



THE SCENIC HIGHLANDS SUN



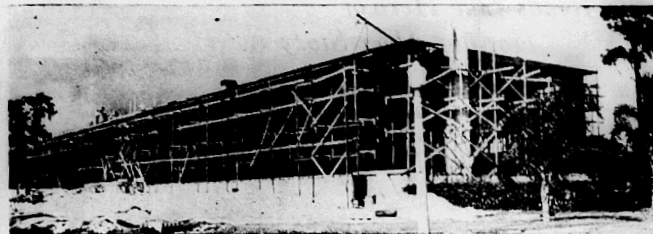
VOLUME XVII—NUMBER 47

AVON PARK, FLORIDA, FRIDAY, OCTOBER 2, 1942

SECOND SECTION—8 PAGES



THE HOTEL-BARRACKS OF THE LODWICK ACADEMY

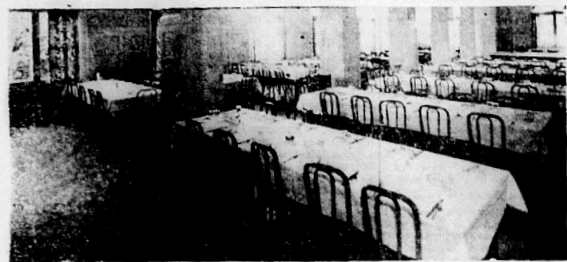


THE NEW BARRACKS BUILDING UNDER CONSTRUCTION



VIEW IN LOBBY OF BARRACKS

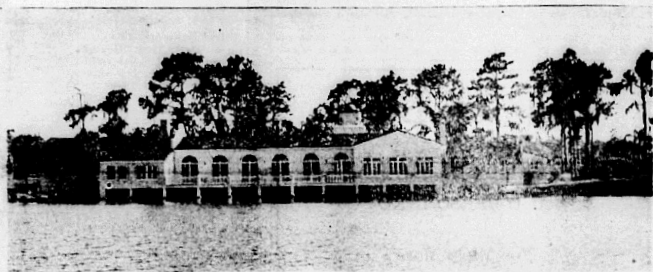
Scenes at LAMA



THE DINING ROOM AT LAMA



SCENE IN A CLASSROOM IN THE GROUND SCHOOL



THE GROUND SCHOOL BUILDING AT LAMA



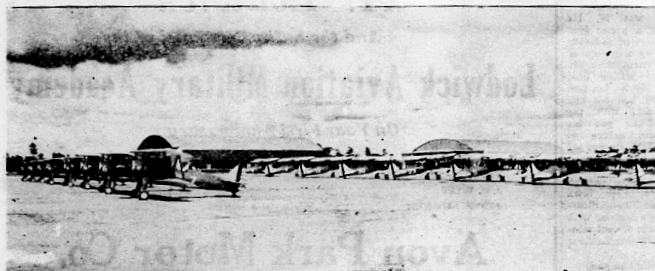
FLIGHT SURGEON EXAMINES CADET



CADETS CROWD AROUND DISPATCHERS' DESK



MECHANICS AT LAMA WORK ON ENGINE



TRAINING PLANES "ON THE LINE" AT THE AIRPORT



CADETS AT PLAY ON THE SCHOOL'S ATHLETIC FIELD

Lodwick Veteran of Aviation, Industrial World

His Unusual Career Reads Like Hero of Horatio Alger Story

**A Self-Made Man, He Greased Coal Cars
At Age of 11; Reached Top by Sheer
Ability and Love of Work**

By STAN HEDBERG

Albert I. Lodwick, owner and operator of the Lodwick Aviation Military Academy, is a veteran of not only the aviation industry but the industrial world as well.

For a young man not yet 40 he has an enviable record. His unusual career reads like that of a Horatio Alger fiction hero for he is a self-made man. At the age of 11 he was greasing coal cars in an Iowa coal mine for 50 cents a day.

Of humble origin, he has succeeded on his own without the aid of rich relatives or political pull. His grandparents were poor but sturdy folks from Wales who came to America and drove westward with other hardy pioneers of that day.

Lodwick has skyrocketed to fame and the top of the business world because he loves to work.

Spent Youth On Farm

As a youth, which was spent on an Iowa farm, he knows what it is to get up at 4:30 in the morning, feed livestock, have his breakfast, walk miles in the snow to school and then work on the farm and pore over his studies until far in the night. All he had was a strong constitution, a retentive mind, eager for knowledge and a desire to work hard in order to better himself.

And better himself he did, for

in addition to being owner of the Lodwick School of Aeronautics, Lakeland, he also owns and operates the Lodwick Aviation Military Academy, Avon Park.

Lodwick is also a director of United Aircraft Products, Dayton, Ohio, and a vice president of the Morton Manufacturing corporation, Chicago. In addition to this he also handles all of Howard Hughes' television interests and part of Hughes' motion picture activities. He is never too busy to go out of his way to lend a helping hand to friends and his friends in all walks of life are legion.

Known To All As "Al"

Lodwick resigned as senior vice-president and director of the Aviation Manufacturing corporation, to devote all his activities to his Florida schools and other interests. Previously he had been president of the Sunion Aircraft company and assistant to the president of Curtiss-Wright, one of the largest aeronautical organizations in the world.

"Al" as he is known to everyone after the first meeting, is an unusual man. Never satisfied to handle one big job at a time, he thrives on and enjoys tackling at least a half dozen good-sized jobs all at the same time. The tougher the problems become the better he likes them. His experi-



ALBERT I. LODWICK

ence in the aviation and industrial world is unique and testifies better than mere words the ability of a man who handles all his jobs extremely well.

It is difficult to write about Al Lodwick because his career is so jammed full of accomplishments. One doesn't know just where or how to begin.

Helped Howard Hughes

Perhaps his friend Howard Hughes put it briefly and effectively at a banquet in Los Angeles when Hughes and his crew returned from their record-breaking dash around the world in 91 hours and eight minutes when he said:

"I should like to introduce my friend, Al Lodwick, who was in on all preparations for the flight, and without whose assistance this flight would never have been attempted."

Al Lodwick has been geared for success from his birth. He is big enough mentally and physically to take it in his stride. In the aviation industry he is known to aircraft manufacturers, air line executives, government aviation officials and well known pilots as an able executive and one who gets things done. The "Dean of Famous Flights" is a title bestowed upon him by the industry because Al has worked with most of the world's famous pilots. Headlines carry the heroes but back of the scenes shielding himself from public notice and known only to those in the aircraft industry has been Lodwick, who set the stages, made

and checked the plans and guided the technical program of such pilots as Hughes, Admiral Richard Byrd, the Lindberghs, Dick Merrill and many others.

Praised by Al Williams

Counseling famous flyers, however, is merely a hobby with Lodwick. He does not receive any financial remuneration for such work. During the time he was handling Hughes' round-the-world flight, he was also taking care of his duties as senior vice president of Aviation Manufacturing corporation, director of Aviation corporation, president of the Sunion Aircraft company, each one a good-sized job in itself. His primary interest, in taking on these added responsibilities is the furtherance of aviation as a whole.

One of America's outstanding aviators, Al Williams, in an article about Lodwick in a national magazine, U. S. Air Services, published in Washington said:

"My flights would be less certain of success were it not for the technical advice, sound counsel of such people as Al Lodwick, who is ready to assist any aviator in furthering the technical development of aviation."

That's a lot to say about any man, but it is all definitely true in the case of Lodwick because he can be found in there pitching all the time, giving every possible cooperation whether the aviation venture in point involves his interests or not. This has endeared him to the flying industry, as always happens in the case of a man who is big enough to shape the destiny of an industry without concentrating upon "heating his own irons."

Lodwick's general attitude toward aviation and industry in general is for "long haul dividends." He has no interest in "quickness."

He began his business career at the age of eight when he began raising Shetland ponies at his home in Mystic, Ia., where he was born. He soon learned that he could sell them for twice as much if they were broken to mine work, so he trained them underground from 4:30 in the afternoon until 8:00 at night.

Worked in Coal Mine

At the age of 11, Lodwick was greasing cars in a coal mine for 50 cents a day. From greasing, he advanced to the job of driving a "spike" team of mules in the mine. He was only 14 then. Presently, he was earning as much as a dollar a day, good pay for a lad in those days.

When Lodwick was 16, his father, suppressing a proud grin at this demonstration of industry and independence on the part of his offspring, permitted him to go out on the road selling coal wholesale between Mystic, Ia., and Kansas City. Here Lodwick had his first clash of wits with the outside world and he put his knowledge of human nature to work in the sales field. He got off to a flying start by selling a whole trainload of coal on his first venture, and made enough money so he could enter Iowa Wesleyan college at Mount Pleasant, Ia. He was then familiar with every angle and stage of coal mining operations, including selling and distribution.

Organized Finance Company

While attending college, he continued to sell coal on a wholesale

basis after school hours and on week-ends. This business was so successful he was able to give financial assistance to five other classmates and take care of himself. During the last two years of his college career, he organized and operated an automobile finance company, further increasing his income which enabled him to be of additional assistance to his student friends.

In spite of these business affairs he found time to debate, representing Iowa Wesleyan in state oratorical contests and to play football. He was also active in national affairs of his fraternity, Phi Delta Theta.

In due course he received his bachelor of arts degree from Iowa Wesleyan, where he is now a member of the board of trustees and last year received the honorary degree of doctor of commercial science.

Following his graduation, Lodwick attended the graduate school of business administration at Harvard university, where he received his master of business administration degree with high honors. Two years ago he was selected as one of 20 outstanding graduates of the Harvard graduate school of business administration.

Overwork Hurts Health

When Al had finished Harvard, he left for Tucson, Ariz., to recuperate his health, which had suffered from overwork during his school term. Gifted from childhood with an infinite capacity for work, it was not long before he was riding the range as assistant manager of the Arivaca Land and Cattle company, a mere 220,000-acre cattle ranch in southern Arizona on the Mexican border. After two years of this outdoor life he regained his health and in 1929 established himself in aviation.

His first job was a minor one with the Wright Aeronautical corporation, one of the leading aircraft engine concerns in the world, where entirely "on his own" he secured the job of statistician. Six months of this was enough to convince him that he had found the work he was interested in and the industrial medium for the beginning of his career.

Then came the crash. It did to aviation just what the collapse of the boom did to Florida in '25-'26. The aviation industry was faced with the same type of problems that all industries had to face for several years, as did Florida. Aviation and Florida, however, were younger and had taken on a "prosperity bite" that couldn't be swallowed during the depression.

Given More Responsibility

It was during these dark days that Al Lodwick came into his own by sheer ability and hard work, that unobtainable combination that always wins. He seized the opportunity to demonstrate his resourcefulness and contributed to the rebuilding of aviation. Fortunately for him he had the training and background to meet the trials and tribulations of that period.

In 1930 he was given full responsibility for all statistical work and in 1931 took on added duties by handling all public relations for the Curtiss-Wright corporation

and its affiliates. This placed him in direct contact with Thomas A. Morgan, who was then president. The corporation was deeply concerned with financial analysis, elimination of unprofitable operations, the pairing down of properties, programs, the disposition of surplus property, sales problems, general management problems, and lastly, but most importantly, with public relations.

Lodwick took all these added responsibilities in his stride and soon won the respect of Morgan, who, impatient of delay, and

quick to reward loyalty and ability, appointed him his right-hand man and gave him the title of assistant to the president. He found in Lodwick a driving, dynamic personality to whom work was the foundation stones upon which anything useful must be built.

Sturdy Welsh Steak

Some people always lean upon others or depend upon their traps, traps and stage settings for support. But Al Lodwick is one of (Continued on page seven)

CONGRATULATIONS--

TO

LODWICK AVIATION MILITARY ACADEMY

For Leather Jackets, Chino
Shirts and Pants, Moccasin
and Regulation Shoes, See

Wolf's Economy Store

CONGRATULATIONS--

TO

LODWICK AVIATION MILITARY ACADEMY

and
PERSONNEL

On Your First Anniversary

Turner's Taxi

PHONE 1

Best of Luck

ALBERT I. LODWICK

AND PERSONNEL

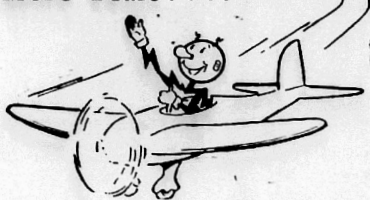
For Many More
Successful Years

G. D. Godwin

Standard Oil Agent

Keep 'em Flying

For Many More Years . . .



Albert I. Lodwick and his staff at the Lodwick Flying School are to be congratulated on the first milestone of their contribution to the War Effort. It has been said the air power will win the war, and the men training here in Avon Park will be a deciding factor in an Early Victory. The Florida Public Service Company is proud of its part and extends good wishes to the Lodwick Flying School for many more successful years.

Florida PUBLIC SERVICE Company

INVEST IN AMERICA

Buy WAR BONDS & STAMPS Today

OUR CONGRATULATIONS

TO

Al Lodwick

And the Entire Personnel of the

Lodwick Aviation Military Academy

On Your First Anniversary

C. E. LANIER
VERNON LANIER
J. O. WEIT
JESSE SUMNER

M. H. GRICE
J. A. MONK
GARVIE WELLS
JIM JONES

Avon Park Motor Co.

ARMY

Pictured
Aviation M
A. Sawa
ROW, Lt.
Lt. H. V. C

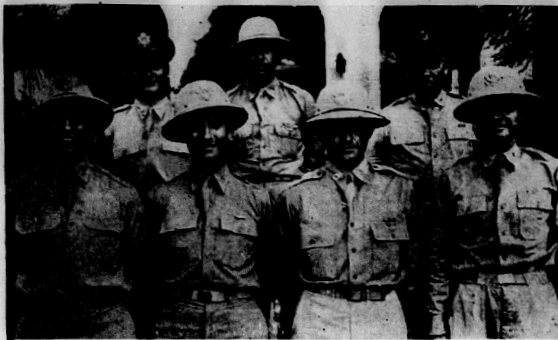
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ARMY OFFICERS STATIONED AT LODWICK ACADEMY



Pictured above and at right are the army officers stationed at the Lodwick Aviation Military Academy. In the picture above, left to right, front row, are Lt. E. A. Sawan, Capt. A. B. Small, Maj. D. T. Bennink, commanding, Lt. L. H. Ellis. Back row, Lt. J. Semago, Capt. J. B. Hall, Capt. S. A. McClun. In the picture at right are Lt. H. V. Chieffe and Lt. E. D. Jones.



About twenty different types of aircraft are now being produced in Great Britain.

MAJOR D. T. BENNINK IS COMMANDING OFFICER AT LODWICK ACADEMY HERE

The accelerated training program of the United States Army Air Forces, calling for more and more fighter and bomber pilots, imposes heavy responsibilities on the army officers who make up the training detachment at Lodwick Aviation Military Academy here, and upon the shoulders of capable and experienced Major Donald T. Bennink rest the manifold duties of smooth and efficient operation of the army's end of the schooling.

Major Bennink came to the school before its activation a year ago and for a time was assistant to the original commanding officer and later became head of the detachment.

He enlisted as an aviation cadet on Oct. 6, 1938 and went through his training at Randolph Field and Kelly Field, Texas. He was commissioned a second lieutenant in the air corps reserve on Aug. 25, 1939 and spent 15 months as an instructor in advanced flying at Kelly Field. He was later assigned to the primary flight school at Tuscaloosa, Ala., and was subsequently transferred to Avon Park.

Since arriving here he has advanced from second to first lieutenant, his commission dating as of Oct. 19, 1941; thence to captain on Feb. 1 of this year and to his majority on Aug. 20, last. His regular army commission is dated July 1, 1940 and his seniority in regular rank dates from then.

His record as a flier, and officer and a gentleman stands for itself—his promotions and his duties signify the faith and confidence which has been manifested by his superiors. The commanding officer of a school such as LAMA has no sinecure. His responsibilities are many and his duties are heavy.

With contingents of aviation cadets moving through the primary flying course at the school, he must not only act as an administrator, but he must be a humanitarian as well.

Many Avon Park townspeople know Major and Mrs. Bennink as gracious people. The Benninks have an attractive young son a little less than a year old.

The major is somewhat of a fisherman and can be found in his infrequent leisure moments on the lake near his home or at some



MAJOR D. T. BENNINK

other spot where they are reportedly hitting.

Major Bennink was born at Northeast, Penna., and his home is now at Chautauque, N. Y., from where he entered the army air corps.

MORE CHANGES IN DISPLAY INSIGNIA OF PLANES MADE

Washington, Oct. 3.—The war department announces a further change in the display insignia of army airplanes. Henceforth, instead of being carried on both wings, upper and under surface, the five-pointed white star, circumscribed by a blue circle, will be carried only on the upper left wing surface, the under right wing surface, and on both sides of the fuselage.

OUR BEST WISHES

TO

LODWICK AVIATION MILITARY ACADEMY

On Completion of

Their First Year of

Operation

Water's Taxi

PHONE 203

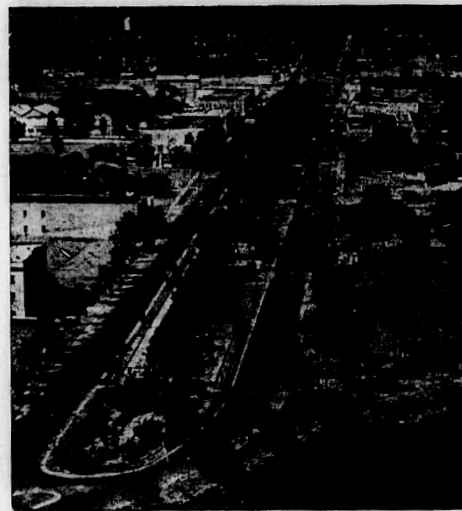
Congratulations . . .

AL LODWICK

And Personnel of the

Lodwick Aviation Military Academy

On Your First Anniversary



AVON PARK'S MILE-LONG MALL

On this, the first anniversary of the founding of the Lodwick Aviation Military Academy we compliment Albert I. Lodwick on his ingenious accomplishments in behalf of the Allied war effort.

Through his ingenuity and initiative the Lodwick Aviation Military Academy in Avon Park has attracted nation-wide attention as a model institution of its kind.

YOUR WAR BONDS AND WAR STAMPS MAKE THESE ACCOMPLISHMENTS POSSIBLE

CITY of AVON PARK

GREEN'S PURE OIL SERVICE STATION

Expresses

Congratulations

TO

ALBERT I. LODWICK

And Organization

On Their First

ANNIVERSARY

EARL GREEN, Manager

BUY WAR BONDS AND STAMPS

Stan Hedberg, Lodwick's Man Friday Is Veteran Of Public Relations Field

Stanley A. Hedberg, assistant to Albert Lodwick and public relations director of the Lodwick Aviation Military Academy here, and the Lodwick School of Aeronautics at Lakeland, is a veteran who began publicizing important aviation events back in the colorful days when pilots were considered as daredevils who would try anything once.

In those days, Hedberg was a member of a small group of men who were known as press agents or publicity men. Now they are referred to as public relations directors and their jobs are important ones.

Stan, as he is known to his friends, has publicized aviation in many parts of the world. He broke into aviation by way of the newspaper city rooms. His career in the newspaper business really started in his native Chicago, where he got his first job selling newspapers on the streets. In 1910 he joined the Associated Press as a copy boy.

From copy boy, Hedberg quickly was promoted to assistant "pony" editor, "pony" editor, wire editor, assistant correspondent at Des Moines, Iowa, and later correspondent at Fargo, N. D., opening that territory for the fast expanding AP.

It should be explained here that the terms assistant "pony" editor do not have anything to do with horse racing. It was the "pony" editor's job to condense for smaller newspapers the lengthy daily file of news sent out by the AP. The small newspapers were not on the news service's main wire and the "pony" report, as it was called, was sent to them through the commercial telegraph companies.

While in Chicago, he took his turn at editing all of the main wires—general news, stocks and markets and sports.

In 1918 he left the Associated Press and joined Armour and Company, meat packers, as their publicity man or public relations director. He also edited the company's sales and promotional magazine.

With Gandy Bridge

When Florida started to build and expand, Stan went to St. Petersburg to handle publicity and promotional work for the Gandy

Bridge corporation. He obtained much national publicity for the state when he induced the Smithsonian institute to send scientists to Weeden's Island, where a number of ancient Indian burial mounds were excavated. The finds included many objects now on display in the national museum.

In 1925 the wanderlust got the best of him and Hedberg joined Dr. W. Stirling on an aerial expedition to Dutch New Guinea, a junket that lasted two years and took the explorers into the heart of jungles never before penetrated by man. Today, with the world plunged into a second bloody struggle, warplanes roar back and forth over much of this territory.

It was the first time in exploration history that an airplane had been used to get the party into the interior. The group found a race of pygmies living in the stone age, and all the material collected went to the Smithsonian institute, sponsors of the trip. Stirling, a close friend of Hedberg, is now director of ethnology for the institute.

Not satisfied with his travels with the Stirling expedition, Hedberg continued on a trip by boat that took him around the world before he returned to New York. On his return to the U. S. he took up publicity and promotional work at Luna Park on Coney Island.

Leaving Luna Park with its ferris wheels, bright lights, barker, gaudy sideshows, freaks and concessions, he again took up the career of a newspaperman, this time as the Associated Press' first newspaper editor. The world's greatest newsgathering agency, the AP now boasts one of the largest newspaper services.

Haldeman Elder
It was during this time that Hedberg scored what is still termed one of the most outstanding picture scoops of all time—a scoop that involved Lakeland's own George Haldeman and Ruth Elder. As readers will recall, Haldeman and Miss Elder were forced down at sea on an attempted trans-Atlantic flight.

A Dutch tanker picked up the Lakeland fliers and took them to the Azores. Hedberg wired the AP correspondent at the Azores and learned that an officer on the Dutch ship had made some moving

ASSISTANT TO LODWICK



STANLEY A. HEDBERG

pictures and still pictures of the thrilling rescue at sea. He immediately made arrangements to buy the films, but the tanker was heading east.

The pictures would be old news if he waited until the next New York bound ship put into the Azores, and Hedberg was in a quandary. He called all the ship lines to see if they had a liner headed toward New York. An Italian line had a ship bound for New York and Hedberg decided to swing 200 miles off its course to pick up the films at the Azores. There were no clipper ships or radio transmitters in those days.

Thus, Stan scored a seven-day scoop on his rivals. The feat is still talked about when veteran newspapermen get together.

He left Associated Press and joined the Hearst organization, handling sales promotion for its newspapers in New York City. He was given the assignments on the Graf Zeppelin's round-the-world flight and the trip made by Sir Hubert Wilkins over the north pole.

These two events entrenched him firmly aviation and he left the Hearst organization for the Aeronautical Chamber of Commerce, which represents 99 per cent of the nation's aircraft industry. He headed the chamber's public relations department and his work attracted so much attention he was offered a better job with United Aircraft, where he handled publicity and advertising for Pratt and Whitney, builders of the famous Waap and Hornet engines used in many of today's military planes.

Auto Promoting
Next, the Hudson Motor Car company beckoned, and Hedberg joined that organization, doing an outstanding job of publicity. In 1931 and 1932, Hedberg brought Hudson from 16th place in national automotive publicity to second position—a record that still stands.

But aviation called, and Hedberg went back into the industry, doing public relations work for United Air Lines, Stearman Aircraft, Hamilton Standard propellers, the vast Boeing Aircraft organization and others.

When the much-discussed air-mail cancellations were ordered by the government, Stan went to California for a rest. But he did not rest long, opening his own public relations office in Los Angeles. He publicized everything from auto shows to orange festivals

and political campaigns, later merging with Al Kaeig, aviation advertising executive, and took on more clients, including Douglas Aircraft, North American, Ryan, Lockheed, and the Hollywood Turf club.

That brings Stan up to 1939—and Al Lodwick, owner and operator of the local school and the Lakeland School of Aeronautics. Lodwick, then assistant to the president of Curtiss-Wright, knew Hedberg back in the days when the latter was with Pratt and Whitney. Lodwick went to New York as senior vice president of Aviation Corporation and Aviation Manufacturing corporation and Hedberg went along to handle public relations. The corporation included New York ship-building company, Vultee Aircraft, Lycoming, Stinson, Auburn-Central Manufacturing corporation and others.

When Lodwick transferred his office from New York to Lakeland to operate two flying schools, he brought Hedberg with him as his assistant and public relations director.

Like everyone else associated with the aviation industry, Hedberg will fly at the drop of a hat. He does most of his traveling by air, as does his boss. His hobby is eating steaks. Diets, he says, are the bunk.

Stan is a member of the National Press club of Washington, D. C., and several aviation organizations.

NOTICE OF APPLICATION FOR

TA DEED

(Senate Bill No. 181)

Notice is hereby given that R. J. Hargrove holder of Tax Certificate No. 1742, issued the 7th day of May A. D. 1942, has filed same in my office and has made application for a tax deed to be issued thereon.

The following described property in the County of Highlands, State of Florida, to-wit:

Section 2, Township 29 N Range 20 E 20 Acres.

Unless said certificate shall be redeemed in accordance with the provisions of said certificate within the time therein specified, the same shall be sold to the highest bidder on the first Monday in the month of October, 1942, which is the 5th day of October 1942.

Dated this 1st day of September, 1942.

(SEAL)

By D. D. TOWN, Deputy Clerk

Sept. 4, 11, 18, 25, Oct. 2

NOTICE OF EXECUTOR IN FINAL DISCHARGE

IN COURT OF COUNTY JUDGE, HIGHLANDS COUNTY, STATE OF FLORIDA.

In re Estate of OSA L. HEAD, Deceased.

Notice is hereby given, to all whom it may concern, that on the 21st day of October A. D. 1942, I shall apply to the Honorable Judge of Probate, Judge of said Court, as Judge of Probate in this office, for final discharge of the estate of OSA L. HEAD, Deceased. My final report and application for final discharge are now on file in the office of said Judge.

Dated September 23, A. D. 1942.

W. J. HEAD, As Executor.

Sept. 25, Oct. 2, 9, 16

CONGRATULATIONS—

ALBERT I. LODWICK

AND PERSONNEL OF

LODWICK AVIATION
MILITARY ACADEMY

ON YOUR FIRST ANNIVERSARY

Jarrett's
Barber Shop

SALUTE TO

Lodwick Aviation Military Academy

UPON YOUR

1st ANNIVERSARY

We extend our congratulations and best wishes to Mr. Albert I. Lodwick and his able assistants upon the occasion of their first anniversary of training fliers for Uncle Sam here in Avon Park. We are proud to claim Mr. Lodwick and the personnel of the Lodwick Aviation Military Academy as citizens of our community.

Ridge Fuel Company

Distributors of

Green's Fuel

Gas Service

CONGRATULATIONS—

TO

ALBERT I. LODWICK

AND PERSONNEL OF

LODWICK AVIATION

MILITARY ACADEMY

On Their First Anniversary

Avolon Grill

Greetings

Lodwick Aviation Military Academy

UPON YOUR

First Anniversary

The people of Avon Park are proud of the fine work you and your staff are doing in training pilots for the Air Force.

I. H. FORD
MOTOR COMPANY

Congratulations

TO

LODWICK

Aviation Military Academy

On Their

First Anniversary

Of a Successful Year

Avon Park

Coca-Cola

Bottling Co.

Amos' flight, from Kenosha, T. Dells, C. W. Amos, J. Huber, Rowley, J. Keiger, R. Lewis, H. Singleton, Thomas, H. F. Singleto Berkowitz, Davis, L. J. Manney, R. Clark, C. I. Abbott's row, H. H. Hatcher, Wilcox, W. Deval, Mosher, M. Powell, V. Pilche (Flight C Abbott when the Lowe's R. E. Whaley, E. L. E. A. Bro R. Silkey Jackson, Herring, S. Keller, VERSATIL

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INSTRUCTORS AT THE LODWICK AVIATION ACADEMY



W. L. AMOS' FLIGHT



E. F. SINGLETON'S FLIGHT



JOHNNY ABBOTT'S FLIGHT

Amos' flight—Left to right, front row, R. McKenstry, T. E. Davis, E. L. Della, C. W. Gibbons, W. L. Amos, J. W. Gossie, J. M. Huber. Back row, F. C. Rowley, J. H. Lentine, G. Keiger, R. E. Seims, A. T. Lewis, H. C. Barwick. Singleton's flight—Front row, left to right, S. E. Thomas, H. H. Tynes, E. F. Singleton, S. G. Wilber, L. Berkowitz. Back row, C. L. Davis, L. A. Musgrove, A. S. Manuay, R. M. Smith, A. P. Clark, C. F. Hepler. Abbott's flight—Front row, H. H. Hicks and T. E. Hatcher. Middle row, C. M. Wilcox, W. W. Ward, D. P. Fabian, H. W. Pontius, P. G. Deleval. Back row, F. I. Mosher, L. J. McQuade, A. M. Powell, C. W. Wallace, M. V. Pilcher, W. B. Heilig. (Flight Commander Johnny Abbott was not present when the picture was made.) Lowe's flight—Front row, R. E. Wheatley, M. D. Bradley, E. L. Lowe, S. F. Bloyer, E. A. Brown, G. W. Bolt, L. R. Silkey. Back row, F. W. Jackson, E. A. McLeod, R. G. Herring, C. S. Williams, B. S. Keller, B. T. Durrance.

VERSATILITY OF AIRCRAFT NEEDED

Versatility of American aircraft is illustrated by the fact that the twin-engine Beechcraft model 18 has been variously adapted by the U. S. army and navy as a high-altitude photographic plane, personnel transport, observation and utility ship and a long-range navigation trainer.

Flight Staff Has Logged 15,000 Hours

Veteran Pilots All Learned The Hard Way

With more than 15,000 hours of flying actually "logged" and with hundreds of "off-the-record" hours in the air, the five civilian fliers who head up the instruction staff at Lodwick Aviation Military Academy here all learned their jobs the hard way—worked to pay for their initial flying lessons, and then doing all sorts of air work to keep their meals on somewhat of a regular schedule.

This business of teaching young men the rudiments of flying, the task of weeding out those who

R. G. BEELER
Flight Director

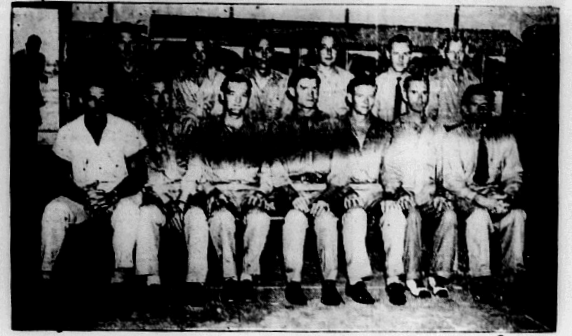
obviously will not make good pilots, puts a heavy responsibility on Flight Director R. G. "Dick" Beeler and his four flight commanders.

But the records made by the cadets who have graduated from primary schools here and gone on to basic and advanced schools and on to commissions in the air corps show the civilian instructors have done a good job in the year the school has been operating.

"Dick" Beeler, who began to fly about 11 years ago, is a native of Kansas and while in high school took up flying in a serious manner. He learned to fly at Lincoln, Neb. School at Lincoln, Neb., later operated the airport at Lincoln and went on to act as distributor for Beechcraft airplanes.

He became a civilian instructor at the Lincoln school in 1937 and after a period there went on to an army school. In the fall of 1940, when the Lincoln school was moved to Lakeland, to become the Lakeland School of Aeronautics and later the Lodwick School of Aeronautics, he went along.

A. I. Lodwick, owner of the Lakeland school, at the time he was forming the nucleus of his staff for LAMA selected "Dick" as his flight director. That brings him up to the present, but back along the line he had an experience which he regards as unique—he helped to form the Honduran air force. In



E. L. LOWE'S FLIGHT

company with five other pilots he flew six planes down to the Central American republic to join the three already there. He dropped a married and has a young daughter. Photography is his hobby, along with a little fishing.

E. F. Singleton, one of the four flight leaders, a native of Blair County, Pennsylvania, has been flying for more than 18 years and has an official "log" of around 4,500 hours in the air, flying all sorts of ships from the lightest to multimotored jobs. An instructor for upwards of 14 years, he has been a barnstormer, a stunt pilot and in fact done almost anything in the air that would turn an honest dollar. He came up in aviation at the time that pilots were outdoing each other to see who could perform the craziest stunts. His craziest was one in which he actually stopped the motor of his small plane, in mid-air, got out on the wing and by grasping the struts and putting one foot on a wheel for support "cranked up" the motor. "You had

to do that sort of thing to get back in those days," he remarked.

Singleton estimates that he has hauled more than 11,000 passengers and has made over 10,000 landings, walking away from every one of them. Before going into aviation he was a trainman on the Pennsy and has raced motorcycles. Lake Beeler and the other flight leaders he came to Florida and the Lodwick schools from Lincoln.

He is married and lives in Avon Park. William L. Amos, native of Madison, Ind., has more than 2,100 hours in his log book and has been flying since '35 and an instructor for more than five years. He took a special civilian instructor course at Randolph Field and came to Florida in '40. He is married and lives in Avon Park. His flying experience has covered all classes of planes and outside of being a good flier he admits to no special qualifications or achievements.

Charter flying and airport operation at and around Columbus, Ind., with two years in a California aircraft plant, part of the time in

experimental work, along with a period as an instructor at Lincoln is the pre-war background of Ernest L. Lowe, a native of Robinson, Ill. He trained at Parks Air College, East St. Louis, Ill. He came to Lakeland from Lincoln and to Avon Park in the first contingent to open the school last year. He has more than 2,000 hours in his log books. He is married and lives in Avon Park.

Last, but in no wise least of this quintet is J. L. Abbott, better known to his colleagues and intimates as "Johnny." He has more than 3,000 hours in the air and hails from Detroit. In his 14 years of flying "Johnny" has been places and seen things, including a tour of Australia as representative of an aircraft concern. He has been an instructor for many years and is another member of the original Lincoln faculty. "Johnny," like all the others is a personable sort of fellow, knows his aviation and knows how to pass along that knowledge to the cadets in his flight.

Congratulations

To



Albert I. Lodwick
and Personnel
of the

**Lodwick Aviation
Military Academy**

On Your

First Birthday

Jacaranda Hotel
C. E. CRABTREE, Manager



WE CONGRATULATE
Albert I. Lodwick

And the Personnel of

**Lodwick
Aviation Military
Academy**

On Their

FIRST ANNIVERSARY

**Hall's
Dry Cleaners**

Brothers Head Maintenance Departments

**Don Emerson
And Garner P.
Are Combination**

Here is the story of an unusual brother combination that has been going strong in aviation since 1924.

It is the story of Garner P. Emerson, director of maintenance of the Lodwick Aviation Military Academy here, and Don Emerson, who holds the same position at the Lodwick School of Aeronautics, Lakeland.

"We've stuck together since we first got into airplane maintenance work with Rogers Airlines in 1924," Garner said.

The Rogers line operated seaplanes along the Atlantic seaboard between Miami and New York, doing charter work. In the winter, the company transferred most of its activities south. In the summer, it was busy in the New York area.

The line merged with Curtiss-Wright in 1929 and the Emerson brothers went to work for the new owners. They continued with Curtiss-Wright until 1935, when they joined Alexander P. Seversky, noted airplane designer, working in his production department.

In 1937 they left Seversky and took over the operation of the airport at New London, Conn. Later they joined Gyro Associates, an organization developing autogyros for crop dusting and spraying.

Autogyros. With the autogyros, which would practically hover over small fields, they dusted crops from Massachusetts to Florida. To dust truck crops in southern Florida they built an airport at Florida city, below Homestead, then the southernmost airport in the United States.

The brothers tell many hair-raising and amusing incidents in connection with their crop dusting activities. Their services were constantly in demand because the slow speed of the gyros and their ability to get in and out of small fields made them perfect for crop dusting.

The brother team was temporarily split up in 1939 when Garner, or Kiny as he is known to friends, joined the maintenance department of Eastern Air Lines. Don came to Lakeland and on Oct. 1, 1940, took over the maintenance job at the air school. His brother left EAL and became maintenance director of the Avon Park school in September, 1941.

While operating the airport at New London, the brothers found time to develop and construct a new type amphibian plane for the Brayton Aeronautical company. They also developed an unusual craft which was a combination airplane and helicopter. It was

MECHANICS AND LINEMEN AT THE LODWICK ACADEMY



Pictured at top are the mechanics who keep planes in tip top condition at the Lodwick Aviation Military Academy. The lower photo shows the linemen employed at the U. S. army primary training school.

called the Vertiplane and was designed for Gerrod P. Herrick.

Although they both are pilots, the brothers never cared much for flying. They would rather tinker with an engine or some other vital part of an airplane. To them, the maintenance and repair of aircraft is a science and an art. They devote their full time to studying maintenance problems and figuring out ways to improve the planes they are servicing.

Engine Hots. Several ideas originated by the Emersons are now being used to advantage by the U. S. army air corps on its planes. Don has also devised a new type of engine hoist which greatly speeds up the changing of power plants on the steerman trainers used at the local school.

The brothers have never patented any of their ideas. All have been turned over to the air corps or made available to anyone interested in them.

"Our big job is to see that all

of the planes are properly serviced so that they are in perfect flying condition every day," they explain.

They have applied production line methods to their maintenance work in order to speed things up.

"Instead of working on one plane at a time, we work on many planes," they pointed out.

"Just as automobiles roll off the production line, planes roll off of our maintenance hangars."

The brothers discuss their problems together. They often fly to Lakeland from Avon Park in the light plane he owns and together they discuss new ideas or dig into problems which have them stumped temporarily.

A recent report on accidents at primary training schools shows that the brother combination has produced results. The Avon Park and Lakeland schools boast an accident record that is far below the national average. There have been no accidents caused by mechanical failure at either school.

Aviation Pioneer



J. LAWLER WELLS

Lawler Wells Pioneered Air Development Here

To the late Lawler Wells, Highlands county commissioner, should go much of the credit for the development of aviation here, a development that has brought considerable publicity and prestige as well as a big payroll and a place in the American war effort to this town.

Back seven or eight years ago he foresaw the coming prominence of Avon Park and then began a campaign of advocacy of an airport for the city. His interest materialized in 1938 to the point where he learned to fly and took on the distributorship for an aircraft company.

He took out a CAA license and used his plane in his business for many years. His aviation training and experience in the air gave him an added interest in life and hops of hundreds of miles were no novelty to him. In the summer of 1940, the year before he was killed by a tractor, he took a party of friends on a 17,000 mile trip to Cuba, Canada and Alaska.

He was one of the first to advocate and work for the municipal airport and personally built three hangars for his own planes before the government stepped in and gave assistance. In recognition of his efforts the city appointed him airport manager about five years prior to his death and he held the post at the time of his death late in May, 1941.

While aviation was his hobby he held an enviable record of citizenship and performance of many civic duties. He served three terms on the county commission.

Every plane that takes off and lands at the Avon Park field is paying a silent tribute to J. Lawler Wells and the others who worked with him and made it possible for the field to become the home of one of the nation's outstanding pilot training schools.

Physical Training Important Part of Cadets Life

One of the most interesting and important phases of an aviation cadet's training period is the physical training program designed to build each man into a physical specimen who can withstand the rigors of modern aerial warfare.

The physical training program for the cadets originated in the Southeast army air forces training center at Maxwell field, Montgomery, Ala., in 1940, and has proven so successful it has been adopted at all training centers throughout the United States.

Let's take a look at the daily physical training period as conducted at the Lodwick Aviation Military Academy by Lieut. John Semoga, physical training director, and A. P. Tuller and A. R. Merrier as civilian instructors.

At the beginning of each period, the squadron forms in front of the instructor's stand. The instructor leads the group in calisthenics and does all of the exercises, at the same time counting aloud so that a definite cadence is established. This results in a high degree of uniformity in the exercises.

The instructor begins with neck exercises, following this with arm exercises, chest exercises and so on down the body. Different exercises are employed for the various parts of the body. All are designed to develop mus-

cles used in flying and improve coordination.

After calisthenics, the squadron is divided up for group games and individual sports. While some cadets play volleyball or basketball, others are engaged in touch football, cricket, badminton, horse shoes, obstacle races, relay races

dodge ball, track events, cross-country hikes, and similar games.

These activities go on for the remainder of the period, and the cadets are kept busy for at least 55 minutes out of the hour allotted. The program is credited with greatly reducing air sickness, fatigue and washouts in the air corps.

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**Lodwick Aviation Military
Academy**

On Their First BIRTHDAY

MANDIS DAIRY STOCK FARM

Congratulations

ALBERT I. LODWICK

AND THE PERSONNEL OF THE

Lodwick Aviation Military Academy

ON YOUR

1st ANNIVERSARY

We are proud of the part that we played in the construction of the barracks and buildings at your wonderful training center. . . Plumbing . . . Heating . . . and Ventilating Systems.

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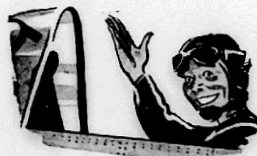
SWARTZ BLDG.

LAKE WALES, FLA.

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A GREAT JOB YOU'RE DOING

ON TRAINING THIS YOUNG FELLOW . . .



Congratulations

TO

Albert I. Lodwick

AND PERSONNEL

On Your

FIRST ANNIVERSARY

Carter's Groceteria

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F. Stocky.

ENLISTED PERSONNEL AT LODWICK SCHOOL



Left to right, Cpl. C. M. Mizerany, Cpl. P. J. Nieszkis, Sgt. A. P. Peck, Pvt. F. J. Campbell.



Left to right, front row, Sgt. C. L. Marshall, Tech. Sgt. M. C. Baker, Staff Sgt. A. M. Hamen. Back row, Staff Sgt. J. H. McLemore, Mr. Sgt. R. E. Rice, Cpl. M. F. Stocky.

Lodwick Career Like Horatio Alger Story

(Continued from page two)

those few fellows who can be stripped of all his possessions with the net result that he remains undaunted, a sturdy fighter eager and able to take care of himself and his responsibilities, still possessed of a challenging attitude that tells the world that's all he expected of it in the first place.

Of sturdy Welsh stock that settled in Iowa a generation ago, Lodwick is that rare combination of driving energy, hard common sense and imagination which renders its owner capable of appreciating and understanding human nature.

Since coming to Florida he has endeavored himself to all Floridians he has met. And he has met many for he has a habit of getting around. He is naturally enthusiastic about the state and its potential possibilities enough so that he moved his headquarters from New York City to Lakeland.

He uses his private airplane continuously, and jumps from Florida to Washington, Dayton, New York, Atlanta, Houston, Chicago, Los Angeles, or wherever business happens to call him. Distances mean nothing to him. The speed and comfort of modern air transportation enable him to make headquarters in Lakeland and take care of his additional interests in the north.

Lodwick is a member of the executive committee and board of governors of the Aeronautical Chamber of Commerce, a member of the executive committee of the Institute of the Aeronautical Sciences, member of the executive committee of the National Aeronautical association, and a member of the National Television Systems committee. He is a member of the Sleepy Hollow Country club, Scarborough, N. Y., and is governor of the Harvard Business School club of New York.

He married Dorothy Maxfield, of Pittsfield, N. H., on June 15, 1930. His hobby? Work!

PILOTS VOLUNTEER

All of the licensed pilots of Aeronca Aircraft Corp., makers of light planes, have volunteered their services in the Ohio Wing of the Civil Air Defense.

Airplane Engines Will Be Used in Some U. S. Tanks

New York, Oct. 1.—(ANP) Because of their small size, relatively light weight, low fuel consumption and general all-around performance records, aircraft engines are to be utilized to power some of the United States Army's M-3 medium tanks, the war department has announced.

A contract has just been awarded to the Wright Aeronautical corporation, Paterson, N. J., for a quantity of "Whi" diesel engines for use in the tanks now being built at six tank arsenals in the United States.

The use of aircraft engines allows more room for the crew, fuel and ammunition.

Army Flight Surgeon At Lodwick Academy Here Has Important Post

The dispensing of pills and the bandaging of minor scratches and abrasions is only a small part, these days, in the role of a United States army air forces flight surgeon, and you can take that from Capt. J. B. Hall, flight surgeon at the Lodwick Aviation Military Academy.

A resident of Nashville, Tenn., Captain Hall came to the school after he took specialized work in the added duties of a flight surgeon, and he brought with him a background of training which started back in his early high school days.

Capt. Hall's staff includes several medical corporals, while his assistant is Lt. E. A. Swan, M. C.

To cite some of the problems that confront a flight surgeon, who comes into contact with hundreds of young men, who, before coming under his charge, have never been in a plane before, the following paragraph from a war department statement is quoted:

"The primary duty of the flight surgeon is to render medical care to the personnel of his command. However, because of his training and the relatively large number of individuals engaged in active military flying, special care and attention is focused on this group. The problem inherent in flight call for the practice of preventive medicine in a sense not conceived of by the other branches of medicine. In order to fill the requirements in preventive medicine, the flight surgeon must have a keen, intelligent and sympathetic insight into the problems, trials and tribulations of each member of his organization."

Fulfilling a mandatory requirement as manifesting a deep personal desire, Captain Hall takes to the air at every opportunity, flies with every possible pilot, and thus gets an insight into their



CAPT. J. B. HALL

personal characteristics. He has a knowledge of the handling of a plane and in case of emergency could take off, fly to the location of an accident, make a landing and render first aid and whatever assistance needed. Truly, a flight surgeon is a flying doctor in every sense the word.

OUR CONGRATULATIONS

to

ALBERT I. LODWICK

and Personnel of

Lodwick Aviation Military Academy

on their

First Birthday

STEWART & TODD, Inc.

"Keep Them Flying"

GREETINGS TO

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You're Doing

MR. AL LODWICK
AND PERSONNEL

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Congratulations

TO

ALBERT I. LODWICK

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Congratulations

To

Albert I. Lodwick

AND PERSONNEL
of the

Lodwick Aviation Military Academy

On Your First

ANNIVERSARY

We congratulate you on the efficient manner in which you and your instructors are cooperating with Uncle Sam in training young American cadets to become pilots in the fighting forces of this country.

Smith Hardware Company

Hardware

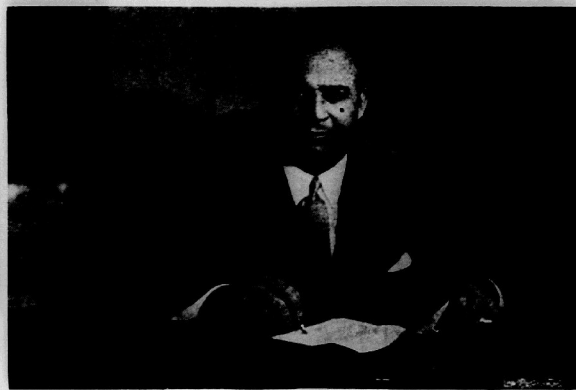
Building Materials



ROBERT AUSTIN
Director, Lakeland School



STANLEY A. HEDBERG
Assistant to Lodwick



ALBERT I. LODWICK



HERBERT JOHNSON
Chief Accountant



R. E. BETZ
Airport Engineer



GARNER P. EMERSON
Director of Maintenance



W. C. PIDGEON
Director of Academics



FRITZ SPATZ
Director



MAJOR D. T. BENNINK
Commanding Officer



RICHARD G. BEELER
Flight Director



PAUL LEATHERMAN
Barracks Manager



C. C. BEST
Chief Guard

PEOPLE of AVON PARK, WE THANK YOU

One year ago, October 4, the first U. S. Army Air Forces Cadets arrived in Avon Park for primary flight training at the Lodwick Aviation Military Academy.

Despite the fact it was early in the morning, a large crowd of citizens were on hand at the railroad station to welcome them.

In fact, Avon Park citizens have been so hospitable and friendly to each succeeding class of cadets since that eventful day one year ago, that the city's fame for hospitality has spread far and wide.

Soon after it opened, the Lodwick Aviation Military Academy was "dubbed" the "Country Club of the Air" due to its luxurious hotel barracks and country club atmosphere.

The Lodwick Aviation Military Academy was established in Avon Park due to the foresightedness of your Chamber of Commerce, Civic Clubs, and especially the members of your aviation committee and other far seeing citizens all of whom knew the economic advantage to accrue from such a school with a large payroll being established here.

It was the persistence and hard work on the part of such men as C. Parke Anderson, Walter S. Betts, R. R. Brown, M. E. Covington, C. E. Crabtree, John Hood, C. E. Lanier, Dr. G. S. McKnight, Colquitt Pardee, Jr., Matt Pilcher, D. G. Perry, E. G. Todd, E. H. Ware, Lawler Wells, John Francis, O. C. Wilkes and many others that paved the way for the school's coming to Avon Park.

We decided on Avon Park for our school site, not only because of your fine airport, but because of the friendly attitude of the community, your fine churches, educational institutions and the excellent weather conditions that prevail for flight training throughout the entire year.

Today the Lodwick Aviation Military Academy is being expanded. We are training thousands of pilots each year for the Southeast Army Air Forces Training Center, Maxwell Field, Alabama, under whose supervision we operate.

When the school opened one year ago we had but 88 employees. Today we have over 275 on the payroll. Many of our mechanics and linemen were born and reared in Avon Park or vicinity. They have been trained at our school and now are doing one of the finest jobs of aircraft maintenance in the country.

More than a hundred new families have moved to Avon Park to assist us in our operations. They come from as far West as the Rocky Mountains and as far north as New England.

You accepted these newcomers with traditional Southern hospitality, as old friends, and they are now an important part of your community life. More will come as we continue to expand.

During the last year we have grown considerably. New barracks and a new hangar are under construction. Athletic fields have been

constructed and the Ground School building has been completely rebuilt. Hundreds of thousands of dollars have been expended on construction projects completed and in progress. This includes the building of four additional auxiliary fields. A new one will shortly be completed giving us five auxiliary airports in addition to the main airport.

Today we can say with pardonable pride that the Lodwick Aviation Military Academy is one of the best flying schools in the country. Army Air Forces officials who have visited us have been most complimentary in their praise of our training facilities.

Our accident rate is one of the lowest in the country, while our percentage of graduating student pilots is among the highest.

We are proud of our record. We know the people of Avon Park are also proud of our school and its accomplishments. We know you will share with us the satisfaction we feel on this our First Anniversary, for you, too, have played an important part in our program.

I want to especially commend the citizens of Avon Park from the Mayor down, for making the cadets stay here memorable.

You took them into your homes and treated them the same as you would want your sons to be treated. They have appreciated it, and I, too, am most appreciative for the hospitality you have shown them.

With our increasing expansion program now under way we are planning for considerably increased activities. Our policy of buying and employing local labor will, of course, continue.

We have had many problems, yes, problems we have had to discuss with your Governor, Mayor, City Council, City Police, County Sheriff, City Fire Department, Selective Service Board, Gas and Tire Rationing Board, State Highway Patrol and various civic bodies.

We have found them all most cooperative and helpful. We appreciate their friendly spirit and their willingness to do everything they can to assist us in our program of training pilots for the Army.

Everyone of us connected with the school want you to know how much we appreciate your cooperation and hospitality.

You can rest assured we will continue to do our job to the best of our ability, and to serve our Country in this time of National emergency.

Thank YOU citizens of Avon Park.

Sincerely yours,

Ad. Lodwick

LODWICK AVIATION MILITARY ACADEMY



EARL H. WARE
Member City Council



S. E. BOOTH
Member City Council



E. A. DELANEY
Member City Council



M. E. COVINGTON
Mayor



MISS MATTIE TOMPKINS
Member City Council



C. PARKE ANDERSON
Member City Council



E. G. LONG
Sheriff Highlands County

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