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Embry-Riddle Fly Paper 1941-04-07

Embry-Riddle School of Aviation

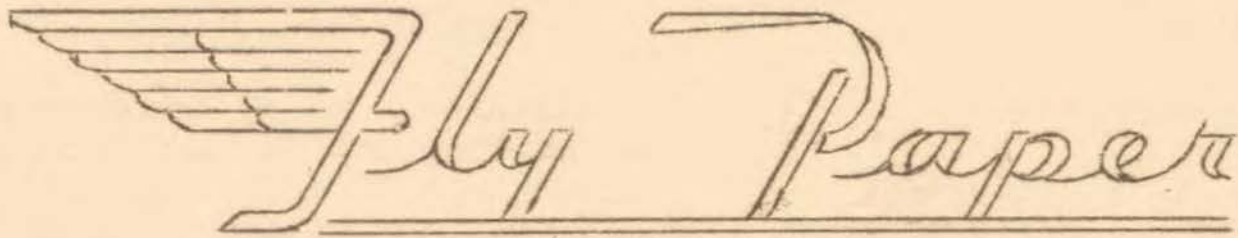
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EMERY-RIDDLE CO.



"STICK TO IT!"

Vol.1.

April 7, 1941, Miami, Florida

No. 25

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CARLSTROM FIELD DEDICATED APRIL 5th.

* * *

By the time you read this, it'll be all over, and Riddle Aeronautical Institute at Carlstrom Field, will be well dedicated. Exactly what will have happened can't be written prior to the actual event, but the program arranged includes some pretty spectacular ceremonies, with plenty of "Army" and other officials, to be topped off with a big dance and one of Ed Wellos famous barbecue parties in the evening. Leave it to Dalo Delanty to give us all the details in the next issue. Incidentally, did you know that Boss Riddle did his first flying as an Army Cadet at Carlstrom Field back in 1921-22!

* * *

LOOKING FORWARD!

Mechanical students on the 4th floor at the Technical School building have an unobstructed view of the new Intercontinent Aircraft factory being built so close by, next to Eastern Air Lines' 36th Street Airport. Must be a grand feeling when you have just jammed a finger with a riveting gun to be able to look over and say, "Well, anyway, when I get out of here, I'll be qualified for a good job!"

Intercontinent, like our own Embry-Riddle, is much in the process of growing, and already plans have been made for expansion. The word gets around that they already have begun work on production of some aircraft parts.

EMBRY - RIDDLE

F L Y P A P E R

'Stick to it'

Editorial Staff

John Paul Riddle, President
Bud Belland Editor

Associate Editors

| | | |
|-------------------|---|----------------|
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| Ad Thompson | | Division |
| Thomas Halpin | { | Technical |
| Don Watson | | Division |
| Cap't. Len Povey | { | Riddle Aero |
| Kay Bramlitt | | Institute |
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| Lt. Van H. Burgin | { | Municipal |
| Bob Johnston | | Airport |
| | { | Land Division |
| Charlie Ebbets | | Photographer |

EDITORIAL

"The Importance of Mechanics Work"
by Dean Thos. Halpin

* * *

The Mechanic is one of aviations most important workers. Whether he is a mechanic building airplanes in the factory or a maintenance mechanic at an airport, the safety of airplane passengers depends as much upon him as upon the pilot.

In aviation there is no single, most important job. There cannot be a single weak link in the long chain of work that ends when a pilot brings an airplane safely to the ground after a flight. The plane must be well designed by engineers, and the ship must be flown by test pilots until it performs smoothly. It must be well constructed in the factory. Maintenance mechanics must keep it in perfect flying order. Men in a dozen other jobs contribute to the safety of the flight. Each job is indispensable.

Because his work is so important, the aviation mechanic must possess certain personal characteristics that are not needed in many other kinds of work. He must be honest, in the broad sense of the term. Honesty is usually thought of in connection with financial matters, but in an aviation mechanic it means doing a job in a trustworthy manner - carrying it out thoroughly, without neglect of the smallest detail. The aviation mechanic has integrity. He has a sense of discipline, because he has learned that only by following rules and regulations can he do his work properly.

In no other kind of work, except medicine, does so much responsibility depend upon the individual man. Before a young physician is graduated from medical school he takes a solemn oath swearing he will live up to the great traditions of the medical profession.

Please turn to HALPIN - EDITORIAL top of Page 7

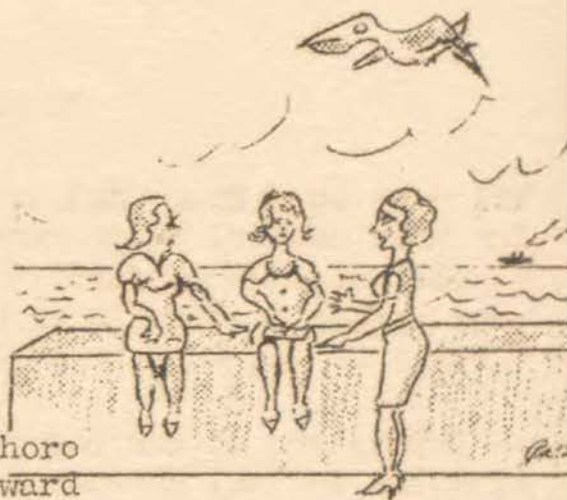
FLOATIN' AROUND THE FLOATS

* * *

A familiar sight around the seaplane base, Sue Clark, Clarissa Ellis and Jean Small, sitting on the ramp working navigation problems.

* * *

The "pilots" chair, for visitor's uncomfot--- a three-legged contraption resting on a center pivot and as stable as a Hollywood marriage... washed ashore by the tide, the chair was "beachcombed" by the Howard Bond boys and presented to the seaplane base... when they offer you a chair, take it easy or you'll be sifting sand out of your pet toupee.



* * *

Mrs. Annette Gibson Mc Goffin, N. Y. C. and Coconut Grove, well known aviatrix has begun flying on her water rating.

* * *

Buddy Shelton, returning from a vacation in Nassau, reports flight instruction on light planes selling at \$25.00 an hour. Moral - Got your training in Miami with Embry-Riddle.

* * *

When the parachute rigger sneaked away with too many 'chutes for repacking last week, leaving the seaplane base one 'chute short, Mike Covert tried to get around the company rule of "no chute no flight" with the suggestion that it might be all right if he wore a "light fall suit". And the alternative safety measure might be a "now spring suit".

* * *

Is it true that primary CPTP student Fred Mummelthoy Cunningham requires extra power in a take-off on account of his heavy middle name?

* * *

ADD ODDITIES: From a thousand feet over the sea-plane base, according to Webster Wiggin, one can see 9 land plane bases and 4 seaplane bases, which is a lot of flying facilities for any city!

* * *

Robert B. Winslow, Orleans, Mass., was a visitor over the week-end.

* * *

A far cry from the usual publicity shots, Billy Stapleton, Herald Staff Photographer, chartered a plane Tuesday morning for some air shots of the Miami incinerator. As someone remarked, "the air was not only rough but rotten."

FINANCIAL NOTE; Wall Street Journal Please copy, - the proprietor of the little "eaterie", first floor Tech School Division, reports that business jumped 300% when Embry-Riddle moved into the Fritz Building.

NO NEWS, - by Dale Delanty

* * *

RAI news copy from Carlstrom Field, Arcadia, failed to arrive on time, or at all for that matter. We presume that the boys up there are handling us the old boycott because we didn't send them the FLY PAPER last week. All apologies, - your copies of the FLY PAPER were at Municipal base for five days before anyone thought to put them on a plane for Arcadia. It won't happen again, we promise.

This issue of our paper is an entirely home-grown product as the result of Ed China and Ge. Wheeler buying a beautiful new Mimeographing machine. Philip de la Rosa did the stencil cutting and illustrations, and Jimmie Ross added in the art decorations. Philip, by the way, is the possessor of one of those charming "old world" personalities. Born in Cuba of pure Spanish parentage, he is a pleasant addition to the main office force. He speaks and writes several languages.

* * *

E. H. Riopel, aviation engine instructor, has built a wooden "dummy" piston, con-rod and crankshaft assembly showing how all these parts get along together in the narrow confines of a 9-cylinder radial engine. A mighty interesting and enlightening mechanism. Those of you who are curious, drop into the "Engine" class room, and Mr. Riopel will give you a working demonstration, - for free!

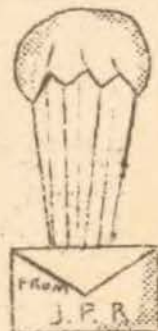
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Billy Barr, tech. school welding instructor, found himself in somewhat of a dither recently when he discovered that the Lakeland papers were carrying a story to the effect that he was a fugitive from the draft, not having answered his questionnaire... Bill swears that he not only answered it, but has an acknowledgement of his new address. Talk fast, Bill, or do you want Xmas mail addressed to Raiford?



Smartest innovation seen for a long time is Boss Riddle's personal stationery, - in keeping with the aviation theme, each envelope is equipped with a little "rip cord" which, when pulled, opens the letter. Questions:- Does Secretary Jean Ogden need a parachute riggers license to "pack" these letters and do addressees have to "count nine" before opening them??

* * *



'CHUTE MAIL

New flight students to enroll at Municipal base include: Commercial refresher, Lewis M. Smith; Instructor refresher Tommie Teate, Eugene Shepard and Lucky Gibson; secondary refresher, Cliff Tolliver, Clifton Daniels and Billy Mc Curdy private flight division, J. C. Duffield, Bruce Catlin, Howard Geiger, George Hoehne, Bob Thompson and Bill Wood.

Which reminds us, Bob Thompson just returned from his flying business trip to Pennsylvania, with more than a few "thrill" stories. In the month he was gone, he put over a hundred hours on his little ship and reported some pretty bad flying weather in the north. At one time, he got caught in zero-zero weather and had to fly blind for over 30 minutes. As soon as he landed here at Municipal, he enrolled in the commercial course and swears he's going to take an instrument course, too. Smart fella. Glad to see him back.

* * *

There was "no fooling" on April Fools Day at Municipal base. The boys just tightened their belts and went to work, - witness: R. C. Garrett, Hal Ball, Tom Turner and Frank Bague all passed their instructor's flight tests. Garrett has gone to work on a CPTP program in Ft. Pierce. Then too, W. Wright and Bob Siegwald passed their instructor's written exams and Bob Lape and Asie Gilbert passed secondary instructor flight tests.

* * *

RECORD BROKEN!

* * *

In what appears to be a record for one instructor in one day, Mike Covert soloed five CPTPers Wednesday a.m. at the seaplane base: Cunningham, Roeder, Griggs, T. Hall and R. Grant. Nice goin' fellas. At municipal, the following 1-CPTP students had soloed up to Thursday noon: Brennan, DeValentine, Landrum, O'Neal, Hodes, Minorvini, Famigliotti, Phillips, Konvart, True, Devory, Crum, Pendergast, Crum, Carr, Arnold, Grimes, Bragg, Francisco and Galbraith, with only 7 more to go. How does it feel to be up there all alone?

* * *

KEEP YOUR CHIN UP!

Under the strict schedule of the CAA program it is sometimes necessary to "Wash" a student. To those of you who have been washed-out: Don't quit! Talk to your instructor, it might pay you to keep on flying at a slower pace, - and don't forget, there are many opportunities on the ground in aviation! Anyhow, Good Luck!



LEADING BY A LENGTH!

* * *

Last check on the student enrollment race between the flight division and the Technical division, shows the Tech boys out in front, and drawing away fast. In good round figures, Embry-Riddle has about 200 flight students and 300 enrolled in various courses at the Tech school.

Joining the Sheet Metal course during the last week were Joseph Torres, Laron Gist, Sol Goldberg, Joseph Rodalico, Norman Bennett, Ivan R. McCay (an old classmate of Boss Riddle, incidentally), Earl Hutt, R. E. Thomas, George Miller, Charles Toggweiler, Ernest Schindler, John L. Tierney, Benny Melton, Bill King (ex line man at Municipal) R. D. Twigg and Howard Perkins.



C. G. Batchelder, who just finished the sheet metal course, has re-enrolled, this time taking a special line maintenance course. Joining him were Norwood Latimer and Eldon Farwell. You might take special note of this new course which consists in 360 hours of instruction, being 3 months in day school or 6 months in night school and is a good short-cut to an "A" ticket. Graduates can be spotted immediately in jobs on the maintenance crew at RAI, Carlstrom Field. For further information, those interested should contact the salesman in the main office, Fritz Building.

* * *

ON TIME! (But not the FLY PAPER!)

* * *

In order to more closely assimilate factory working conditions, and also to enable the office to determine the exact number of hours of instruction each student receives, a new time clock has been installed at the entrance to the class rooms on the fourth floor at the Tech School.

* * *

Now assistant to pilot's ground school instructor Leo Malmstom is FRANK FRECK who came to Embry-Riddle after finishing with a CPTP program out California way. Welcome aboard, Frank!

* * *

Herman Kohlman, Elwood Samels and Myron Householder have begun on "A" courses; Edmund Bleakley on an "E" course and James A. Adams will become an instrument technician. Ray Drierman and W. W. Kerrigan are taking riveting work.



HALPIN - EDITORIAL - continued

In aviation we have no formal pledges. But from the youngest student in our school right on up to the Director of training, every man knows that he is being counted on for the best that is in him - "the last full measure of devotion," if you want to call it that. That's what we expect. That's what we get.

So when we take on a new student at Embry-Riddle, we are looking for a man with specific qualities. Perhaps we are searching for integrity, honesty, and dependability even before we look for technical skill. In this new-fashioned business of aviation, we have gone back to the old-fashioned qualities. In aviation, - honesty and integrity are basic.

* * *

One of the prettier early morning sights is the just-at-dawn line-up of Pan American stratoliners at the Municipal Airport. How many of you realize that these big ships leave Municipal at daybreak, make the 2,400 mile round trip to Cristobal, Canal Zone, and are back home before dark!

IF WAR COMES TO AMERICA---!
WHERE WILL YOU BE?

PREPARE NOW FOR A PLACE IN THE VITAL
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EMBRY-RIDDLE FLIGHT STUDENT,--
TRYING TO GO TO SLEEP--