

CAA AERO CENTER



“BEACON”

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

January 17, 1951

OKLAHOMA CITY, OKLAHOMA

Vol. II, No. I

ADMINISTRATOR VISITS CENTER THIS WEEK

D. W. Nyrop, Administrator of CAA, arrived on January 12, 1951, for an inspection tour of the Aeronautical Center. F. B. Lee, Deputy Administrator for Program Planning; Donald R. Harvey, Personnel Officer; Donald G. Schuler, Budget Officer; L. N. Bayne, Director of General Services; E. S. Hensley, Director of Aviation Safety; Enar B. Olson, Methods Officer; C. F. Horne, Director of Federal Airways, arrived January 10 in a CAA plane flown by Jack P. Morris and Harrison Doyle.

Bennett H. Griffin, former Director of the Aeronautical Center, who is now Director of the Washington National Airport, accompanied the group here.

Mr. Nyrop and his staff completed their periodic evaluation of the Center on January 13.

While in Oklahoma City, Mr. Nyrop spoke at the Chamber of Commerce forum luncheon Friday, January 12.

NEW OFFICERS TO BE ELECTED FOR ASSOCIATION

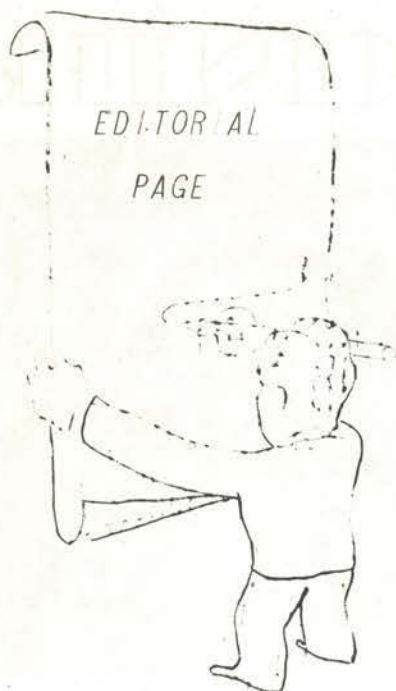
A pleasant year of serving the employees of the Center is almost completed by the present officers of the CAA Employees' Association.

The President and Executive Officers of the Association on January 10 met for the purpose of appointing a nominating committee to nominate new employees for the various offices of the Association. The group appointed included:

Marion Abshere
Dick Wenzel
Ava Wells
J. T. Culp
Doris Nichols

A meeting of the committee will be called in the near future for the purpose of nominating the new officials.

All employees are reminded of the importance of this committee and the oncoming election for the continuation of the BEACON and other functions of the Association will be the sole responsibility of the newly elected officials.



PEOPLE ARE MORE HUMAN THAN ANYBODY

All too often, an employee will criticize the quality of supervision he is getting without considering what he, himself, can do to improve the situation. Being a supervisor is a difficult job, and the easier you make it for your boss, the easier your own job will be. He is only human, and therefore subject to human limitations. His decisions are based on what he knows, not what he should know. He may lose his temper, although he really shouldn't, it has been known to happen. Or he may be so mild-mannered that he is reluctant to criticize you outright, which may leave you with a feeling of uncertainty or false confidence. There are very few general statements that can be made on "How to Get Along With Your Supervisor," simply because every one is a unique personality. It may pay you to analyze your own supervisor's outstanding traits, and within reason, plan your own actions accordingly. This is not toadying or apple-polishing, it is simply common sense: the more harmoniously men can work together the better work they do. This will also knock a little of the rust off of your adaptability—that is the chief trait which distinguishes Man from Animals. To pursue this trend of thought in a little greater detail, let us consider only one of the many possible characteristics a supervisor may possess. Let's say your boss is a little on the hot-headed side. There aren't many of these, and they are becoming fewer all the time. But if you have one, try to avoid holding it against him; he may excel in all other respects. If he gets mad at you, and you get mad right

back, usually he'll just get madder at you. If you keep your head, however, you will almost invariably find that he will respect you for it and extend you more consideration.

So you have everything to gain and nothing to lose by controlling your own temper in such a situation. Don't just bottle it up and save it for your wife, though; remember what you have done to irritate him, wish that he would not be so excitable, and hope that you will never make the same mistake. There is an advantage to having a volatile supervisor too, he is less likely to store up his grievances and save them for your Efficiency Rating if he gets rid of them spontaneously as he goes along.

C. Wallach

LOYALTY

If you work for a man, in heaven's name work for him; speak well of him and stand by the institution he represents.

Remember - an ounce of loyalty is worth a pound of cleverness.

If - You must growl, condemn, and eternally find fault, why - resign your position, and when you are on the outside, damn to your heart's content - but as long as you are a part of the institution do not condemn it. If you do, the first high wind that comes along will blow you away, and you will probably never know why.

- Elbert Hubbard

The BEACON is prepared and published monthly by the CAA Aeronautical Center Employees Association, without use of Government funds, as service to all CAA personnel. Staff members include:

Editor.....	Arthur Schmitt
Asst. Editors.....	R. W. Spear
	R. H. Orren Owen C. Comer
Sports Editors.....	Ann Martin
	Clyde Daniels
Photography.....	L. E. Shedenhelm
Staff Artist.....	Hattie Reeder
Printing.....	Edwin Frame
Reporters.....	Esther Woods, Asia
	Krause, Doris Hartley, Marion Abshire, Daisy
	Dovell, Norma Trogdon, Grace Koide, Betty
	Mershon, Doris Nichols, Lyla B. Fisher.

Distribution date of the BEACON is third Wednesday of each month. Deadline for copy is the second Wednesday of each month. Copy may be handed to branch secretaries, or submitted to the editor, Arthur Schmitt, Facilities Branch, AC 636.

Published: CAA Aeronautical Center, Will Rogers Field, P. O. Box 1082, Oklahoma City, Oklahoma

POLICIES AND PROCEDURES BRANCH

Do I have to file a Flight Plan for VFR? What was that bright star I saw by the moon every night last week? What is the weather going to be next week? Is it true that while the temperature is minus 67 degrees Fahrenheit at 15 miles up, it is plus 170 degrees Fahrenheit when 35 miles up? What do you think made that plane crash?

The foregoing are just a few examples of the questions that are asked daily in the office of the Policies & Procedures Branch. It functions under the direction of the Aviation Safety Standardization Division, and is located upstairs in the west wing of the new hangar. Its duties, which are many and varied, are carried out by Charles Coachman, Acting Chief, and Ted Graber, Assistant.

When the CAA employs new men for flight duties, they are generally assigned to the Center for a four weeks period of indoctrination. In these Indoctrination Courses, the Policies & Procedures Branch gives instruction in public relations and field operations to the Airman Agents. These are the Agents who are responsible for the certification and supervision of all pilots in the United States. It also conducts ground school classes in Civil Air Regulations, Air Traffic Control, Meteorology and Navigation for these men. At the completion of the classes, the Agents are required to take the CAA written examinations for pilots under the supervision of the Branch.

Instruction is also given to the new Flight Operations Agents in public relations, field operations, and procedures for completion of operational forms. These are the Agents who check and supervise the flight operations of airlines.

The main objective of the Branch, however, is in the training of Airman and Flight Operation Agents, who return once a year to the Center from the field to take a basic, an advanced, or a refresher course. In four of these courses instruction is given in Air Traffic Control, Weather Flight Planning and Navigation, and special lectures are given in all courses.

To the Army classes under the direction of the Facilities Flight Inspection Branch of the Federal Airways Standardization Division instruction is given in Civil Air Regulations, Air Traffic Control, Weather Flight Planning and Navigation. After completion of the course at the Center, these men become Army Airways Flight Inspectors, and it is their



Pictured above is Charles R. Coachman, Acting Chief, Policies & Procedures Branch.

duty to check all Air Force Navigational Aids. An extremely interesting phase of the duties of the Policies & Procedures Branch is Celestial Navigation. In this it conducts the ground school classes, the Celestial Trainer operation, and the navigational flights of the Flight Navigators on their Basic, Advanced and Refresher Courses.

The trainees for these courses are selected from CAA Agents in the field. However, before they are given cross country navigational flights in the DC-3, simulated navigational flights are flown in the Celestial Trainer. While it is possible to simulate actual visible land flights for 2,500 miles in the United States in the Trainer, or radio flights if required, most of the flights are Celestial, and for this type of flight the stars in the dome are used. On the longer simulated flights, as from Gander to Shannon, or Tokyo to Alaska, position is determined entirely by star observations.

Upon satisfactory completion of the Advanced Navigation Course the Agents are certificated as Flight Navigators. It is then their duty to be responsible for the certification of

COMMENDATION

Quoted below is letter received by the Employees Association President:

TO: Outgoing Officers of the Aeronautical Center Employees Association

FROM: Director, Aeronautical Center

I want to express my personal appreciation and that of the Aeronautical Center staff for the fine job done by the officers of the Employees Association during the past year. The industry and enthusiasm shown by the Club's outgoing officers and their interest in the Center, are reflected in the progress that the Club has made during the past few months and in the improvements in cooperation and relationships between the Branches.

I want to especially commend the Beacon Editor and staff for their initial work in setting up the Aeronautical Center Beacon, for their continued improvements in the face of many obstacles and for the fact that they have given so freely of their own time at nights and on week ends in order that the Beacon could "go to press" on time. The favorable comments on our newspaper have been widespread and we feel that the job done has been well worth the tremendous amount of work and effort expended by the Beacon staff. The sustained interest of the readers is a continued expression of their appreciation for the efforts put forth. Thanks from all of us.



F. M. Lanter, AC 600

ILLNESS

Vernon E. Brown, Supplies and Services Section, and Business Manager of the Association, returned from a two week duty tour with the Navy, only to be confined to his home with severe sore throat.

Ed Frame, also of Supplies and Services, has been ill, but is now back at work.

Loren D. Cameron, Personnel Officer, is seriously ill. Hope he is soon able to be back at work.

ILS/VOR TRAINING

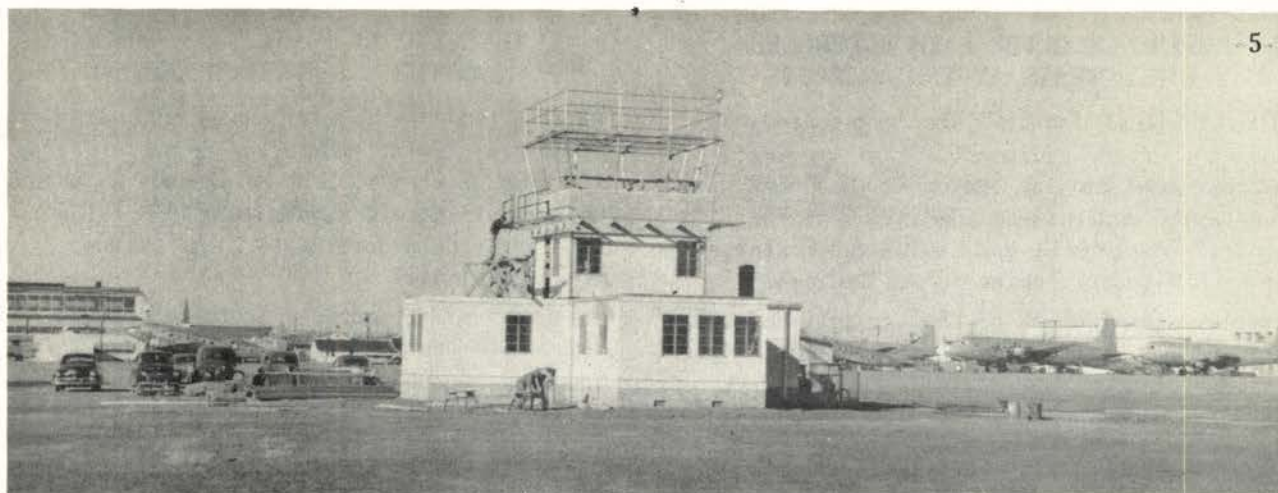
During the recent holiday season a number of former students remembered us with Christmas greetings. Many of these we plan to answer personally just as soon as it is possible to find the time. In the meantime, though, we would like to use the facilities of the BEACON to answer some of the questions that were asked by many of these men.

The present ILS/VOR course is divided into four sections of technical training of three weeks each plus one week of administrative training. The first three-week section is devoted to studying subjects which have universal application to later equipment classes. The subjects include a very short review of engineering mathematics, and courses in circuit analysis, radiation patterns, and transmission lines. The transmission lines course includes laboratory work while the others are entirely classroom subjects.

In the second-three week period the student studies the localizer equipment for the Instrument Landing System. During this time there is extensive laboratory work. Students work in Laboratory groups for several experiments and then they perform individual tuneups while being rated by the instructor. The latter are referred to as performance tests and are used to be sure that each technician can handle the proper adjustments of the facility without having to rely upon someone else for help. Also as a part of the laboratory work, each student writes both formal and informal engineering reports. Classroom work on the localizer is divided into lecture periods, study periods and seminars. The latter is devoted to the solution of localizer problems based on the application of engineering principles.

Instruction during the third and fourth three-week periods is devoted to the glide path and VOR equipment respectively. The same method of presentation is used in both classroom and laboratory as described for the localizer.

As mentioned above, each student also receives one week of training in administration. This course is designed to help the MTIC become better acquainted



NO MORE PERFECT CIRCLES!

The December BEACON carried a story on the new VOR Flight-Checking Data Processing Center. This month our inquiring reporter has been investigating the mechanics of Data Processing, and it makes a very interesting story.

Mr. McKay's spikey looking computers, pictured right, on the second floor of Building 193, permit a new procedure which will save many expensive hours of flying, simplify the correlation by reducing it to about a one-hour job, and eliminate many of the procedure errors inherent in the old system. Now a flight inspector can take about three runs around a facility (and they need not be circular), recording his exact position at about two dozen points along the flight path, and send his recordings in to the Aeronautical Center. Of course, he must include error data for his individual receiver, so the results will reflect only VOR error.

A computer operator sets a clip on one of the computer's radial arms at each of the check points marked by the pilot and inserts the recording chart in the clips so that each marked check point is in the center of its corresponding clip. Then, by means of a sharp light beam accurately projected from the center of the computer, the recording is calibrated at 5° intervals. Ratio dividers are used to reduce the calibration to 1° intervals, and each calibrated azimuth on the recording is compared to the indicated (VOR receiver) azimuth for an error figure. The errors are then plotted on rectangular graph paper in the form of an error curve, after compensating for receiver error.

CONSTRUCTION OF INSAC TOWER CONTINUES AS AIR TRAFFIC CONTROL CAB BEING ADDED

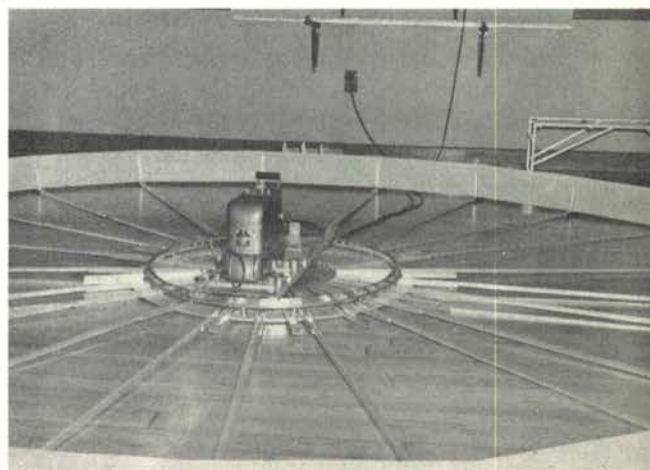
With the exception of the glass for the cab, the construction of the Combined ATC Tower and INSAC, pictured above, is estimated to be completed on or about February 1, 1951.

According to Mr. Hilscher, Airways Engineer, Project Materials Division, the roof of the first floor has been completed and the roof of the cab will be completed by January 19.

Clyde Daniels, Electronics Engineer of the Project Materials Division, states that the fluorescent lighting system has been installed in the weather bureau room and the electrical fixtures have been installed in the utility room.

The completion date for the installation of the air conditioning equipment will be on or about January 19.

.....



NULL-REFERENCE GLIDE PATH UNDERGOES 30-DAY FIELD TESTS AT INDIANAPOLIS

INDIANAPOLIS, Jan 15. The long awaited new Glide Path ground equipment for an improved CAA Instrument Landing System is this week being tested under field conditions at the Technical Development and Evaluation Center at Weir-Cook Airport, Indianapolis, Indiana.

A complete final check of the new null-reference system will be made during approximately 30 days of continuous operation using the first production model bearing Serial No. 1 and preparatory to final factory assembly of the remaining 379 transmitters for 190 complete dual installations.

During the past two weeks CAA and factory engineers have gathered at Indianapolis to complete the temporary installation of the first unit. In charge of installation and tests is Harvey Bresler of Washington's Navigational Aids Section. Assisting are Ernest Green, also of the Navigational Aids Section, F. W. Iden of Federal Telecommunication Laboratories, Fred Thalacker, 3rd Region, installation engineer. A representative of the Aeronautical Center's Facilities Branch is also participating for information relative to training given field personnel as part of the Glide Path course in the ILS/VOR training program.

Initial factory tests made last fall involving actual flight checks were successful and indicate the null reference glide path system to be a greatly improved component of the ILS system with advantages of greater reliability and maximum uninterrupted service for landing of aircraft under instrument conditions.

By early spring additional units are expected to begin rolling from the assembly lines of Federal Telephone and Radio Corporation at the factory in Edison, New Jersey.

TOWER ERECTED FOR ASSEMBLY OF NEW RADAR TRAINING EQUIPMENT

Construction of the steel tower is nearly complete for installation of the paraboloid radar antenna used with new radar training equipment which is expected shortly by the Radar Aids Section, Facilities Branch. The equipment, designated as ASR-1, Airport Surveillance Radar, will be housed in the small building formerly used as a lab.

Costing some \$55,000, the ASR-1 installation consists of a Control & Trans. rack, MTI unit (Moving Target Indicator) Remoting rack, and a console unit. It is an important addition to Facilities Branch, providing practical work on late type of radar equipment used by the CAA.

TRAINING AT FACILITIES BRANCH CONTINUES TO INCREASE

Total attendance in engineering and maintenance training at Facilities Branch is at an all time high of 151, as of January 2, when the new classes in ILS/VOR and Indoctrination arrived, according to C. E. Gardner, Facilities chief.

Breakdown of attendance figures shows 110 in Radio Aids Section, the Indoctrination Unit handling 63, and ILS/VOR 47. In Radar Aids there are 41, with 17 in DME and 24 in ASR-PAR.

A gradual build-up in the DME course is expected and may result from plans, currently under consideration, for transferring ILS/VOR graduates directly into DME training.

Fifteen men departed December 29, as Class #17, from ILS/VOR training and received the customary certificates of graduation. They with all other ILS/VOR students at the Center received Administrative Training during Christmas week.

Talks by Glen Coudie, Washington Liaison Official; William Jackson, 4th Region Personnel Officer; Robert Spear of the Center's Aircraft Branch; L. D. Cameron, Personnel; C. E. Gardner, Facilities; and F. M. Lanter, Center Director, highlighted the programs.

Also graduated on December 29 were the 16 men of Indoctrination Unit Class #15. On January 2, new classes arrived in both Radio Aids Units, with 15 arriving as Class #21 for ILS/VOR and 24 arriving for Indoctrination training as Class #18. Class lists are printed elsewhere in this issue.

Number and dates for future classes in ILS/VOR follow:

22	Jan. 22 - April 20
23	Feb. 12 - May 11
24	Mar. 5 - June 1
25	April 2 - June 29
26	April 23 - July 20
27	May 14 - Aug. 10
28	June 4 - Aug. 31

FLASH !!!

Engage your baby sitters now and make plans to attend the CAA Employees' Association Valentine Dance February 2, 1951



Pictured above left to right are: E. B. Olson, Organization and Methods Officer, W-80; E. S. Hensley, Chief, Aviation Safety, W-270; Donald R. Harvey, Personnel Officer, W-90; F. B. Lee, Deputy Administrator, W-1; F. M. Lanter, Director, Aeronautical Center; D. W. Nyrop, Administrator, W-1; Donald G. Schuler, Budget Officer, W-70; C. F. Horne, Director, Federal Airways, W-340; Lewis N. Bayne, Director, General Services, W-170.

Pictured to right - CG Plane Commander Course #3
Left to right:

(Back Row)
Lt. (jg) Wilmer Clark
Lt. J. T. Maher
Bonnie Benson, Aero. Center
Lt. (jg) Paul McGill
LCDR K. R. Goodwin

(Front Row)
Robert W. Spear, Aero. Center
L. G. Covert, Aero. Center
Raymond Matthews, Aero. Center



ASSOCIATION OFFICERS COMPLETE YEAR

On behalf of the officers of the Employees Association I wish to express my appreciation for the splendid cooperation extended by the employees of the Aeronautical Center during the year 1950.

The Association has grown in both membership and service advantages since its beginning in 1946 and we are indebted to former members of the Association as well as recent members, for the continued success of the Association. The officers and members of the Association have contributed many valuable services to the organization since it was started.

Hundreds of dollars worth of flowers have been sent to sick employees and in cases of death in families of employees.

Several successful activities have been given and sponsored by the Association, including dances, picnics, baseball, tennis and other sports.

Arrangements for free medical examinations have been offered.

Through the help of Vernon E. Brown, Business Manager of the organization, wholesale buying of automotive, household, and other items has been made available.

Through the indefatigable efforts of Art Schmitt, Editor of the BEACON and his staff, we have been furnished with our newspaper. This publication is issued monthly by the Association and all expenses for this unofficial publication have come from the Employees Association treasury. Ranking officials in Washington and throughout the regions have made favorable comments regarding the paper. Mr. Fred Lanter has expressed his gratitude for a job well done.

I wish to personally thank the Editor of the BEACON and his staff, and all contributors responsible for the success of the publication. My appreciation is also extended to the officers of the Association, members of the Association, and outside organizations such as the Will Rogers V.A., V.F.W. and others for their inspiring cooperation throughout the year 1950 and Thanks for allowing me to serve as your president.

Owen Bud Comer

HELICOPTER HUMOR

Robert Spear, Aircraft Branch, waxed humorous during his talk on Helicopters given to Facilities students Christmas week.

The stability of a Helicopter is not built in it sits in!

Question: What if the rotor freezes up and stops?

Answer: Have you ever sat down on a rock at 2000 feet?

When you lose the tail rotor, torque reaction spins the fuselage like a top. A hot rock pilot swoops down, pulls back too far on the stick for sit down (swooping gesture here) chops off the tail rotor, the fuselage spins, and he 'screws' himself into the ground.

Question: Can you stall one out?

Answer: Oh, yes, very often - and that's non-habit forming, too!

DECEMBER THROUGH JAN. 11, 1951

NEW EMPLOYEES

Bruce A. Mackay	Facilities Flt. Insp.
(Transferred from Region 1)	
Mrs. Lois S. Bodine	
Carl W. Chapman	
(Transferred from Region 4)	
Leland D. Wilborn	
Charles E. Dowling	Airways Operations
(Transferred from Region 5)	
George A. Crowley	
(Transferred from Region 2)	
Mrs. Alta F. Taylor	Aircraft Standardization
(Transferred from Veterans)	

SEPARATIONS

Mrs. Utona Jewell	Aircraft Services Br.
(Understand that Mrs. Jewell is in Hawaii)	
T. W. Howard	Aircraft Branch
Leslie E. Ashworth	Aircraft Standardization
Mrs. Rose A. Rice	Flight Inspection
Sidney L. Mann	Project Materials

LOST ONE PINT - - BLOOD THAT IS

Herman E. 'Tiny' Irwin lost a good donation to the blood bank last Friday, January 5, due to a slip of a pocket knife. He insists that he was not picking his teeth.

Don't forget - the Valentine's Dance is **FREE** to all employees
whose annual dues to the Association are paid for the year 1951

FREE**FREE****FREE****WHAT** : CAA Employees' Association Valentine's Dance**WHERE** : Biltmore Hotel - Civic Room**DATE** : February 2, 1951**TIME** : 9:00 PM - ???**MUSIC BY:** Eddy Ward & his orchestra

ADMISSION: **FREE** to all employees whose annual dues are
paid to the Association for the year 1951
(includes wife, husband, or escort, whichever
the case may be)

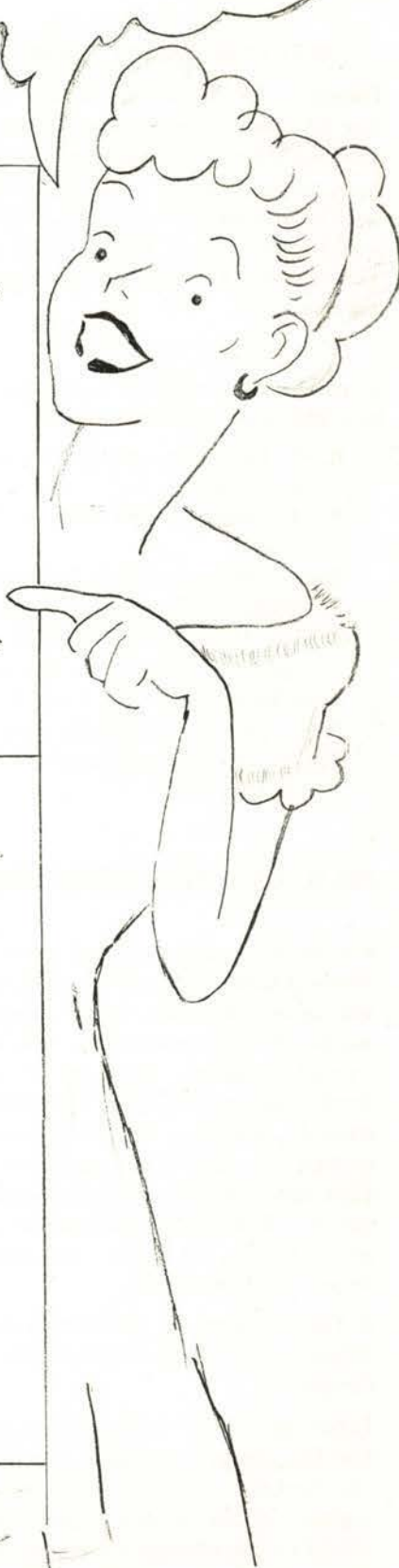
\$1.50 per person to anyone else

NOW is the time to climb aboard!

A great year lies ahead for members of the Employees' Association. All Association debts are paid, and money is coming in every day.

If your annual dues are not paid for 1951, see your branch secretary **NOW**, or send the dues directly to Asia Krause, AC-622, who is Treasurer of the Association.

Let's all get aboard the bandwagon **NOW!!!**

FREE**FREE****FREE**

10 TEMPORARY DETAIL TO FIFTH REGION

R. E. Van Wald, Chief, Flight Inspection Branch has been assigned to temporary detail in Region 5. During Van Wald's absence, J. Chester Shimp will be in charge of the Federal Airways Flight Inspection Branch.

AVIATION SAFETY TIDBITS

December 15 marked scheduled completion date for CAA Aviation Safety Classes until after the holidays. Since then Flight Operations has been rather quiet! (The teletype, relay for weather reports, was out). However, flight continued for the Coast Guard personnel with Instructors Covert, Baker, Rudasill and Downs carrying on.

A number of personnel took leave for the Christmas and New Year holidays.

H. C. Westcott and family departed for Michigan
N. H. Rudasill and wife to Texas and More Texas
Bonnie Benson, Doris Hartley, and Hattie Reeder were in the 'Lone Star State'
Marion Abshire stayed home (Norman) and 'piddled around' - she said
John Kempf and wife left for Utica, N. Y.
D. L. Baker and family were in Iowa
Virgil Holden and family - in 'Sunny (?) California'

POLICIES & PROCEDURES BRANCH *(Continued from Page 3)*

navigators, and to check also upon the safe navigational ability of airline navigators, who make long over water flights. As an example of this procedure, the Agent who is stationed in Miami, Florida, will make a flight from Miami to Madrid, via Bermuda and the Azores, checking on the capabilities of the navigator. He will remain in Madrid four or five days and then return with another navigator. Similarly the Agents in New York may go to London or Paris, and the ones in Los Angeles to Honolulu.

A film library of 135 sound films and 85 strip films is maintained under the direction of Ted Graber.

Films are shown to practically all classes of the CAA Agents who take the flight courses at the Center. They are utilized also by the personnel of the Aircraft Services Branch in their study of maintenance procedures.

Recommendations and loans of films are made to the Oklahoma City Board of Education. They have been received with much interest and enthusiasm in the city high schools.

Films from the library are being shown constantly to civic organizations, flying schools, flying farmer flight clubs, etc., in the cities and towns of Oklahoma by the personnel of the Aviation Safety District Office. Here again interest is high, and the films have done much to promote safety in aviation and to stimulate interest in flying.

And now you can see the films on television. Since September the Policies & Procedures Branch has been working with the television station of WKY in the recommending and briefing of films to be used for aviation educational purposes. To date four films have been shown and more are booked for the future.

A current book library is maintained also. These reference texts are for the use of the CAA Agents who attend the Center, and for any of the Center personnel who might be interested.

Working in close cooperation with the Examination Section in Washington, assistance is given in the submission and checking of CAA written examinations for pilots.

In order to keep the Agents abreast of the latest trends and developments in aviation and to acquaint them with certain correct operational procedures, special bulletins are prepared. The issuance of each bulletin is accompanied by a lecture on that specific subject. Agents are encouraged to write the Branch at any time for information which is not available to them in the field, or which they do not have time to assemble.

Time is devoted also to the securing and designing of diagrams, wall charts and mock-ups as visual aids for better classroom instruction.

OVER THE HOLIDAYS AT FACILITIES

The W. E. Luceys spent a week visiting relatives in Iowa. The return to a warmer climate was welcome they said.

The John H. Otts enjoyed the holidays visiting friends and relatives in Kansas City.

Back to Colorado went the J. T. Cupps visiting in Eads and Denver.

During the past month W5PAA has been used mostly to maintain contact between students and their home towns. W. M. Quitter, W. H. Sommerfield, and L. M. Larkin have been the most consistent operators.

No new equipment has been added during the past month, but a new 3.8 megacycle antenna is being planned. It will be a center fed half-wave, fed with 52-ohm coaxial cable. This should be quite efficient, as well as reducing the possibility of interference to poorly designed television receivers. Well-designed receivers will not pick up W5PAA under any circumstances.

ILS/VCR TRAINING *Contd from page 4*

with principles of personnel management, civil service regulations, methods of conducting on-the-job training and general phases of C. A. A. work besides maintenance. A written examination is given at the close of this week and those men who satisfactorily pass it are issued certificates for administrative training.

With the entire program now in full swing, a class graduates each three weeks and another group starts. The instructor staff and laboratory facilities can handle 16 men in each of four classes in session simultaneously or a total of 64 men in training at all times. Since all four classes take one week of administrative training together this phase of the work is repeated every 13 weeks.

We would like to emphasize again that any man who expects to attend one of these classes in the near future should begin now to review his engineering mathematics either through directed study or classes in nearby colleges. He will then find that the course is not difficult and he can get a great deal more out of it. We are always glad to hear from former students and will try to answer your questions at any time.

This is the month that annual dues fall due from all regular members of the Aeronautical Center Amateur Radio Club. The amount is still fifty cents per year (or any fraction thereof) and is payable to Mr. C. C. Drummeller, Secretary-Treasurer, Facilities Branch, extension 8.

The club facilities, which cover from 2 Mc. to 150 Mc., feature a Collins TDO transmitter, Super-pro receiver, LM-15 Frequency Meter, panoramic adapter, and an assortment of brass keys up to 12 pounds.

W5PAA (the club's station call) is available for use by any Club member who holds a valid United States amateur radio operator license of the required class for the frequency and type of emission being employed. The station is situated in the Southeast corner of Building 10, on Denning Street, between 62nd and 63rd streets.

W5PAA has played an important part in local Amateur activities, and has been commissioned as a control station in the Oklahoma Amateur Radio Emergency Corps. This volunteer emergency organization has provided invaluable assistance in nearly every major national disaster since its inception. After the recent Woodward tornado, the AREC provided the only available communications for that area for days, while power plants and telephone lines were being repaired. W5PAA and its AREC companion stations are especially valuable in such emergencies as every single station has its own source of emergency power, independent of commercial electricity.

Our Aeronautical Center radio station is also a member of the American Radio Relay League which in terms of operations, as well as dollars and cents, is the largest communications network in the world.

AVIATION SAFETY PERSONNEL ASSIGNED FIELD DUTY

V. W. Holden and H. C. Westcott finished a two weeks tour of duty in Region 6 December 29, 1950. Both Agent Instructors were obtaining experience in airman activities in the field.

Aviation Safety Instructor John Kempf has been assigned to the ASDO at Teterboro, New Jersey for a period of two weeks.

LOST - ONE EACH SECRETARY

Mrs. Dorothy K. Bradley who has served long and faithfully as Secretary to the Chief, Budget and Accounts Section, departed Wednesday, January 10, 1951, to join her geologist husband who has accepted employment in the oil field around Snyder, Texas. Dottie has served us not only in the capacity of secretary to Frank Deane, but spent several years in the Contracts and Orders Unit. As a matter of fact, she was about the third girl hired in the office of Business Administration when that office was opened on October 1, 1945. Dottie's absence will be felt here, not because it will be more quiet, but because of the calm assurance occasioned by her presence. Mary Clapp will replace Dotty temporarily, subject to the replacement through Civil Service channels.

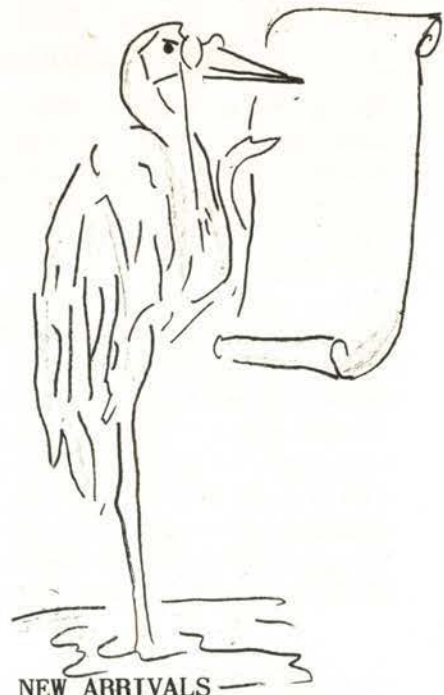
Mrs. Kay (Jack R.) Brown, of Accounts, will soon retire temporarily, to the calm and serenity of her home, to await the arrival of the big-billed bird. She expects to return sometime late in May. Her position will be filled temporarily by Mrs. Flora Joslin.

Margueritte Gibbs and the payroll section predict good news. The W-2's will be released soon. She predicts there will be no mad scramble for refunds as in previous years.

Rumor has been spread around that Mrs. Beverly Highfill's husband was granted a raise in salary. If this keeps up, there will be another replacement. Should we speak to his supervisor? Gene is Assistant Buyer in the hard goods department of one of the largest department stores down town.

THAT'S A GOOD STORY

It seems that Roy Olinghouse and Jess Nichols, never get enough fishing in the summer. So, they proceeded to do a little winter fishing, you know - like breaking the ice. It seems Smitty (Harvey Smith) and Bill Johnson put in also put in a little time fishing. We wouldn't want to doubt Nick's word, but doesn't 65 fish sound like quite a number of fish for two fishing trips?



NEW ARRIVALS

June Donceel, of the Aircraft Service Branch, had a baby girl January 14, 1951. The name - Judith Lynn; weight 7 lbs, 3 ozs. Both mother and daughter are reported doing well.

It's a boy at the William E. Miller's house. Weighing in at 7 lbs. 12½ ozs. on the 27th of December, 1950, the wee one has been named William E., Jr. Bill's had 'that sleepy look' since he got over 'that new-father perpetual grin'. Out of consideration to his Pa Junior arrived while Bill was on leave.

Wilma and Haskell Foster (Aircraft Standardization) are the proud parents of a 7½ lb. baby daughter born December 23, 1950. Her name is Judy Rhea.

Mr. & Mrs. Ray F. Okerlund announce the arrival of a son January 8, 1951. Ray is with the Airways Operations Branch

PROUD GRANDPA'S

Aircraft Materiel Section now has two brand new grandfathers on their payroll. It seems that Alfred Bone and Leonard (Robbie) Robertson both became grandfathers during this past month.

CONGRATULATIONS!!

THE JACK WASHBURN CLUB

The following employees donated blood to the late Mr. John H. (Jack) Washburn. Mrs. Washburn expresses deep appreciation to all donors and all Center and other CAA personnel for assistance and condolences rendered during Mr. Washburn's illness.

Dorothy Rogers
W. A. Ramsey
Loren D. Cameron
J. R. Huffman
Tommy Whalin
Alden C. Barnard
G. O. Trapp
J. L. Booker
Luther Russell
L. A. Robertson
Louis Blasdel
R. R. Kiggins
Willedra Mershon
R. W. Teague
Willie M. Williams
Eddie Rouf
Aubrey F. McNally
William H. Milton
Robert M. Bond
C. J. McGinnis
V. V. Lambert
Melvin Pollard
Robert Ramsey
Lewis Jackson

AIRWAYS OPERATIONS BRANCH

Mr. Charles E. Dowling, Jr., has entered on duty at the Aeronautical Center, Airways Operations Branch, as Training Officer (Airport Traffic Control, Airport. Mr. Dowling entered CAA service January 16, 1942, as Assistant Air Traffic Controller at Kansas City, Missouri. He served two years in the U. S. Air Force as a twin-engine pilot. Upon release from military duty, he resumed service with the CAA as Air Route Traffic Controller and Senior Airport Traffic Controller at Kansas City.

Mrs. Anne W. Lawrence has been re-employed as Clerk-Stenographer in Airways Operations Branch.

OUR SYMPATHY

We regret to hear that George Dennis, Aircraft Standardization, recently lost his father-in-law, Mr. Ben S. Helsema of Chickasha, Oklahoma.

GENERAL SERVICES BRANCH

Mr. Lower is back with us once again. We're glad you are off that sick list and hope your good health continues.

Mr. McCabe and Mr. Lower made a quick trip to the Fourth Regional Office for a visit to their Aircraft Service Branch recently.

If you meet Kate Hawkins, ask her if she enjoyed the Sugar Bowl game New Year's Day.

One of our former employees came back for a visit over Christmas--Ida Lee (Mrs. Jake) Smith. Needless to say, she is always welcome and it's a pleasure to see her any time.

Sheard (Jack) Wells has been assigned as Inspector of R1830 overhaul at Dallas. By the way, Jack, is everything you heard about 'D' true?

If you need a mouse caught, just call Wilson at the Motor Pool and he will see that Daisy (his dog) catches it for you. Mr. Ray's secretary heard a rustle in the wastebasket while she was taking dictation and upon investigation, there sat a mouse. A call to the Motor Pool brought Daisy, and Presto, one less mouse.

ROSIE IS BACK

Aircraft Standardization has hired two Rosies the Riveter. They are Mrs. Wilma O. Marley and Mrs. Mary J. Crabtree. Both ladies worked for Douglas during World War II, and will report for duty on January 11, 1951.

The Aircraft Standardization Division had a dance in the Mirror Room at the Biltmore Hotel on January 6, 1951. A good time was had by all.

Bill Matthews, Chief of Aircraft Standardization Division, and family spent the holidays in Demopolis, Alabama. They visited Mrs. Matthews' mother.

Ruby LeGrand's smiling face is missed by all A/C Standardization. We all wish Ruby success and happiness in her new position at Tinker AFB.

14
**MURPH VISITS MIDCONTINENT AND
NORTHWEST AIRLINES AND COLLINS
RADIO**

During December L. E. Shedenhelm, of the Technical Assistance Division, visited maintenance supervisors and shops of Midcontinent and Northwest Airlines at Minneapolis for the purpose of obtaining information regarding service and maintenance problems on the Martin 202, Convair, and Stratocruiser.

During January, Shedenhelm visited Collins Radio Company, Cedar Rapids, Iowa, for the purpose of studying new developments in airborne omni-range navigator equipment.

MY CARD, SIR!

Orders are still shooting in for CAA-insigned personal cards, but apparently not everyone has heard about the quantity price reduction. It still costs \$3.00 for 100 cards, but as most of the cost is labor and postage, each additional hundred cards can be supplied for \$1.00 on the same order. 200 cards would cost \$4.00 postpaid, 300 for \$5.00, etc. Order blanks are available upon request, but not necessary if you make up a sample on a 3"x5" filing card and send it with your check to: CAA Employees Association, P. O. Box 1082, Oklahoma City 1, Oklahoma

**HOSPITAL AND SURGERY INSURANCE
AVAILABLE TO EMPLOYEES**

We have a new Representative on the field to handle the hospitalization plan for our group. He is Jerry Deitz, one of the leading salesmen of the American Hospital and Life Insurance Company. His company has many of our employees covered under their fine plan of hospitalization and surgical benefits.

May we remind our readers that there is a group plan of Hospitalization Insurance available to them and their families.

Jerry Deitz is on the field every Tuesday from 9:00 AM to 4:30 PM at headquarters building. Ask the switchboard operator and she'll tell you where his desk is. If you can't come by the office on Tuesday, call the operator, and she will connect you with Mr. Deitz, who will arrange for an interview.

Mr. Deitz may also be reached by telephone at 2-3164.

**JAPONICA CLUB GETS LUCKY TIMING
BREAK**

Valentine's Day is the first anniversary of the founding of the Japonica Club as a unit of the Oklahoma City Council of Garden Clubs. As the unit was born at a party, given for that purpose by the Rosemary Club, Japonica members had long been thinking of returning the compliment with a party for the Rosemary group. Also the Japonica entertainment committee has been considering a benefit to raise money for their spring project, which is landscaping at the Aeronautical Center. And last week, to Japonica president Nash, came an offer of two films of interest to members. Faced with three perfectly good reasons for a sudden party, Mrs. Nash called a hurried conference of available members; the special session decided to merge these occasions into:

A VALENTINE CANASTA PARTY

Will Rogers Garden Center
Feb. 10, 7:30 to 10:30

With the exception of Rosemary Club members, who will be honored guests, admission will be 50¢ a couple. All Facilities Branch personnel are invited; this includes both regular and prospective members and their husbands. Mr. Henry J. Walters, in charge of the Will Rogers Arboretum, will present a film on rose culture; a sound film on preparedness for atomic bombardment will also be shown under the sponsorship of the Civilian Defense Committee of the Chamber of Commerce.

BIG GAME

The new VOR Processing Center is now open for business under the capable direction of one Bruce A. McKay, who transferred here from the First Region. The organization opened for business with a big animal hunt.

Net Result: One demised mouse

The most interesting pose seen around the Processing Center recently: George Preble with spoon (tea-size, that is) and bucket, trying to retrieve his freshly-leaked-out Prestone.

Howard J. Barnett and family made a dashing trip to Dove Creek, Colorado, to visit his brother for the Christmas holidays, bringing back an interesting tale of Indian Lore, plus some broken pieces of pottery, as evidence.

BOWLING TOURNAMENTS

Times Classic tournament is scheduled to begin very shortly. Tournament for men will begin January 13th and 14th, and the following weekend of the 20th and 21st. Singles will be bowled at Playmore, and Ragtime Doubles will be bowled at Jenks. For the women, the dates are February 17 and 18, also 24 and 25. Singles will be bowled at Brantleys, Ragtime Doubles at Jenks. The Women's State Bowling Tournament will be held at Tulsa starting March 3 at Hockett's Bowling Center. It's a little late to tell the men to hurry with their entries, but the women still have a little time left. Here's hoping C.A.A. entries come through with flying colors.



VISITORS - AERONAUTICAL CENTER

December 19, 1950 - Charles Bevis, W-280, visited Aviation Safety Standardization Division to confer with Merrill C. Morgan and other Aviation Safety personnel for the purpose of working out a mutually acceptable curriculum for the proposed VOR demonstration for airlines chief pilots, scheduled to begin January 22, 1951, and lasting one week.

January 3-10, 1951 - Richard Hoppers, 9th U.S. Civil Service Region.

January 8-12 - K. R. Aldrich, W 273; Kirby Brannon, W-305; C. J. Wertman, 3rd Region; Harry D. Odneal, 4th Region, visited Aviation Safety Division for the purpose of conferring with Aviation Safety personnel, particularly from the Aircraft Branch, in order to revise courses that will better satisfy the needs of Aviation Safety Agents in the field.

January 8 - Agent C. R. Bullock and Pioneer Airline personnel Jacoby, Samuelson, and Leggio from Dallas, arrived to view the omni arrangement in the aircraft and Link Department.

January 9 - Agents H. C. Faller, George Hamill and F. W. Andrews, all 4th Region Personnel, arrived from Fort Worth.

January 10 - Messrs. Barnebei and Estes, from the Office of Federal Airways in Washington, arrived Wednesday to spend a few days in the Facilities Branch in connection with radio frequency utilization.

Visitors to the Flight Inspection Branch in the past few weeks include: A. E. Jenks, Norman Hodkinson, Fred Sher, Doug Doyle, Jack Webb, and Miss Theodore Mosesso.

MEDICAL CLINIC COMINGS AND GOINGS

Capt. Philip W. Stumm, former Medical Clinic head, now with the Air Force in Alexandria, Louisiana, spent Christmas with friends in Oklahoma City.

Mrs. Scott (Lyla) Fisher, Secretary of the Clinic, together with her family, spent the Christmas Holidays basking in the Louisiana sunshine. She reports the Christmas table centerpiece was made of flowers she picked in her daughter's back yard. While it was too cold for swimming, one of the more adventurous members of the family did go wading in the Gulf of Mexico the day before New Years.

Both Christmas and New Year's found 'Bonnie B', our CAA nurse, spending the holidays in other places. Christmas, joined by her husband, Robert Benson, was spent with her parents at Marietta. New Year's she spent with husband Robert, who is attending school in Dallas, Texas.

And did you all see the nice write-up in *Time*, issue of December 26, about our boss of the Medical Laboratory John Swearingen? Of course the photograph didn't do him justice, but the article gives him national recognition, reflecting no small amount of glory on the Civil Aeronautics Center.

We are indeed proud of the work of the Medical Research Laboratory and the part it is playing in making Aviation not only safer but more pleasant. And Mr. Swearingen modestly says he could not accomplish the worthwhile things he does without the efficient help of his co-workers.

TRAINING DEPARTURES

INDOCTRINATION TRAINING CLASS NO. 15
10/9/50 - 12/29/50REGION 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.	Stockport, Ohio
Wier, T. Harold	Bensenville, Ill.

REGION 4

Mitchell, Roy D.	Gage, Oklahoma
------------------	----------------

REGION 5

Barwise, Frank W.	Independence, Mo.
Flowers, Morris V., Jr.	Rock Springs, Wyo.
McMullen, Paul C.	Pierre, S. Dakota

REGION 6

Robinson, James W.	Yuma, Arizona
--------------------	---------------

REGION 7

Butz, William O.	Spokane, Wash.
------------------	----------------

REGION 8

Lorraine, Roger I.	Ft. Myers, Fla. *
Reid, Alexander J.	Alderwood Manor, Washington *
Schroeder, Gordon L.	Fairbanks, Alaska

INT REGION

Coltsinos, Demetrious	Athens, Greece
-----------------------	----------------

* This is home address - Regional assignment unknown

ILS/VOR CLASS NO. 17

10/2/50 - 12/29/50

REGION 2

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

REGION 3

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

REGION 4

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

REGION 5

Ninke, Clarence O.	Wichita, Kansas
Wight, Gordon S.	St. Louis, Mo.

REGION 6

Evans, E. R.	Salt Lake City, Utah
Hammond, Jack E.	Bakersfield, Calif.

(Continued in next column)

TRAINING DEPARTURES

ILS/VOR CLAS NO. 18 - 10/23/50
1/19/51REGION 2

Egger, Charles P.	Jackson, Miss.
Humphries, David R., Jr.	Atlanta, Ga.

REGION 3

Forman, Houston Robert	Cincinnati, Ohio
Ormond, Oliver P.	Tulsa, Oklahoma

REGION 4

Richardson, W. W.	Hobbs, New Mex.
Spencer, Charles F.	Austin, Texas

REGION 6

Johnson, Orville E.	Hayward, Calif.
Matthews, Kenneth V.	San Bruno, Calif.

REGION 7

Tysdal, Lloyd F.	Missoula, Montana
------------------	-------------------

REGION 8

Beals, Ethan L.	Corvallis, Ore. *
Kanen, Garth M.	Annette, Alaska

* Home mailing address

ILS/VOR CLASS NO. 17 - (Contd.)

REGION 7

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

REGION 8

Burt, Harold W.	Fairbanks, Alaska
-----------------	-------------------

INT REGION

Peralta, B. C.	Philippines
Pol, P. Edgar	Cochabamba, Bolivia

TRAINING ARRIVALS

INDOCTRINATION TRAINING CLASS NO. 18
1/2/51 - 3/23/51REGION 1

Christiana, Gilbert P.	New York, New York
------------------------	--------------------

REGION 2

Dasher, Donald Mims	Ashburn, Ga.
Dearing, Alfred R.	Nashville, Tenn.
Drinkwater, Fred	Elizabeth City, N.C.
Ellis, McGhee A.	Chattanooga, Tenn.
Fairchild, Samuel P.	Nashville, Tenn.
Moore, Thomas F., Jr.	Savannah, Georgia

REGION 3

Covel, William G.	Coldwater, Mich.
Ely, Daniel H.	Chicago, Ill.
Siejczuk, Edward C.	Chicago, Ill.

REGION 4

(Continued on next page)

TRAINING ARRIVALS

INDOCTRINATION CLASS NO. 18 (Continued)

REGION 4

Matthews, Lawrence C. Ft. Worth, Tex.
Tritt, Glen Denton, Texas

REGION 5

Chaillie, Gene P. St. Joseph, Mo.
Hanley, James J., Jr.
Oltion, George Rapid City, S. Dak.

REGION 6

Morley, Myrvan R. Los Angeles, Calif.

REGION 7

Haas, Edward B. Eugene, Oregon

REGION 8

Cornagey, Edwin A. * Vancouver, Wash.
Hill, Vernon J. * Yakima, Wash.
Forsmo, Palmer B. * Aberdeen, S. Dakota
Hanson, Harvey D. * Salem, Oregon
Keyes, Neil Thomas * Tillamook, Oregon
Mosser, Joseph F. * Seattle, Wash.
Park, John Robert * Vancouver, Wash.
Persson, Kenneth R. * Oswego, Oregon

* These are home addresses - regional assignments are not made until completion of course.

ILS/VOR CLASS NO. 21

1/2/51 - 3/30/51

REGION 1

Faur, Paul J. Bayside, N. Y.
Knapp, George H. Charleston, W. Va.

REGION 2

Chase, John B. E. Charleston, S. Car.
Cooper, Edward D. Atlanta, Ga.
King, James F. Memphis, Tenn.

REGION 3

Faust, Edwin C. Millersburg, Ind.

REGION 4

Hankins, Wm. A. Little Rock, Ark.
Jones, James D. Brownsville, Tex.

REGION 5

Austin, James E. Ferguson, Mo.

REGION 6

Stuhff, E. F. Las Vegas, Nevada
Willits, Kenneth L. Gila Bend, Ariz.

REGION 7

Miller, Russell L. Mullan, Idaho

REGION 8

Bushman, H. D. Fairbanks, Alaska

INT. REGION

Coltsinos, Demetrious Athens, Greece

TRAINING ARRIVALS

CLASS NO. 4 COAST GUARD PLANE
COMMANDER COURSE

Jenkins, William A. Washington, D. C.
McGovern, Gerald E. Honolulu, T. H.
Reed, David O. Washington, D. C.
Tiehen, M. W. Port Angeles, Wash.

FOR SALE

Two Dachshund pups - male - light tan in color. These pups are thoroughbreds - the mother is from Germany. Papers are available on the father and will be available a little later on the mother. If interested call Vernon Wilson extension 17.

LOST

A German Short-haired Pointer brown in color. Answers to name of Rusty. If anyone knows anything about this dog, please get in touch with Clyde Daniels, PMD, extension 20.

Dave Baker headed Washington-way on January 8, 1951 for two weeks to confer with offices of the Engineering Flight Test Branch.

FOOD FOR THOUGHT

You cannot bring about prosperity by discouraging thrift.
You cannot strengthen the weak by weakening the strong.
You cannot help the wage earner by pulling down the wage payer.
You cannot further the brotherhood of man by encouraging class hatred.
You cannot help the poor by destroying the rich.
You cannot establish sound security on borrowed money.
You cannot keep out of trouble by spending more than you earn.
You cannot build character and courage by taking away man's initiative and independence.
You cannot help men permanently by doing for them what they could and should do for themselves. Abraham Lincoln



That salesman! 'I've never heard a man talk so fast in my life.'

'Why shouldn't he? His father was a tobacco auctioneer and his mother was a woman.'

Most people nowadays have more respect for old age if it's bottled.

Found a little rabbit, called him 'Jim' -- got sixteen now -- warn't no him!

Convict: 'Be careful of those advertising slogans. I took the advice of one of them, and landed in jail.'

Friend: 'What was that?'

Con: 'Make money at home.'

Alimony is the high cost of leaving.

Married women drive slower than married men because women will do anything to stay under thirty.

A true music lover is the man who upon hearing a soprano in the bathroom puts his ear to the keyhole.

A clever man is one who knows how to let a woman have his own way.

Often a person will soft soap you before taking you to a cleaning.

A true diplomat is a fellow who can tell you to go to hell so tactfully that you look forward to the trip.

Women and money are both alike. If you don't keep them both busy they lose interest.

Mary: 'Since I met you I can't drink. I can't sleep.'

Larry: 'Can you eat?'

Mary: 'Sure, I'll have a porterhouse steak with french fries.'

Helen: 'What do you mean Henry is always getting his locations mixed?'

Peggy: 'Well, he's always mistaking the back row at the neighborhood movie for a pet shop!'

The fine symphony orchestra from New York had played in a small New England town the first experience of its kind for most of the inhabitants. Next day some of the old timers were discussing it around the stove in the general store. 'All I got to say,' one of the old timers said, 'it was an awful long way to bring that big bass drum only to bang it wunst.'

A California family was bothered by gophers digging in the garden, and eating the plants. The gophers had a habit of peeking from their holes to see if danger lurked nearby. If they felt safe they would leave the holes and eat any green plants available.

One day a small boy (about three years of age) was playing in his back yard. Suddenly he started to scream in terror. His mother ran out and asked him what was wrong. Pointing to a gopher hole, he tearfully said: 'That hole looked at me.'

Out of 100,000 men called last week by the Hooperating service to the question, 'Who are you listening to?' 97,514 replied - 'My Wife.'

A drunk was leaning against a building. A cop walked up and growled. 'Move on, move on. Whatdoya think you're doing?' Holding up the building?

So, the drunk staggered away. And the building fell down on the cop.

Female elevator operator in car alone with Marine: 'Going up - going up - anybody else going up? Please, will somebody else go up?'