

Interesting Edentonians

(Continued from Page One) the ground, and he was compelled to circle for quite a while before it was safe to attempt a landing. Diminishing fuel supply also increased the danger. But, again, Wiggins was lucky and brought his plane down through the overcast and landed safely. "Believe me," says Wiggins, "it was a glorious feeling when I once again set

my feet on the ground." As an enthusiast of aviation, Emmett Wiggins has long recognized the fact that civilian flying in and around Edenton has languished for lack of landing fields. With the exception of the Marine Corps Air Base, about five miles SE of Edenton, there are no adequate airstrips or airports to accommodate those wishing to fly or learn to fly. And but for a short duration of time when the Marine

Base was inactive was this field available to the public. Wiggins, in the absence of a municipal airport, was forced to hangar his own plane on the Base and make use of the runways for flying. But, says Wiggins, eastern Carolina's numerous bays, sounds, rivers and creeks eliminate the need of runways when planes equipped with floats are used. The many square miles of navigable water furnishes

ideal landing and taking off facilities. Also the indentations of the shorelines make excellent shelter for hanging a plane with floats. Taking advantage of these natural waterway airports, Wiggins bought a light seaplane, and at the same time killed two birds with one stone. Where his land plane was almost useless in his tugboat business, the seatypes of planes will continue to fill plane solved his many difficulties and

suggested the idea of merging his hobby, which was flying, with his business. Overhead as I write incredibly swift jet planes fill the skies with their lightning flight, a spectacular contrast to the comparatively slow-moving, propellored plane of Emmett Wiggins. But both are a component part of modern civilization; both are necessary and important, and both their designated niche in the con-

stantly unfolding drama of aerial progress. It is the steady, day by day flying of men like Emmett Wiggins that keeps civilian interest in flying alive. From their unsung and unheralded ranks are drawn the real sinews of aviation, and as long as men like Wiggins go up into the blue in planes, the future of aviation is assured and in safe hands. (Continued on Page Nine)

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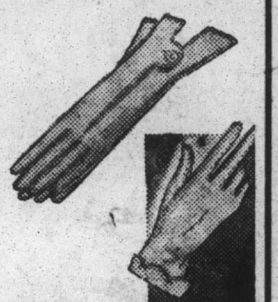
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