

CAA AERO CENTER



BEACON

*"Imparting knowledge is only lighting other men's candle at our lamp--
without depriving ourselves of any flame" - Jane Porter*

October 18, 1950

OKLAHOMA CITY, OKLAHOMA

Vol. I, No. VII

INSTRUCTOR SHORTAGE IN ILS-VOR PROGRAM HANDICAPS EFFICIENT OPERATION

The implementation of the accelerated training program in the ILS-VOR section of Facilities Radio Aids, wherein a schedule of continuously rotating classes was begun, on October 2 has resulted in an instructor shortage which is expected to increase the duties of some of the present staff until instructors can be secured who can qualify with Civil Service for the positions.

By December 4, when the program will be in full swing, an additional four instructors will be required to fulfill the schedules as presently outlined, according to F.G. Smith, ILS-VOR head.

Efforts to fill vacancies are being made continuously by C. E. Gardner, Facilities Chief, and C.W. Mueller, Radio Aids chief, but to date have been only partially successful.

Class 17 will arrive next Monday followed three weeks later on December 4 by Class 18. The 16 members of Class 16 who arrived on October 2 finish the first phase of training this week in general and basic subjects and progress to the ILS Localizer next Monday.

FOUNDATION LAID FOR COMBINED INSAC- TOWER STRUCTURE AT AERO. CENTER

Ground was broken early last week and the foundation has been laid for the two-story plus tower building for housing the rapidly developing combined INSAC-Tower installation east of the flight line apron at the Center.

W.M. Jenkins, Airways Engineer of the Fourth Region, is in charge of construction while Clyde Daniels, Project Materials Division engineer is responsible for electrical and electronic installations.

The project for standardizing installations of similar nature throughout the CAA is under the overall supervision of O.L. Brandenburger, Acting Chief of PMD. Experimentation will take place after construction to set up standards for suitable lighting, location of equipment, operational procedures, etc.

The structure will be completely modern and will employ refrigerated air-conditioning and with baseboard radiant heating, according to Mr. Daniels.

Although still in the planning it is possible that the installation could be used as a training setup for several branches at the Center such as Airways Operations, Aviation Safety, and Facilities Branch.



DIRECTOR APPEARS ON TELEVISION

Those who do not own television sets may have missed the opportunity to see a film television broadcast Thursday, September 28 portraying the role of the CAA in civil aviation.

The film telecast was followed by a 10 minute interview by the announcer with Center Director Fred M. Lanter, who neatly described the functions of the Center in training and standardization.

Much too little of this type of information reaches the general public who too often regard the CAA as only another agency obscured alphabetically among scores of others. It is not uncommon for the CAA to be identified with the CAP, Civil Air Patrol; with an airline; the CCC or XYZ.

The television film was excellent and very entertaining, dealing principally with aviation safety and the regulation of commercial airline operation, but covering many other functions as well.

To supplement the efforts of the Washington offices, it behooves us all in the CAA to do all we can individually to acquaint our neighbors and friends with the aims and functions of our organization and our own particular part in it. Let's lose no opportunity to give it a boost!!

A. W. S.

A FOREIGN FRIEND SPEAKS FROM THE HEART

Saying a formal goodbye in an address before his graduating class, a representative of Turkey expresses his own and the feelings of many of our Foreign National Trainees:

"Our dear manager of school, our dear teachers and my good fellows:

"It is my pleasure and honour of being among you and to make a statement in your presence.

"We, four Turkish airmen, two of whom are now in Kansas City, one is in New York, and I, here for training under the CAA program; fourteen Turkish weather forecasters under the U.S.A. Weather Bureau; and hundred of Turkish trainees in various departments for various training in other states in U.S.A.; came from Turkey under the E.C.A. program.

"We stayed for three months in Washington, D. C., in order to progress our English, and then we were distributed to the states.

"I have to mention that all Turkish trainees in U.S.A. are so happy and so glad of your country and of your friendship and of your hospitality.

"From many countries many trainees coming to U.S.A. and meeting with each other and becoming trusty friends, get the same culture, and so have the same aims, same feelings, same ideas, and same faiths. This is the real idealism which the U.S.A. is performing.

"We do not have any trouble in your country and feel here as our home.

"We have very much respect for humanity, for liberty... for freedom of mankind, and we well understand that U.S.A. is trying to save the world, to maintain the peace, and for this aim is spending billions of dollars in order to support the nations who are believing the same things. There has never been such a big and ideal thing in history as the Marshall program.

"We will work together and save the world and can create a free and happy world.

"We are so thankful to you because you are supporting us and very much appreciate your best friendship and hospitalities. We will keep you in our hearts as long as we live.

"I have had such happy and unforgettable times among you. I am greeting you and say goodbye.

God bless your country.

God bless you."

M. Aritay

(Ed. Note: The address reproduced above is in nearly original form and required a week with a dictionary for Mr. Aritay to compose.)

He that hath knowledge spareth his words: and a man of understanding is of an excellent spirit.
Proverbs 17:27

ADMINISTRATIVE TRAINING

Guest Editorial by C. E. Gardner

Last month the Aeronautical Center's Administrative Training School for radio technicians and engineers issued to a Radio Technician from the 4th Region its two hundredth certificate of successful completion. The "Charm School", as it has been sometimes called, has now been in operation approximately two years.

It started as a two day series of lectures dealing with personnel problems in the field, and has since been expanded into a full week at the request of the same regions that first opposed it as being "a waste of time". The idea was not a new one so far as industry was concerned, but it was the first school of this nature to be established and maintained by CAA. This week of training is devoted entirely to making our radio technicians and engineers better supervisors and better public relations men.

In the beginning, all training was handled by the Aero Center personnel, but for the past year someone from the Personnel office of the various regions has been invited to supervise these classes. Technical and administrative personnel from our Washington office and our field offices have participated in every class.

A few years ago when our communication stations consisted generally of three teletypes, a loop range, and a broadcast transmitter, there was only one technical man assigned to a station, and consequently little supervisory ability was required.

Since that time the Federal Airways system has expanded and much new and complex equipment has been added. Today it takes from two to thirty technicians to keep each station in operating condition. The result is that supervision and public relations have been added to the list of technical duties.

It was to train the technical man in these duties that our class in administrative training was started. A typical administrative training program includes such subjects as: public relations, selecting new employees, station management, job relations, civil service regulations, personnel management, and public speaking.

(Cont'd next column) **TRAINING**

NEW LEADERSHIP, BUT ALWAYS FORWARD

It is with considerable regret that we noted the loss of D. W. Rentzel as CAA Administrator when, last month he was appointed to head the CAB. Great has been the progress made during the past several years under his leadership.

Those of us who were fortunate enough to see, and shake hands with him remember the warmth and personal interest in his greeting, the enthusiasm displayed in the work we were and are doing. But nonetheless warmly do we welcome his successor, D. W. Nyrop, who, in his capacity as Deputy Administrator, had much to do with formulation of the present aggressive policies of the CAA. Under his leadership, we can expect to continue to progress - forward always.

TRAINING

That interest in this type of training is increasing is indicated by the fact that this course now has the approval of all our regional offices, while at the beginning only two regions are on record as being in favor of the course.

We here at the school estimate that four men out of every five are definitely benefiting by this phase of training. There is a small group in every class who feel they do not need, or already have all the administrative knowledge and supervisory ability required, and, as might be expected, are most generally those in the higher pay bracket.

As the Federal Airways expands, offering new and more complete services to aviation, there is bound to be ever greater demand for personnel qualified to handle supervisory, administrative and public relations problems.

*If radio's slim fingers can pluck
 From might—and toss it o'er
 A continent or sea
 If the petaled white roses of a violin
 Are blown across the mountains
 Or the city's din,
 If songs, like crimson roses, are called
 From thin blue air;
 Why should mortals wonder if God hears
 Prayer?
 ...Ethel R. Fuller*

CAA MEDICAL OFFICERS MEET AT CENTER AND VISIT AERO MEDICAL BRANCH

The annual fall conference of regional medical officers was held at the Aeronautical Center October 16, 17 and 18. This conference is normally held in the Washington Office. However, Dr. W. R. Stovall, Chief of the Medical Division, decided to hold the meeting in Oklahoma City to enable the regional medical officers to become familiar with the medical research programs being conducted by our Medical Branch.

Recent research projects dealing with explosive decompression and pilot fatigue are particularly important at this time, and visiting Washington and regional personnel were given an opportunity to view the experimental equipment and observe progress made to date. In addition to Dr. Stovall and his staff from the Washington Office, Barry G. King, M.D. and S. A. Thomas, M.D., the following regional medical officers were present:

R. D. Miller, M.D.	Region 1
A. S. Sanchez, M.D.	Region 2
A. J. Herbolzheimer, M.D.	Region 3
W. A. Ostendorf, M.D.	Region 4
Paul C. Platt, M.D.	Region 5
E. S. Adams, M.D.	Region 6
Fred A. Ellis, M.D.	Region 7
Jasper N. Knox, M.D.	Region 8
P. M. Corboy, M.D.	Region 9

Detailed arrangements for the conference and preparation of the agenda were handled by John J. Swearingen, Chief of the Aero Medical Design Laboratory at the Aeronautical Center.

AIRCRAFT BRANCH HAS NEW SPERRY ENGINE ANALYZER OPERATING AT TEST CELL

The Aircraft Branch now has a Sperry Engine Analyzer installed and operating in their engine test cell. This is the slickest little stool pigeon to squeal on engines when they're not behaving that has yet been developed. The part of this equipment that does the squealing is an oscilloscope tube on which little, squiggly lines show the condition of the magneto, ignition harness, spark plugs, etc., and what's wrong with them.

"Additional equipment has been received which makes this same stool pigeon show how the engine is shaking and what's wrong to make it shake; in other words, it analyzes vibrations".

Sperry Company Service Representative, Mr. Frank A. Stutz, spent several days at the Center orienting the Aircraft Branch powerplant instructors, Ray Matthews and T. W. Howard, in the use and interpretation of the analyzer. His instruction was excellent and much appreciated. We hope he can pay us a visit again and soon.

ARMY TRAINING SPECIALISTS VISIT AND TOUR SIMULATED FLIGHT SECTION

E. Williamson of the Instrument and Navigation Trainer Section and V. J. Hein of the Bombing and Gunnery Equipment Section, Air Materiel Command, Wright Field, Dayton, Ohio, were visitors at the Aeronautical Center on Sunday, October 1st, and a tour was made of some of the facilities of the Aviation Safety Standardization Division.

Charles R. Coachman, Acting Chief of the Policies & Procedures Branch, Charles D. McCabe, Aircraft Materiel Section and Norman Jessup, Safety Operations Branch of the Center acted as guides for the tour, which included the two link buildings of the Simulated Flight Training Section, the Celestial Navigation Trainer, and the main classroom and facilities of the Policies & Procedures Branch. A thorough inspection and discussion was held at each installation.

It has been through the efforts and cooperation of Messrs. Williamson and Hein that the Center has been able to acquire some of its valuable training equipment. They are responsible, to name a few, for the acquisition of Link Trainers, the Celestial Navigation Trainer, the Long Range Navigation (Loran) Simulation Trainer, 16 mm projectors with speakers and screens, and many smaller and beneficial training units. Also, they have supplied the Center with much miscellaneous material, which is not only used as spare parts for the current installations, but which has enabled the construction of simulated training devices which are not procurable elsewhere. And the main purpose of Sunday's visit was to find out what further assistance the Air Materiel Command could render to the Center.

Messrs. Williamson and Hein expressed keen interest in the type of training which is being given at the Aeronautical Center, and were highly complimentary in their praise of the methods being employed by the Center to obtain full utilization of various training devices.



CENTER HAS NEW COURSE LINE COMPUTER INSTALLED IN TRAINING AIRCRAFT

The new Collins Type 560A-1 Parallel Course Computer has been installed in DC-3, N-100, and went into operation the first week of September for test flights.

A General Flight Refresher Class, D1-14, was the first to receive instruction in the use of the new airborne electronic device during the week of September 11.

The unit, shown in the photograph above, and bearing Serial No. 5, was installed by Aircraft Services Branch under the direction of M A. Ebner. The entire instrument panel had to be redesigned to accommodate it. It was at this time that the new electronic artificial horizon was installed.

Received from the Development Center at Indianapolis where three other units are undergoing further tests, the new Computer is used in the DC-3 for training purposes by Safety Operations Branch, headed by W. D. Jones. In addition, it is used by Aircraft Branch Radio Engineer Allan R. Kenison, who teaches courses in electronics and airborne radio.

Training in the use and operation of the Course Line Computer is one of the latest efforts of the Aero Center in keeping abreast of latest developments in Aviation Safety.

Basically, and in two ways, the Course Line Computer extends and supplements the use of the existing Navigational Aid Facilities: namely, the Visual-omni range and associated Distance Measuring Equipment. First units of the latter, DME, are currently being installed along the New York-Chicago-Washington Airways.

(Cont'd Page 6)

COURSE LINE COMPUTER



GORDON POST INVENTS TRAINING DEVICE FOR SLOPELINE APPROACH SYSTEM

In order to assist pilots to make an accurate landing on the beginning of the runway under low-visibility conditions, a new system of approach lighting known as the "Slope Line Approach System" has been developed. At the present time, this system has been installed at Idlewild, Indianapolis, Washington National, and Los Angeles Airports. This installation consists of a funnel-shaped series of diagonal light strips so arranged that the pilot has an exact visual reference as to whether he is on the glide angle to make a correct landing. That is, he can tell at all times whether he is overshooting (too high), undershooting (too low), or on the wrong heading (off to one side or the other).

In order to familiarize CAA Flight Personnel with this equipment, a slope line approach light simulator, shown in the photograph above, was conceived by D. Gordon Post. It was developed and perfected to a level of satisfactory operational performance by the

(Cont'd Page 6)

SLOPELINE APPROACH SYSTEM

SECOND DME CLASS OF 19 STUDENTS NOW IN THIRD WEEK AT FACILITIES

The second class in Distance Measuring Equipment began instruction October 2 with 19 students in attendance, according to M. E. Eisenbach, Radar Aids chief.

Although arrangements had been made to handle 48 men, the Regions were able to send less than half that number.

The men, many of whom hold key positions in the Regions, are now in the third week of training and will finish the course on December 8. A list of the class can be found on a later page.

COURSE LINE COMPUTER (Contd. from Page 5)

Ordinarily VOR facilities permit aircraft properly equipped to fly any course to or from the VOR station. When the VOR station and aircraft are equipped with Distance Measuring Equipment, the Parallel Course Computer enables the aircraft to fly any course to any desired point within range of the omni-bearing distance station.

Secondly, for on-airways operation, the computer enables the pilot to choose and fly any one of six courses parallel to and on either side of the centerline of the airway. This then permits horizontal, in addition to vertical separation of aircraft for Air Traffic Control purposes.

Identification of the various components of the Computer, as shown in the photo are: Left below and in line; Computer Control Head, Distance to Waypoint Plane Indicator (Waypoint selected by pilot); Course Bearing Indicator (repeats Course on Control Head set up by pilot); Left-Right Indicator; Omni Bearing Indicator (Bearing of VOR station); Waypoint Bearing Indicator (Bearing of Waypoint selected). Above, left: Radio Magnetic Indicator (Magnetic heading, bearing of Waypoint from aircraft). Above, right: DME Indicator.

Mr. Jones of Safety Operations has extended an invitation to instructors and other interested parties in the various Branches to accompany classes on cross-country flights for demonstration of the Course Line Computer.

Inflation--instead of not having the money you haven't, you'd have twice as much, but if would be worth only half of what you haven't got.

NEW ACTING CHIEF FOR PMD

O. L. Brandenberger of the Structural Material Section, Washington, D. C., has been temporarily assigned as Acting Chief of the Project Materials Division. Brandenberger is also directing the activities in the installation of the Combination INSAC and Control Tower.

SLOPELINE APPROACH SYSTEM (Contd. from page 5)

staff of the Simulated Flight Training Section of the Aero Center. It has been in operation since March 3, 1950, during which time approximately 250 pilot personnel, including CAA, Army, and Navy, have been familiarized with its operation.

This simulator not only provides stationary presentation of the physical make-up of this particular light system, but is so designed that its operation will result in changes of azimuth and elevation, as well as provide longitudinal movement. This is accomplished by having it connected to and actuated by a modified ANI 28 Link Trainer, from which the pilot's changes of attitude and direction actuate the mechanism necessary to give the appropriate indications on the light system for the position of the aircraft in relation thereto. It allows the pilot to actually "fly" approaches with various degrees of low visibility conditions. This is accomplished by lowering a semitransparent curtain in front of the light system and varying the intensity of the lights.

It is believed that this Simulator has valuable possibilities as a training device, not only for this type light system but it may be arranged to simulate any other lighting system as well as being used for ordinary night approaches to an airport, or may be made to simulate an aircraft carrier deck, all of which will be valuable in the training of pilot personnel.

The basic designs of this device can be adapted to and utilized in the development of any training device that is used in conjunction with any type of flight simulating devices or any training aid where vertical, horizontal and longitudinal movement are required. The specifications may be altered to meet any need.

Mr. Post and his Section have been highly complimented on this development by such people as Dr. Breckenridge of the Bureau of Standards and he has received a personal letter of commendation from D. W. Rentzel, in his former capacity as Administrator of the CAA.

FLIGHT INSPECTION CLASS

Instruction of Air Force Class 51-A was completed October 13. The members of the class were: Capt. T. M. Phillips, Capt. E. E. Richter, Lt. L. E. Muse and Lt. J. B. Weems. They were all from the 1856th AACS Squadron, Tinker Air Force Base.

FACILITIES INDOCTRINATION EXPECTS INCREASED TRAINING PROGRAM

Information received during the recent visit of J. H. Tippets, Washington Engineering Maintenance chief, indicates a stepped up training program in the Facilities Indoctrination courses.

The value of training preliminary to on-the-job responsibilities of new CAA employees in maintenance of Radio Navigational Aids has been realized more and more since the program started in September, 1949.

Reports from the Regions indicate that the three months of training equips a new employee to handle problems quickly and efficiently which ordinarily have required a full year of on-the-job experience.

Class 12 with 8 students graduated October 6 and Class 15 composed of 16 students arrived October 9, according to A. D. Edgerton, Indoctrination head.

RAY MATTHEWS LEARNS ALL ABOUT BLOW TORCHES AT ALLISON FACTORY

Ray Matthews is on a trip to the Allison factory in Indianapolis. While there, Ray will be introduced to the theory, operation and maintenance of "the screaming, blow-torches" they call jet engines.

Indications are that these will be used to power commercial aircraft in the near future, "so it is in order for Ray to be preparing himself to give courses on this subject to Aviation Safety Agents".

W. M. JENKINS TEMPORARILY ASSIGNED TO PMD

W. M. Jenkins, an Airways Engineer from the 4th Region, has been temporarily assigned to the Project Materials Division, and is assisting in the installation of the Combination INSAC and Control Tower.

AIRCRAFT BRANCH ENTERTAINS CLUB AND MANUFACTURERS AS VISITORS

During the past month the Aircraft Branch had several interesting visits from manufacturing firms and an Oklahoma City club.

J. F. Foster, Senior Service Representative of the Glen L. Martin Co., paid a visit to Guy Faulkner. Mr. Faulkner recently spent two weeks at the Martin factory in Baltimore getting acquainted with the Martin Model 202-A, their new commercial plane for Eastern Airlines. At that time he invited Mr. Foster to visit the Center.

Another visitor was Robert H. Murray, a Bendix-Scintilla Service Representative. This was another of oft-repeated trips Mr. Murray makes through here to assist in regard to aircraft engine ignition problems.

The Oklahoma City Home Workshop Club visited the hangar recently, holding one of their regular meetings. The club is composed of a group of men all of whom have home workshops as a hobby, and meet once a month at one of their shops or at some place of business to stimulate ideas and acquire new skills.

Hope Biggers, a member of the club was the leader at the hangar meeting, which dealt with the topic of welding. A film was shown on oxy-acetylene welding and practice demonstrations were made in the shop by Mr. Biggers, Guy Faulkner, and Harold Smith.

Club membership includes a heterogeneous mixture of doctors, lawyers, engineers, mechanics, judges, salesmen, and office workers.

TWO INSTRUCTORS ARE ADDED TO FACILITIES RADAR AIDS STAFF

Byron W. Looney is on duty as instructor for ASR-PAR classes in the Radar Aids Section, Facilities Branch. Formerly Mr. Looney had been a radio engineer with Johnson & Co., and an engineering instructor at Oklahoma A&M.

Emory C. Williams, who has been doing developmental work on DME at the Technical Development and Evaluation Center at Indianapolis, will join the Radar Aids staff on October 29 as instructor of DME.

AMATEUR RADIO CLUB NEWS

Elmer Fields, W5BKN, communicator at OKC, has been elected president of the Oklahoma City Amateur Radio Club, Inc. Luck to you, Elmer!

CAA SPARKPLUGS EMERGENCY DRILL

Sunday, October 15, was the Simulated Emergency Test of the Amateur Emergency Corps of the American Radio Relay League, Inc. Amateurs throughout the country operated under conditions that might be encountered in a real emergency (flood, tornado, etc.) and demonstrated their capabilities in providing communication.

Claude E. Gardner, Facilities Branch Chief, is also the king-pin of the Oklahoma AEC, being the State Emergency Coordinator. It was under his supervision that the various counties of the state have been organized into units headed by an Emergency Coordinator. In Oklahoma County the EC is Carl C. Dru-meller, also of Facilities Branch.

The Sunday test gave these CAA amateurs a chance to "strut their stuff". Starting at 0800 hours, Carl (W5EHC) contacted the various stations of the local AEC every hour on the hour until 1500 hours, at 1100 hours he was joined by Mr. Gardner (W5AGM), and the two operated the CAA Aeronautical Center Amateur Radio Club station, W5PAA, as a central clearing-house for the traffic coming in from this county and the AEC nets operating in other counties. Harry Wilson, W5BGC, called in from McAlester, where he is MTIC at the CAA installation and County EC. Len Hoops, W6BNU, called in from Chanute, Kansas, where he is MTIC. John Ott, W5HEV, Arthur Schmitt, W5RDI, and Robert S. Lee, W5GGK, called in from various points about the city. Robert Gardner, W5RFH, dropped in to see if any more help was needed. Walter M. Hill, W5HXT, tried to call in from Bethany but was covered up with interference from powerful out of town stations, the same situation foiled the efforts of Elmer Fields, W5BKN, when he tried to call in from the western part of the state.

By nightfall, a stack of some thirty messages bound for the National Red Cross Headquarters and the ARRL Headquarters had been accumulated. Thanks to the combined efforts of John Ott and Claude Gardner, these messages were dispatched by radiotelegraph from W5PAA at high speed without the necessity of a single repeat. In the case of Mr. Gardner there's nothing to substitute for the experience of a former sea-going brass pounder.

AIRCRAFT BRANCH TRIPS TO TEXAS TO SEE NEW CROP-DUSTING CRAFT

Several members of the Aircraft Branch spent one day this month at College Station, Texas, the home of Texas A & M. The purpose of the trip was to get acquainted with a special airplane, built solely for the purpose of spraying, dusting, seeding, etc. There are no baggage compartments or passenger seats. The only things to "fill" in the plane are the fuel and oil tanks, the pilot's seat, and the dust hopper and spray tanks. This is the first aircraft wholly designed for agricultural use.

The project is sponsored by CAA, the National Flying Farmers Assn., U.S. Dept. of Agriculture, and Texas A & M. Mr. Fred E. Weick who was with NACA, and also designed the first mass-produced spin-proof airplane, the Ercoupe, is the engineer in charge of the project. The design used is the result of a CAA survey of the operators throughout the country (who are actively engaged in agricultural spraying, dusting, etc.), in regard to the most desirable features in the way of performance and configuration.

The Aircraft Branch has been fortunate in being able to assist this development by locating various items of equipment necessary for installation in the aircraft. Sometime next month, the first flight will probably be made. We wish the craft every success.

MR. MC CABE ATTENDS AIR FORCE CONVENTION

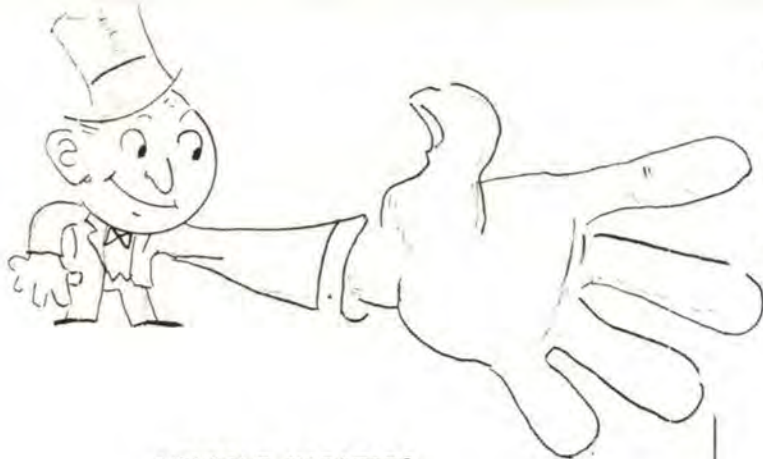
Mr. McCabe of I&SB attended a three day Air Reserve Association National Convention at Ft. Worth, Texas recently.

Col. Marriott, Administrator, Region Six, and Col. Jack Jaynes, Deputy Administrator, Region Four, as well as as numerous agents from various regional offices also attended the convention.

When the Reserve Very Heavy Bombardment Group, commanded by Col. Jaynes was on Active Training Duty, a non-stop flight was made from Ft. Worth to Hawaii and return which lasted 38 hours.

An interesting feature of the convention was a trip through the Consolidated Vultee Aircraft factory, manufacturers of the B-36, Inter-Continental Bomber. After a trip through the plant, the convention members witnessed a fly-by demonstration of the B-36 bomber equipped with six radial engines and

(Cont'd page 12) CONVENTION



WELCOME VISITORS

The following people visited the Aeronautical Center on the dates specified at the left of their names.

September 18 B.W. Conger, Second Region, arrived to assist the Facilities Branch in the Administrative Training Course for their graduating students.

September 19 Joe Tippetts, N.B. Frank, and P. Caporale of the Washington office of Federal Airways arrived to assist in conducting the Administrative Training Course.

September 19 Stan North of the Washington office visited the Facilities Flight Inspection Branch.

September 20 C.E. Wise of the Washington office of Federal Airways, arrived in connection with the Project Materials Division.

September 21 C. F. Paterson, Eclipse; Pioneer Bendix Corp., arrived from New York, visiting the Aviation Safety Standardization Division.

September 27 W.A. Beeton, Mr. Hunt and Mr. McCullough, Flight Inspection personnel from Ft. Worth, visited the Aviation Safety Standardization Division.

September 29 Mr. H. Adkins, Mr. L. Genaro from the Technical Development Center, Indianapolis, visitors to the Aviation Safety Standardization Division.

September 29 R.H. Lewis, Flight Inspection, Los Angeles, visited the Aviation Safety Standardization Division.

October 6 H.C. Faller and R.V. Ford, Flight Engineering personnel from Fort Worth, visited the Aviation Safety Standardization Division.

October 9 Gene Foster of the Glenn L. Martin Company, arrived at the Aircraft Branch

October 9 E. Gage, Region 1, visited the Aircraft Materiel Section and the Aviation Safety Standardization Division during the week beginning October 9.

NEW EMPLOYEES

September - October, 1950

Leonary C. Batey	Aircraft Standardization
Jimmie Albert	Aircraft Standardization
Leslie E. Ashworth	Aircraft Standardization Project
Raymond C. Jester	Aircraft Standardization Project
Olen R. Hysell	Aircraft Standardization Project
Ray O. DeLong	Aircraft Standardization Project
Paul E. Fast	Aircraft Standardization Project
Carl L. Appling	Aircraft Standardization Project
Joseph C. Terry	Transferred to Aircraft Standardization from Aircraft Services Branch
Woody V. Henson	Transferred to Aircraft Standardization from Aircraft Services Branch
Byron W. Looney	Facilities Branch
Mrs. Virginia Forester	Facilities Branch
William F. Grade	Transferred from Region 4 to Facilities Branch
Mrs. Betty Foster	Airways Operations Branch
Mrs. Lyla B. Fisher	Medical Branch - Clinic

SEPARATIONS

Ernest T. Hill	Transferred to Tinker Airforce Base
Thelma E. Little	Transferred to Federal National Mortgage Assn.
Glen A. Kirk	Entered military service
William D. Eikenberry	Entered military service
Philip W. Stumm	Entered military service
Melvin S. Slone	Entered military service

YOUR employees' ass'n needs you

Upon checking the Employees' Association membership list, it was found there are only 91 paid-up members, yet, at the beginning of the Employees' Association, there were over 137 members.

We understand many employees have left C.A.A., but some are still here on the field and are not paid up-to-date, or perhaps have even dropped their membership. There must be a reason for having dropped out and if possible, we would like to receive reasons or complaints from former members as to why they are no longer members.

The Association itself is kept going by voluntary officers with the help of members both in our social functions and financially. It would be impossible to have such an association without some direction, or someone to plan our parties and dances. The newspaper which is off to a good start, is supported by the Association, otherwise, we would have to pay for our Center paper.

The Treasurer sends flowers to all employees who may be sick or unfortunate enough to have a death in their immediate family if she is notified of this by the branch secretaries.

The above is not to reprimand anyone for not being a member of the Employees' Association, but actually is asking you for your reasons or complaints against membership. In other words, why did you drop out, or why don't you want to join?

In three months time our coke machines will be ours, at which time all proceeds over cost of cokes will be profit. Other than our coke returns, our income is made up of dues, small commissions from the Canteen Service Company averaging from three to five dollars monthly, and an even smaller commission from the Seven-Up Company.

Won't you please mail to Asia Krause, Secretary-Treasurer, AC-622, your reasons for not belonging, or if you have suggestions for improvement, drop those in the mail too.

It is quite a difficult task to keep everyone happy in any organization, but we are trying, and only by hearing from you personally are we able to try to correct those things which hinder us the most.

There is an old saying "You get out of Life just what you put into it". Isn't this true of most things we enter into whether it be socials, our jobs, or any organization where there is a need for working together?

THE EMPLOYEES' ASSOCIATION WILL SELL ANTI FREEZE TO MEMBERS

Although Zerex or Prestone were not available, the Association reports that 100 gallons of "SKYWAY" (permanent Anti Freeze) will be sold at \$2.44 per gallon on October 31 at 2:00 PM at the north end of the I&SB warehouse.

The retail price for this anti freeze is listed at \$3.50 per gallon; however, the association has been able to purchase it for \$2.44 per gallon.

This anti freeze contains rust preventive and 93% pure glycol, and carries the same guarantee as any other well known anti freeze.

Several employees have turned in their names for this anti freeze and only a small amount remains.

Please submit your name (along with the desired amount) to Bud Comer not later than October 27.

Remember the sale of this anti freeze is restricted to members of the association and only two gallons will be available to each member.

Motor Pool advises all employees not to wait too long to put prestone in their cars because they might slip up and get caught by a freeze.

PERSPECTIVE

When you say that you've troubles as great as my own,
I'm forced to admit that it's true;
But consider the fact that mine happen to me,
While yours merely happen to you.

--William O. Yeazell--

ASSOCIATION BAR-B-Q A GREAT SUCCESS

On September 25, 6:30 PM, the Employees' Association sponsored a Bar-B-Q dinner and dance at Belle Isle Park Pavilion.

WHAT A DINNER - The menu included barbecued ribs, sliced beef, potato salad, baked beans, cole slaw and all the trimmings with a choice of coffee or soft drinks.

Dancing facilities were available, music furnished by the juke box.

Plenty of beer was available and Howard Wilson and Loren Cameron served as bar tenders.

Murph Shedenhelm was on hand to take the pictures shown at the left. The employees in the top picture are identified as follows: Left to right - Richard A Wenzel, FMD, Clyde L. Daniels, PMD, Lewis E. Jackson, PMD, and A. F. McNally, Aircraft Service. WHY THE LAUGH? Well, it seems as though Lewis E. Jackson maintains a small dog ranch; therefore, he was blessed with bones from a great number of donors. Poor McNally comes late and finds all Bar-B-Q gone. Mac is pleading with Jackson for a few of the bones.

C. J. McGinnis and Art Schmitt entertained the crowd with their version of the Snake Dance.

Marge Schmitt and Ozzie Nash stirred applause with their "doin' the Charleston".

The entertainment committee was responsible for the success of the Bar-B-Q, and more such affairs were ruled definitely in order.



"LUCKY 13" DANCE HELD

On Friday, the 13th of October, the CAA Employees' Association held their annual fall dance at Cedar Terrace. A goodly crowd assembled in their best bib and tucker.

It was noted that the north side of the hall smelled rather strongly of "the cup that cheers". Upon investigation, it was found that a young couple, who looked very weebegone, had accidentally kicked over a "container" under the table. Hence, the heady atmosphere.

Two CAA alumni were able to be here for the dance. Sgt. Mary Steichen came up from Fort Sill especially for the dance, and Capt. Harry Donceel arrived from Camp Polk, Louisiana. We were very glad to have them both home again.

O.U., T.U., AND DALLAS

Mr. and Mrs. Ozzie Nash made a flying trip to Dallas on Saturday to attend the O.U. - T.U. football game.

Others attending football games and the gay festivities in Dallas this past week end were Jack Wells, Doris Hartley, Bonnie Benson, and Hattie Reeder. Reports are that 'a gay ole time was had by all'.

PUBLICATION NOTE

The International Region is expected to publish another Technical Bulletin shortly. It will be called "Instrument Weather Conditions in South America", or "What To Do On a Rainy Night Over Rio".

FRICKS FLASHES FIRE

A speedy craft owned and piloted by "Flashy" Fricks of 56th Street, often hears but seldom seen under full power, has at last been sighted by a trained observer. The sighting was made last week by Herb Bridges of Airways Operations when the front fenders lifted the craft off the ground sufficiently for a silhouette against a sky background. Unless more sightings are made no attempt will be made to link the green Buuck-jet craft with flying saucers.

BOOMERANG PICNIC

A "Boomerang" picnic was held Sunday, Oct. 1 by members and students of Facilities Branch. Several authentic boomerangs owned by Charles Wallach were alternately thrown, and hunted during the afternoon. No casualties were reported despite the warped condition and erratic operation of the missiles.

Those attending were: Edgar Pol, Bolivian exchange student; Edward and Ruth Rarer, 6th Regional Office; Jack Hammond, Bakersfield, California; Bill McNutt; Mr. and Mrs. Charles Wallach; Mr. and Mrs. J. T. Cupp.

CHEFS PLEASE NOTE

One of our fledgling "bride" cooks asked advice from an old hand as to the best method of cooking fish for her new husband. She was told the most common way was to roll the fish in an egg batter, dipping it in corn meal. Upon inquiry later, it was found that the directions had been misunderstood, and the little fish rolled in oatmeal - but it was delicious, according to the cook. Never mind, tho, that's how some of our best receipts got their start.

RETIREMENT - FOR A WHILE ANY WAY

June Donceel, Aviation Safety Secretary, says that Friday, October 27, will be her last day at the Center for a few months. She will retire and await the stork's visit, which is scheduled for January.

Good luck, Junie. We'll all miss 'ya and will be looking forward to your returning around March 1, 1951, at which time you will take up your duties as Secretary to Monroe Ebner, Chief, Aircraft Service.

THELMA LITTLE RESIGNS

Thelma Little, former secretary to Mr. Cruse, has transferred to the Federal National Mortgage Association which is located in the Commerce Exchange Building. Betty Foster, formerly employed by the State Adjutant General's Office, is temporarily occupying Miss Little's position at Airways Operations.

Burton Stevens, Communications Instructor, is planning to attend a night cooking school, with the view in mind of becoming an expert coffee maker. It is well known that he passed his dish washing course with flying colors.

Gene Mar's wife is expected back sometime next week. She has been visiting with her mother in Sarasota, Florida. Anyone having questions about housekeeping with two children, please contact Mr. Mars of the Airways Operations Branch.

Mr. and Mrs. Jensen visited with his daughter and brand new granddaughter in Shreveport, Louisiana, while on vacation.

We are wondering now, which it will be - the Army or matrimony that will determine Hattie Reeder's next move. Since she is not in the WAC reserve, seems she has only one alternative.

All kidding aside, Hattie, all of us on the flight line are happy to have you with us.

Mr. Wilbur Lynn of the Motor Pool and his wife made a trip to southern Alabama and spent two weeks in deep sea fishing. It must be wonderful to catch as many fish as his group did. Mr. Lynn estimated the catch at 300 pounds. Can you imagine catching so many fish. There were Red Snappers, Spanish Mackerel, Grouper, Ling, Bonita, Amber Jack, Trigger and Pilot fish. Mr. Lynn told us the pilot fish is one you throw back. They attach themselves to larger fish with a suction section rather than going on their own even though they can swim alone. It seems the Lynns had a wonderful time. With a fish story like this, he must have had a wonderful time.

CORENE LEMLEY-BUD COMER MARRIED

Miss Corene Lemley, daughter of Mr. and Mrs. J. A. Lemley, Wanette, became the bride of Owen "Bud" Comer, Project Materials Division, on Friday, October 6 at 7 PM. The ceremony was held in the First Unitarian Church, Oklahoma City, with the Rev. Frank Holmes, pastor, reading the vows.

The couple was attended by Mr. and Mrs. Herman Wallis.

Corene is a nurse on the staff of Will Rogers Hospital, and "Bud" is the president of our Employees Association.

After a short honeymoon in New Mexico, the couple is at home at 6311 S. Christian.

A shower was given for Corene and Bud by the PMD employees, Tuesday night, October 17 at the home of Mr. and Mrs. Morris Fowler. Co-hostesses were Mrs. Clark Affleck and Mrs. Fowler.

All of us extend our congratulations and best wishes to you both.

* * * * *

ALICE LAIRD MARRIED

Alice Laird, former secretary of the Aircraft Services Branch, was married to Lt. J. E. Julich in Murfreesboro, Tenn.

The ceremony was performed in the St. Rose Church by the Rev. Francis J. Reilly.

Attendants were Lt. and Mrs. Frank W. Gitsham.

Alice is the daughter of Mr. and Mrs. W. H. Laird, El Reno, and Lt. Julich is the son of Mrs. J. M. Julich, 1012 Hill.

At present Lt. Julich is stationed with the Troop Carrier command of the air forces at Sewart Base, Smyrna, Tenn. and the couple are at home in Murfreesboro.

Our best wishes to you both.

* * * * *

CONVENTION (Cont'd from page 8)

four Jet engines as well as the B-47, four engine Jet bomber.

Speakers during the convention were high officials in the Air Force and Defense Departments from Washington.

* * * * *

HATTIE REEDER TRANSFERS

Hattie Reeder, of the Aircraft Branch, has now transferred to the Office of Warren W. Smith, Chief, Aviation Safety Standardization Division. This position was held by Mary Steichen, now a WAC Sgt.

SHEDENHELMS IN WRECK

Mr. and Mrs. L. E. Shedenhelm were involved in an automobile accident on October 3. The wreck occurred north of Kansas City on the cut-off of Highway 69 to Liberal, Kansas.

Mr. Shedenhelm reports that the car turned over 2 1/2 times and was completely demolished. He and Mrs. Shedenhelm both sustained numerous bruises and were badly shaken up. Mrs. Shedenhelm remained in the hospital for several days after the wreck while Mr. Shedenhelm continued on to their intended destination.

They have now returned home and are at present recuperating.

We are all very glad you folks weren't seriously injured, and happy to have you back with us.

* * * * *

AVIATION SAFETY AGENT KILLED IN AIR CRASH

Joseph W. Fagan, Aviation Safety Agent, and Harry Garard, District Airport Engineer, were killed in an airplane crash Tuesday, October 3, 1950, southeast of Frankfort, Kentucky. It was reported the agents were in a Cessna 170, and witnesses indicated the aircraft apparently was on fire before it crashed.

* * * * *

DR. STUMM ON MILITARY DUTY

Dr. Phillip Stumm, the Aero Center MD, reported for active duty on October 1 with the 137th Fighter Group of the Air National Guard.

He is stationed at the National Guard Hangar, Will Rogers Field, and will remain there until quarters are available for the unit at Alexandria, La., where they are to be stationed.

Good luck, Dr. Stumm, and we hope you will be back with us soon.

MILITARY DUTY

Ralph Gamel of the PMD has been called to military duty. Ralph is to report to Ft. Hood, Texas on October 20.

William D. Eikenberry and Melvin S. Slone, both of Facilities Flight Inspection Branch, have reported to their units for active duty in Florida and Oklahoma City, respectively.

John F. Kempf, flight instructor, Safety Operations, is on temporary duty with the Air Force at Vance Air Force Base, Enid, Oklahoma.

BOX SOCIAL BENEFIT TO AID STRICKEN FAMILY

A box-social benefit will be held Saturday evening at 7:30 PM to aid a well-known family residing at Will Rogers Field for years.

A member of the family has become seriously ill with a rare disease. These people have done much in community enterprises to improve living conditions and provide recreation facilities for the children.

All who can are requested to bring a box and participate in a worthy cause.

INDOCTRINATION DEFEATS ILS/VOR IN SOFT BALL IN THREE INNINGS

The power to spare in the first inning of a three stanza set-to put the instructors of Facilities Indoctrination out in front by eight runs in a real thriller that Saturday afternoon, September 23 at Will Rogers Park.

Heroic fielding by the ILS/VOR mentors, plus the steady pitching prowess of C. Mueller, held them to two runs in the remainder of the game, despite the mighty swings of homerun king, Jack Cupp.

The ILS/VOR rally meanwhile netted only five runs and the final score, besides three days of aching muscles, was 10-5. The picnic "chow" with the several families was a fitting climax.

OUR DEEPEST SYMPATHY

We all extend to Mr. Shedenhelm and his family our deepest sympathy in the loss of his mother.

LOOK! LOOK! ECONOMY SIZE

More people want CAA business cards than anybody; the response to the ad in the last issue of the BEACON was terrific. However, when the deal was originally negotiated by the Employees' Assn. it was not realized that so many people would want more than 100 cards. If you have not yet sent in your order, please note the quantity price.

100 cards for \$1.00. For each 100 cards you order in addition to the first 100 cards at \$3.00, that is, 200 cards cost \$4.00, and 300 cost \$5.00, etc.

Mr. Lower, I&SB, made a business trip to Ft. Worth, our Fourth Region Headquarters.

FLIGHT INSPECTION VISITORS

G. E. Goudie of the Washington office completed his course at the Facilities Flight Inspection Branch October 13. All Branch personnel are sorry to see him leave.

Cecil Braddick, Chief, Facilities Flight Inspection Branch, Seventh Region, arrived at the Center September 11 to deliver Beechcraft N-191, which had been condemned as unairworthy. He remained a few days to confer with Flight Inspection personnel of the center.

Ed Rogers, N. Hodkinson, and F. Shur, Flight Inspection Division, Washington, D.C., arrived at the Center October 11 to participate in flight testing and familiarization of prototype aircraft N-10, the first of the aircraft to be modified by Bill Matthews and the Aircraft Standardization division.

FACILITIES LEAVES

Robert Swinney, Indoctrination, is this week spending a week of military leave at Ft. Monmouth, N. J.

Carl C. Drumeller, ILS/VOR, returned Monday from two weeks of leave which he reportedly spent at home working on house, car, yard, and amateur radio, with emphasis on the last named.

Art W. Schmitt, ILS/VOR, is also "off duty" getting this issue of the BEACON to the presses, and starting mid-week, taking care of the children while his wife undergoes an operation.

Robert S. Lee, ILS/VOR, is spending the current week at home preparatory to a long and fast-approaching laboratory schedule.

Richard Erwood, DME, takes off with wife and family for hometown, Indianapolis, this weekend for a week of "annual".

William Brown, returned last week from a week of rest away from his duties as DME head.

IN HOSPITAL

Mrs. A. W. Schmitt, wife of Facilities ILS/VOR instructor, undergoes an operation tomorrow at St. Anthony's Hospital.

Hope you get well quick, Marge, we'll miss you.

Mrs. Walter Zuhn receives painful burns in an explosion of a gas stove Monday of this week.

FACILITIES GARDEN CLUB MEETS TODAY; HELPS ASSEMBLE BEACON

The Japonica Club, composed of Facilities Branch wives, hold their regular third Wednesday meeting today at the home of Mrs. William E. Lucey. Mrs. C. Wallach (Marty) acted as hostess in the absence of Mrs. Lucey, who teaches at Will Rogers grade school.

Members of the Club have volunteered to assemble the pages of the BEACON on the day after publication.

MOTOR POOL HAS KITTENS

It seems when checking some of the trucks parked at Motor Pool, which have not been in use for the past month or two, a mother cat was found with all her kittens. Apparently they were just a few days old when they were found.

ALL THIS IN TWO WEEKS

If you want to see a lot of the states in two weeks, ask Asia, General Services, what she thinks of the idea. Twenty-two states and the District of Columbia, that's all. Beautiful coastlines at Biloxi and Gulfport, Miss., a boat trip on the Mississippi, the "Two Sisters" Tea Garden, and many historical exhibits at New Orleans; Skyline Drive through the Smoky Mountains; Lookout Mountain, Tennessee; the caves and underground falls (Ruby Falls); swimming at Pensacola Beach, Florida; the White House, Washington's Monument, the well known Pentagon Building and many more historical memorials in Washington, D.C.; Holland Tunnel between Jersey City and New York; the Empire State Building, Statue of Liberty and Radio City at New York. The Rockets (35 or 40 girls making up the most perfect dance team you'll ever see) play Radio City Theatre. Returning by way of the Pennsylvania Turnpike (70 mile an hour speed limit) through Indianapolis, stopping at Hannibal, Missouri to see Mark Twain's home which is open to the public.

All in all it was a wonderful trip, though once in a blue moon is often enough to drive so hard. Too, don't drive with your dash-light out at night because you may have to walk 1½ miles for gasoline.

EVERYTHING HAPPENS TO PAPPY

15

Everything happens to "Pappy" Lower of General Services, especially when Mr. Ray is out of town. It seems while Mr. Ray was away on leave, everything in the book happened at Aircraft Materiel Section, but Pappy Lower made it through with no additional gray hairs, though he probably imagined he could feel them growing at times. He certainly welcomed Mr. Ray on his return.

Vivian Wells, General Services, had a two weeks vacation, spending one week in Dallas and the other in Wichita. Tells us she had a very enjoyable time.

Mr. Ray, General Services, took a week off while his father visited him here in Oklahoma City. He tells us they saw Oklahoma, including Will Rogers Memorial at Claremore.

You've heard of people falling on freshly waxed floors. Well, Asia Krause, General Services, pulled a new angle the other day. She fell over backwards in her chair. No, no injuries sustained, just a slight wound to her pride (?). Let that be a lesson to you, Asia, don't give your chair such a hard backward push next time.

Harvey B. Smith (Smitty), General Services, has joined the New Ford owners. He took the girls from General Services to lunch a day or two after he received his new car.

"MULE TRAIN" GETS PARODY

"Gear train too much slack clickety clack, etc" is the takeoff on a recently popular hit as the theme song of the Dictaphone Recorder course at Facilities Indoctrination. Class 15, newly arrived, has probably recorded this new version for posterity.

Mr. Van Wald made a trip to McClellan field and Hamilton Field via Air Force aircraft 6598 for familiarization with military procedures, and to act in an advisory capacity.

Mr. McCabe, General Services, made a business trip to Southwest Airmotive Corp., Dallas, and another to Wichita to the Beechcraft Corp. where CAA modifications are made on Beech aircraft.

During the month of September the following Aviation Safety personnel attended various refresher courses:

WASHINGTON, D.C.

Barnes, W.B.
Becker, Gordon W.
Staples, J. Clay

REGION 1

Kachadoorian, K. V.	Westfield, Mass.
Moulton, Daniel	Mineola, N.Y.
Speckart, Jess R.	New York, N.Y.
Vaky, Theodore G.	Washington, DC
Vincent, Brian J.	New York, N.Y.

REGION 2

Jones, Lynn I.	Miami, Fla.
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REGION 3

DeVoe, Allen W.	Rochester, Minn.
Riter, Russell W.	Chicago, Ill.
Ross, Donald E.	Bismarck, N.D.
Woods, Don R.	Cleveland, O.
Woods, Melvin O.	Wausau, Wisc.

REGION 4

Hindert, H.A.	Houston, Tex.
Jones, John P.	Ft. Worth, Tex.
Meyer, Albert	Little Rock, Ark.
Trapp, G.O.	Houston, Tex.

REGION 5

Prokop, Andrew J.	Denver, Colo.
Soehner, A. Robert	Springfield, Mo.
Troxell, Harry S.	Des Moines, Ia.
Tymczyzszyn, Jos. J.	Kansas City, Mo.

REGION 6

Forsey, L.J.	Salt Lake City
Heimerdinger, A.G.	Los Angeles, Cal.
Johnson, R.H., Jr.	Palo Alto, Cal.
Perry, W.B.	Burbank, Cal.

REGION 7

Casey, G.A.	Seattle, Wash.
Ruggenburger, Myles P.	Portland, Ore.

REGION 8

Joynt, G.T.	Anchorage, Ala.
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REGION 9

Buchanan, George S.	Honolulu, T.H.
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INTERNATIONAL REGION

Brennan, John T., Jr.	San Francisco
Earp, Harold W.	Washington, DC
Hunter, Merle W.	Miami, Fla.
Mulligan, Gerard F.	Balboa, C.Z.

WASHINGTON

Brannon, Kirby L.	Washington, DC
Bryan, Samuel	Washington, DC

REGION 3

Schlemmer, Roger E.	Chicago, Ill.
Wertman, G.J.	Minneapolis

REGION 4

Mathias, J.V.	Dallas, Tex.
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INTERNATIONAL REGION

Dobbyn, Donald G.	San Francisco
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INDOCTRINATION CLASS NO.12 DEPARTED OCTOBER 6, 1950

INTERNATIONAL REGION

Aritay, Mehmet	Ankara, Turkey
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REGION 1

Knapp, Helmuth	Brooklyn, N.Y.
Maskaleris, Christos	Washington, DC

REGION 3

Allen, Lloyd F.	Moline, Ill.
Olson, Joseph D.	Chicago, Ill.
Young, William D.	Ravenna, Ohio

REGION 8

Christy, John W.	Alaska
Deschamps, Theodore	Alaska
Hall, William H.	Alaska
Hannon, George Al	Alaska
Locher, Leonard J.	Alaska
Singleton, Robert L.	Alaska

TRAINING ARRIVALS FACILITIES DME CLASS NO. 2 - ARRIVED OCT. 2

REGION 1

Kooker, Walter	New York
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REGION 2

Catron, M.M.	Chattanooga
Greenmyer, G.T.	Miami, Fla.
Tyler, R.S.	Atlanta, Ga.

REGION 3

Bowen, L.E.	Chicago, Ill.
Hershberger, Glen	Goshen, Ind.

REGION 4

Clelland, L.M.	Marfa, Tex.
Gullberg, H.E.	Midland, Tex.
Holtke, E.J.	Ft. Worth, Tex.
Swenson, H.T.	Palacios, Tex.

DME CLASS NO. 2 (Con'd.)

REGION 5

Crow, Robert W. Kansas City, Mo.
Polking, Urban H. Kansas City, Mo.

Region 6

Rarer, E.B. Los Angeles, Cal.

Region 7

Blucher, Ralph Whitehall, Mont.
Fischer, George Seattle, Wash.
Layton, John Seattle, Wash.
Lindberg, David Ephrata, Wash.
Townsend, John Bellingham, Wash.

Region 8

O'Brien, E.L. Gustavus, Alaska

**RADIO AIDS CLASS NO. 17
ARRIVED OCTOBER 2, 1950**

REGION 2

Burdette, Lewis H. Birmingham, Ala.
Goodson, Robert E. Jackson, Miss.

REGION 3

Bayer, James J. St. Paul, Minn.
Kilpatrick, L.V. Abingdon, Ill.

REGION 4

Haury, F.W., Jr. Ft. Worth, Tex.
Stewart, Otis W. Waco, Texas

REGION 5

Ninke, Clarence O. Wichita, Kans.
Wight, Gordon S. St. Charles, Mo.

REGION 6

Evans, E. R. Salt Lake City, U.
Hammond, Jack E. Bakersfield, Cal.

REGION 7

Conner, Lyle H. Helena, Mont.
Stanton, Joseph R. Everett, Wash.

REGION 8

Burt, Harold W. Fairbanks, Alaska

INTERNATIONAL REGION

Peralta, B.C. Chicago, Ill.
Edgar, Pol P. Cochabamba, Bolivia

**INDOCTRINATION TRAINING CLASS NO. 15
ARRIVED OCTOBER 9, 1950**

REGION 2

Dowling, Carner W. Miami, Florida
Gardner, Thomas A. Meridian, Miss.
King, James F. Memphis, Tenn.

REGION 3

Bennett, Emery P. Duluth, Minn.
Rogers, Colin D. Findlay, O.
Wier, T. Harold South Bend, Ind.

REGION 4

Mitchell, Roy D. Gage, Okla.

REGION 5

Barwise, Frank W. Kansas City, Mo.
Flowers, Morris V. Rock Springs, Wyo.
McCullen, Paul C. Pierre, S.D.

REGION 6

Robinson, James M. Yuma, Ariz.

REGION 7

Butz, William O. Spokane, Wash.

REGION 8

Lorraine, Roger I. Alaska
Reid, Alexander J. Alaska
Schroeder, Gordon L. Alaska

INTERNATIONAL REGION

Coltsinos, Demetrious Athens, Greece

**EXCERPTS FROM DR. VON FLUGEN'S
AVIATION GLOSSARY**

AIRCRAFT FLIGHT REPORT: A loud noise accompanying the termination of an aircraft flight, usually preceded by a rapid descent.

ALCLAD: Entirely clothed.

ARTIFICIAL AGING: A phenomenon which occurs after approximately seven hours' association with the aircraft industry.

BARREL ROLL: A type of athletic contest. Usually occurs at company picnics and is enjoyed only because the barrels have been previously emptied by the contestants.

CHARACTERISTIC CURVES: Easiest way to distinguish between a steward and stewardess.

MACH NUMBER: A quantity encountered in flying, one of which is enough of.

THERMITE: A small insect which eats houses.

NITRIDING: Piloting an airplane between the hours of official sundown and official sunrise.

SOLO FLIGHT: An airplane flight conducted at low altitude.

STABLE AIR: An atmosphere tinged with the odors of fertilizer.

MASONITE DIE: Referring to the death of a member of a fraternal organization.



A fitful young fisher named Fisher
Once fished for some fish in a fissure,
'Till a fish, with a grin,
Pulled the fisherman in -
Now they're fishing the fissure for Fisher.

Definitions

Health is the thing that makes you feel that
now is the best time of the year.

Helicopter - An egg beater with ambition.

A hick town - is one where there is no place
to go where you should not be.

Etiquette - is learning to yawn with your
mouth closed.

Dine - a dollar with all the taxes taken out.

Conceit - a form of I-strain that doctors
can't cure.

Inflation - instead of not having the money
you haven't, you'd have twice as
much, but it would be worth only
half of what you haven't got.

Patient: How can I ever repay you for your
kindness to me?

Doctor: By check, postal order, or cash.

Laundry Window Sign

"We do not tear your clothes with machinery.
We do it carefully by hand"

Our virtues are learned at mother's knee -
our vices at some other joint.

"Habit is like a soft bed - easy to get into
but hard to get out of"

"I don't see Charlie half as much as I used
to", said a lady to a friend she hadn't
seen in some time.

"You should have married him when you had the
chance".

"I did".

They that govern most make the least noise.-

John Selden

A young woman took a job as governess, then
suddenly left it. Asked why she resigned,
she said: "Had to. Backward child, forward
father".

"What a boy you are for asking questions",
said the father to his inquisitive son. "I
don't know what would have happened to me if
I had asked my father so many questions when
I was your age".

"Perhaps", suggested the young hopeful, "you'd
be able to answer some of mine".

Our duty is to be useful, not according to
our desires, but according to our capacities.-

Henri Frederic Amiel

Examiner - "Who was your mother before she
was married"?

Applicant - "I didn't have any mother before
she was married".

Teacher, "It is the law of gravity that keeps
us on this earth".

Pupil, "How did we stick on before the law
was passed"?

A prominent member of a law firm was always
admonishing his office boy, and also lectured
him on some of the fine points of behavior,
his obligation to his fellow man, etc. One
day the lawyer overheard his office boy talk-
ing with the boy from the office across the
hall.

"How much salary do you make? asked the
latter.

"\$2400 a year", replied the office boy, "\$10
a week and the rest in legal advice".

The old believe everything; the middle-aged
suspect everything; the young know everything.-
Oscar Wilde