstrom Field recently was host (I abhor the word genial) to a long line of notables: Brig. Gen. J. C. Williams and his staff from 29th Wing made their quarterly inspection 'mid the flying (and otherwise) antics of the Screening Board from Atlanta who were undertaking to determine the mental and physical (moral and spiritual too, perhaps?) fitness of our instructors for the "destination unknown" which lies ahead. All civilian flying instructors are being given General Classification Tests and physicals, flight tests and interviews so that their eligibility for the various Air Corps training phases will be established in the event that further training is desired.

Old Friends

Other visitors included Lt. "Pinkey" McRae, former employee and son of Charlie McRae of the Overhaul department, who is a flying officer stationed at Douglas, Ga.; Johnny Fradet and Cliff Quesenberry of the Naval Air Force who are currently on ferrying assignments. Rodeo visitors were John Kille, Vadah Walker, Emily Conlon, Frieda and Cliff Poitvent and Lil Clayton from Miami, Ernie Smith, James Durden, W/C C. W. Lindsay, and F/Lt. L. N. Kenyon from Clewiston. Riddles, all.

It's Always Good-Bye

Vic Urbach and Bob Priest, Assistant Squadron Commanders, have departed to join the ranks of Pan American pilots. Instructors Burns, Cutler and Dalrymple also have departed for greener pastures. Happy landings, fellows!

Capt. James Bobo, popular medical officer, has been transferred to George Field, III. Rose Marie Bullock, red-headed station wagon driver, will enter the August class at Charity Hospital in New Orleans where she hopes to become an Angel of Mercy.

There are a few hellos; To Capt. Clifton H. Beasley, the new flight surgeon; 1st Lt. Frank A. DiPesa, Tactical Officer; and 2nd Lt. Charles Kurtz, Assistant Air Corps Supervisor. To Zula Gause who will drive the station wagon and Lela Howard, new to the Accounting office.

History Briefs

Capt. Beasley hails from Little Rock, Ark. He comes here from the Primary School at Jackson, Tenn. to replace Capt. Bobo as station surgeon. His wife and daughter will accompany him. Lt. DiPesa, from Revere, Mass., is a graduate of Boston College. He was commissioned after O.C.S. in March, 1943, and has been stationed at the College Training Detachment at Presbyterian College, Clinton, S. C. Lt. DiPesa is single, girls! Lt. Kurtz was graduated at Moody Field in May. He was a member of the Class 44-E who took Primary training at Dorr Field. (One consolation, lieutenant. You're at a good Field at last!) He was married this past June to Wanda Bohenk of his home town, Uniontown, Pa.

Mrs. Howard and her husband, who is a Carlstrom mechanic, come from Tennessee where they were formerly employed at the Union City school. Mrs. Gause is an Arcadian. We lay out the welcome mat for all these people.

Stork Club

Instructor Royce Culpepper is the proud parent of an infant son, Royce Bridges. Instructor Walter Tyber is to be congratulated on the arrival of a son, Howard Hobbs. The stork also visited the Jan Klints and left them a son named Michael.

GROUND LOOP EXTERMINATORS are one of the many safety precautions at Carlstrom Field

Tage. (Hey, how about some feminine bundles of sunshine!)

Cpl. Ben Lane of the Intelligence office and Lois Avant of civil service are both recent convaleescents from appendectomies.

We received a piece of candy (I never did like cigars) from Chaplain Shonfelt the other day. He has been promoted to Captain!

Sam Worley and his Squadron III, Class 44-J, have again won the Squadron Efficiency Contest. It's getting to be a habit. We stand in awe of such efficiency! Fred Sheran's squadron is ahead in the 45-A contest at this point.

Cupid's Corner

Charline Eller of civil service and Nell Monk of the Purchasing department vacationed recently in Memphis, Tenn., and Dallas, Texas, where they visited Martin Gould of the Navy and Alvin Kyle, Flight Officer in the Air Transport Command. Martin and Al will be remembered as former Carlstrom flight instructors. Have you see Charline's ring? Yes, on that finger! As yet no date has been set for the wedding.

Harry S. Wilbur, former ground school instructor, has returned to Canandann, Texas, to take up his old position in the First National Bank. He was replaced by Ernest L. Clark who transferred from the Union City school.

Carlstrom to WAC

Maxine Bragdon, formerly of Carlstrom's switchboard, is now a private in the WAC stationed at Hendricks Field, Sebring, Fla.

Kay Bramlitt has completed her boot training at Hunter College in New York and is now stationed in Rhode Island. I'm sure she'd appreciate some letters. Her address is: Kathryn J. Bramlitt, S2/c, WAVE Barracks 491, Naval Air Station, Quonos Point, R. I. We haven't heard from WAVE Christine McAnly as yet but rumor has it she's in Oklahoma. Good luck, you two! Don't forget to write to us sometime.

BUY BONDS TODAY!
The Cadet Side

Class 45-A has been with us about three weeks now. We hereby officially welcome them, although we sincerely hope they have felt their welcome long since. 45-A brings us twins again. They are Felix and Frank Fleming, sons of Major Forrest Fleming stationed at the Reception Center at Camp Shelby, Miss.

Cadet Officers

With the reign of 44-K as upper class, the following officers hold the sceptre of power:

WING STAFF:
- Wing Commander, A/C C. C. Ball
- Wing Adjutant, A/C W. C. McElmurray
- Wing Sergeant Major, A/C H. L. Struble

GROUP A: Group Commander, A/C J. S. Hayden; Lieutenants, A/C J. R. Given and A/C A. E. Casperson; First Sergeant, A/C W. L. Stephenson

GROUP B: Group Commander, A/C W. C. McKeithan; Lieutenants, A/C H. E. Hagans and A/C G. M. Buycx; First Sergeant, A/C J. S. Boyd

GROUP C: Group Commander, A/C T. E. Hall; Lieutenants, A/C W. K. Thomas and A/C J. A. Johnson; First Sergeant, A/C L. O. Lindsay

Love in Bloom

Orange blossoms and bridal vows are in the air. Cadet Thomas E. Hall, Group D Commander of Class 44-K, was married on July 1st to Jeanne Anne Henniger. The wedding took place at 4:00 p.m. in the Catholic Church of Arcadia with Cadet John Murphy of Springfield, Mass., as best man. Mrs. John Murphy as matron of honor and practically the whole body of Carlstrom cadets in attendance. The wedding party moved on en masse to the Cadet Club where the bride and bridegroom were toasted in the best champagne manner. Cadet and Mrs. Hall are both from Freeport, L. I. Mrs. Hall is employed as a secretary at the Columbia Aircraft Corporation and Cadet Hall, before entering the Air Corps, was employed at the Grumman Aircraft Engineering Corporation.

Lakeland Honeymoon

A/C Norman S. Dean from Danielson, Conn., and Janet Donahue from Lowville, N. Y., were married Friday evening, July 14th, at 8:00 in the Methodist Church by Chaplain Shonfelt. The couple were attended by Cadet and Mrs. Robert Stambaugh of Hershey, Pa. Following the ceremony, the bride and bridegroom left for a short trip to Lakeland, Fla.

A/C Andrew J. Barnes, Jr. (Class 44-K) of Ft. Lauderdale, Fla., and Lewes Pick of Tuckahoe, N. Y., were married on June 24th at St. Edmond's Episcopal Church.

U. S. O. For Morale

On the night of July 14th the Cadets of Carlstrom Field were fortunate in having a U.S.O. Troupe to entertain them. There were three hundred seventy-five odd cadets (what other kind are there?) sprawled in the Mess Hall Patio at 2030 (8:30 to you) waiting for the show to get under way. There were twenty-five young wives and visitors there too.

The show began with a bang as an accordionist (is that a word?) started to play old and new army and navy songs with the Cadets joining in with the lyrics. This group singing really put the Cadets in good spirits.

Good Gags

The Master of Ceremonies made his initial appearance then and was exceptionally good—in that his gags were unusually popular with the audience. (Why not call them Masters of Joe Miller?)

And then, ladies and gentlemen. And then! There were two attractive young ladies who entertained with song and dance. (What a masterful piece of understatement!) One of the young ladies put on a novelty act (novelty, huh?) wherein she strolled among the Cadets and gave them a surprisingly pleasant treat by bestowing kisses upon their blushing brows. (Oh yeah? Who ever heard of a cadet who kissed?!) A banjo player with some original tunes entertained next. (I'll bet the cadets don't remember a thing about it.)

The finale was a quiz in which four Cadets took part and proved to be very amusing. They were Cadets W. C. McElmurray, C. C. Ball, C. C. Crowder and W. H. Crom.

The show was a huge success and every Cadet enjoyed it immensely (No wonder!). We're looking forward to more of the same.

NAVY TAKES OVER TECH BLDG.

Continued from Page 5

restrictions lifted, both Chapman Field and the Seaplane Base, Miami, are operating at capacity training civilian students. Engine Overhaul, Miami, is now doing Navy work, while Instrument Overhaul, Coral Gables, continues with Army work.

BUY MORE BONDS!
James E. Blakeley
Returns From Tour

James E. Blakeley, formerly director of the Miami Technical School and now Director of the Escola Técnica de Aviação, São Paulo, Brazil, is visiting the Tech School after having made a nation-wide tour of schools, factories and air depots to keep the São Paulo school abreast of latest developments. In Washington Blakeley conferred with Brigadier Vasco A. Secco, chief of the Brazilian Delegation to the joint Brasil-United States Defense Commission, Col. Clovis M. Trevassos, Brazilian Air Attache, and United States Air Forces officials.

Addressing the instructor trainees on the Brazilian program, Blakeley stated that the great progress of the new school in São Paulo has been due to the cooperation of the Brazilians, especially President Getulio Vargas and Dr. Joaquim Pedro Salgado Filho, the Brazilian Air Minister. He also said that Brigadier Appel Neto, commanding officer of the area in which the school functions, and Lt. Col. João Mendes da Silva, commanding officer of the Escola Técnica de Aviação, also were extremely helpful in establishing the school and deserve much credit for the smooth operation of the organization.

The instructors in the school, who were trained in the language and customs of Brazil before they left Miami, are doing an outstanding job as good will ambassadors, according to Blakeley. The gracious hospitality of the Brazilians in São Paulo and surrounding cities has charmed the North Americans and the warm welcome they have received has convinced them of the importance of their duties in training Brazilian Air Force cadets as aviation technicians.

After his talk, Mr. Blakeley was peppered with questions, which he answered with humorous good nature. Many little problems that had bothered the trainees were solved and interrogations on customs, prices and housing conditions received ready responses from the director who spoke from the experience of nine months in São Paulo.

While on his tour Blakeley visited Beverly Hills, Calif., where he made the acquaintance of his son, James Edward Blakeley III, born June 15.

Continued from Page 2

my wife and myself to thank most sincerely indeed all those at Riddle Field who contributed in any way whatsoever to his teaching and creature comforts whilst he was at Clewiston.

From what we have learned from him one can only express the deepest gratitude to your personnel for the care, patience and enthusiastic instruction extended to all who are fortunate enough to come within the scope of your organization.

To be made to feel so much "one of the family," when so far from a youngster's home, is indeed a triumph, and that Mr. Riddle and his staff have succeeded in this is most readily confirmed as, since Peter's return, we have met several of his "pals" who were out there with him, and they all enthuse over their sojourn with you.

Should like to thank you for the Fly Paper which regularly arrives. It is read with interest and carefully saved against Peter's visits home.

With very best wishes for continued success of all.

Yours sincerely,
C. S. Taylor

Editor's Note: Peter's friends over here and classmates on the fighting fronts will be very much interested in your letter, Mr. Taylor. Possibly you can give us a little information as to Peter's activities when you write again. It's a good way to keep the boys in touch with each other. As for a "home from home," all of us try to make our country just that for the lads from across the sea. We cannot tell you how pleasant it is to hear that we at Embry-Riddle are succeeding in some small measure.

Continued from Page 2

over the holidays. He was a member of the local band while here.

While changing Pete's address please add mine to the list.

(Mrs.) C. A. Foss

Editor's Note: We have complied with your requests, Mrs. Foss, and we should like to thank you for the news of Pete and Alec. Whenever you hear from our Riddle Field boys, we should appreciate your dropping us a line.

WAR BOND CONTEST

The Embry-Riddle War Bond Contest will end July 31, so get busy, everybody. Buy and sell bonds for victory!

Tech School Graduate
Now Pan Am Draftsman

Louise "Sis" Gibbs, member of a prominent Yazoo County, Miss., family, has completed a drafting and design course at Tech School and has taken her place in the War effort as a draftsman for Pan American Airways, Miami.

Daughter of the late Lee Gibbs, a former tax assessor and sheriff of Yazoo County, and Mrs. Gibbs, she believes that women will hold many important positions in post-War aviation.

"Sis" was born and reared in Yazoo County and was graduated from Yazoo City high school with the class of 1942. She was a member of the Glee Club, the basketball team and was on the tennis squad.

After high school, she attended Copiah Lincoln Junior College at Wesson, Miss., for one year and took an aeronautical engineering course during the summer season of 1943 as Mississippi State College, Starkville.

She likes mathematics and became interested in aviation through reading air magazines. She flew to Miami and was impressed by the Florida scenery and architecture. For the first time in her life, she said, she went swimming in the month of February. Her hobbies are music and tennis.

"Sis" has four brothers. One, Washington Gibbs, has seen service at Guadalcanal.

Bob Hillstead Says Good-Bye
To Embry-Riddle Associates

Tech School
June 30, 1944

Dear Embry-Riddleites,

After nearly four years with the Embry-Riddle Company, I am most disappointed to leave without saying good-bye to all of you who have made my work so pleasant. The Navy, however, has given me such short notice that it will be impossible to visit the Fields and express my appreciation personally.

Until such time as I see you individually, may I say, through this medium, thank you for your past cooperation.

Best wishes to all,
Bob Hillstead

Editor's Note: "Lucky Navy" is all we can say about Bob's leaving us. It's not easy to bid adieu to a man who, as comptroller of Embry-Riddle Company, has been one of the most highly regarded members of our personnel. We'll be keeping our fingers crossed in the hope that you'll soon put "home port" and drop in to say "Hi!!" Bob

EmBRY-RIDDLE FLY PAPER "Stick To It!" July 15, 1944
RIDDLE ROUND-UP

NO. 5 B. F. T. S.
BOB FOWLER, Editor

Associate Editors: NIEL DWYER, I. M. HARPER, A. W. LINFIELD, A. NEWTON-ADAIR, R. F. W. WYSE, F. C. B. WALLER

COURSE 21

Course 21 recently arrived at Clewiston looking very dirty and unairmanlike after a jolly four-day train ride. They have since washed, however, and are keenly applying themselves to the ignoble art (or craft) of flying.

Although they lack the benefit of the experience of the large proportion of serving airmen of 20 Course, Course 21 should go far providing they direct their energies into the right channels—flying and ground school. Providing the team spirit is there, discipline should come automatically, without extra chisings from over-enthusiastic flight leaders.

Cadet Tom (W/O) Cook, Course 21's Squadron Commander, who made such a fine job of putting Course 21 on their feet on their arrival here, will no doubt see to it that his Course is the most successful and the happiest. Although he has only been in the service since the beginning of the War, Cadet Cook has more than his fair share of common sense and justice, and he's not afraid of hard work.

Newly arrived Australian W/O McDonald, ex-Coastal Command air crew member, should prove a useful right-hand man.

Course 21 already has shown certain athletic tendencies in filling the swimming pool to overcrowding every evening since they came here, and several useful tennis players also have been noted. It's hoped that 21 will be able to put a spoke in the wheel of that excessively sporting Course, 19, not forgetting the few fit bodies in not-so-inferior 20. Sporting battles in the delightful sub-tropical weather—pardon my mosquito—should be contests worth seeing and even talking about.

Course 21, with the best flying instructors in the world, looks forward to a highly successful run.

Mrs. NeSmith, genuine, hard working Palm Beach welfare worker for RAF cadets, vastly appreciated, has gone on two months' leave to North Carolina. Lived two cadets with her while their leave lasted. Sends her best wishes to all and hopes cadets will not get into too much hot water at Palm Beach while she's away.

PRO PATRIA MORI

CADET MICHAEL KEVIN HINDS
R. A. F. - Course 19
Riddle Field, Clewiston, Florida
July 13, 1944
Chapman Chatter

Chapman Fielders were entertained last week by a lovely party given for all Personnel and Private Students, whose number is increasing by leaps and bounds. Thanks to June Page, Robbie Jo Popwell, Peppy Fite and all the other good fellows who donated time and effort toward making this fine get-together a great success.

We also have bid fond farewells to Harriet "P.B.X." Van De Veer, whose switchboard has never ceased to pine away for her, and to Norman Boatright. And now we're just before saying so-long to Mr. deVay and the safe. They're moving down to the new Administration building. We'll miss the hum of business and delightful telephone conversations that used to drift from the Accounting Office, not to mention the joyful bickerings between Field Accountant and any and everyone else who had the patience or time. Whatta guy!

Whitecaps

Something noisy in fish stories has been tramped up down here at the Seaplane Base by Guard Harry Benton. Harry drops his line, which is rigged up with a bell of no mean stature, anchors it well and then goes about his duties. When a fish bites, the bell rings and summons our ingenious fisherman.

Seaplane gaities last week included a sailing party Tuesday evening before ground school classes. There were dozens of hot dawgs, too, to satisfy appetites sharpened by fresh salt air and the exercise of dodging the boom.

Latest visitor, and one we were mighty happy to see, was "Chuck" Helm who dropped in Thursday. "Chuck" was one of the cross country boys at Chapman Field last year, so we suppose Chapmanites caught a glimpse of him too.

FROM DANCING TO FLYING is the story of Bette Moffett of Grosse Point, Mich., who was teaching dancing at an age when most children study it. Because the world today is seriously in need of teachers to train other War workers, Bette came to Embry-Riddle to take Link training. She started flying last summer in Pontiac, Mich., but was forced to discontinue because of a knee injury. Until she can fly again, Bette is looking forward to the time when she can once more be the teacher, this time as a Link instructor.

Helen Webster will be vacationing in Cape Cod by the time this is in print. Have a good time, gal, and hurry back to the gang.