

CAA AERO CENTER



BEACON

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

September 19, 1951

OKLAHOMA CITY, OKLAHOMA

Vol. II, No. X

DIRECTED STUDY ADDS NEW LESSONS TO BOTH HOME STUDY COURSES

About 430 Maintenance Technicians have to date enrolled in Directed Study Course II since announcement was made several months ago. Six lessons have been supplied and three more will be available within the next month, according to John C. Straiton, chief of Directed Study Section.

Additional material, Chapter VI, will soon be ready for distribution in Course I, the mathematics home study course which has been available for several years. The new chapter will cover vectors, vector algebra, periodic functions, and the first introduction to impedance, reactance, admittance susceptance and conductance.

Course II is offered to serve as home training preparatory for entrance into the Radar and DME schools at the Aeronautical Center.

In addition to Mr. Straiton the Directed Study Section includes Alfred Ashley, who is associated with Course I, and Robert Ashby, for Course II. Howard W. McKinley is engaged in

(Continued on Page 8) DIRECTED STUDY

LANDLINES MAINTENANCE CHIEF VISITS FACILITIES, PROPOSES SPECIAL TRAINING

H. E. Robinson, Washington Landlines Maintenance chief, visited Facilities Branch August 27-30 to confer with officials and instructors in regard to specialization for CAA personnel primarily interested in landlines communications. Primary purpose of his visit was to survey the possibility of including sequential control (SECO) in the present Indoctrination curriculum. During his stay a proposed optional course for maintenance personnel was devised. At the present time an option is being offered for Eighth Region employees. This consists of the substitution of Low Frequency Range Transmitter theory and tune up procedure in place of Automatic Station Identification Device instruction, which is given to all domestic students. The new option will be designed for technicians who are to be assigned to maintain some of the more complex landlines equipment. The equipment to receive consideration in this new option are: MEDIS, SECO, and the Mechanical Interlock. In order to give proper emphasis to these equipments, it was decided that a technician following the

(Continued on Page 4) LANDLINES
MAINTENANCE



ADMINISTRATOR HORNE SPOTLIGHTS TRAINING FOR PROGRESSIVE CAA

I sometimes wonder if you who are immersed in its day-to-day operations ever pause to consider the significance of the Aeronautical Center. If you do, I believe you will share my feeling of pride that CAA has such an institution.

The very existence of a training headquarters of such scope is a tribute to the progressiveness of CAA. It means that we in the CAA are not self-satisfied, but constantly are striving to bring our skills to ever-higher levels.

It means that the agency which pioneered in radio devices for aviation during the thirties is in the vanguard of progress during the fifties with courses of instruction such as those in radar operations and maintenance.

It shows clearly why the CAA is recognized as a world leader in civil aviation, and why aspiring aviation leaders from all countries turn to the CAA for training.

The man who stops learning is stagnating. The man who keeps learning is growing. In order to make our contribution to the healthy growth of civil aviation, we must keep learning. The employees of the Aeronautical Center deservedly can take real satisfaction in knowing that they are helping aviation practitioners from all regions of CAA and from many foreign countries to gain this learning.

CH Horne

IF YOU'RE HURT ON THE JOB WHAT COMPENSATION DO YOU GET?

One of the least understood, but most important protections offered Federal employees is provided in the Federal Employees' Compensation Act. This is the law providing for the care and treatment and protection against loss of salary of employees injured on the job.

The Federal Employees' Compensation Act is administered by an outfit known as the Bureau of Employees' Compensation of the Department of Labor. All the reports we have to make when someone gets hurt on the job go to them. Whether or not the injured employee is entitled to the benefits provided by the Act is up to the Bureau. Of course, the only information they have to use in judging a case is what the employee and his supervisor include in the reports. Because of this, it is important that the reports be made up soon after the accident and before the facts get all fogged up.

The Act provides that employees injured on the job get all necessary medical care, hospitalization, medicines, drugs, appliances, prosthetic devices, etc., at Government expense. Except in emergencies, medical care must be provided by physicians designated by the Bureau to furnish such services. Emergency care may be secured from any available qualified practitioner.

Until a couple of years ago compensation for time lost as a result of an injury was pretty inadequate. The maximum amount that could be paid a disabled employee was \$116.00 a month. Under new provisions written into the Act in 1949, however, the maximum has been raised to \$525.00 a month. As the Act now stands, a disabled employee who has no dependents gets compensation at the rate of 66 2/3% of his base pay. A disabled employee with one or more dependents is compensated at a rate of 75% of his base pay.

Before the compensation rate was increased, it was a foregone conclusion that the smart thing for a disabled employee to do was use up his sick and annual leave before going on compensation. In many cases, this left an employee just returning to work after an extended absence recuperating from an on-the-job injury completely unprotected should he get sick or be hurt off the job. Taking sick or annual leave while disabled by an on-the-job injury may not be the thing to do these days. Actually since compensation payments are not subject to withholding

(Continued on Page 3) COMPENSATION



E. B. OLSON ASSUMES POSITION OF DEPUTY DIRECTOR OF AERO CENTER

Enar B. Olson arrived on Monday this week from Washington, D. C., to assume his position as Deputy Director of the Aeronautical Center.

In Washington Mr. Olson was Organization and Methods Officer (W-80), and has been in the CAA for more than three years. He came to CAA from the Department of Commerce, where he served for two years in the office of budget and management of the Office of the Secretary of Commerce.

During the war he rose from buck private in the Air Forces, in October 1942, to the rank of Major at the time of his discharge in February, 1946. Before the war he had served as Assistant Chief of Personnel in the War Production Board. Mr. Olson has a master's degree in Public Administration, having taken undergraduate study at Whitman College, Walla Walla, Washington, and his graduate work at Syracuse University, Syracuse, New York.

Mr. and Mrs. Olson are natives of the state of Washington. Mrs. Olson calls Walla Walla her former home, while Mr. Olson mentions Tacoma in his boyhood background. He tells of living on an island in Puget Sound for nine years with a 7-mile daily boat ride to attend grammar and high school. Also in the background is two and one-half years of newspaper work.

BEHIND THE NEWS IN THIS ISSUE

Matters of 'The Budget' plagued all departments this month. Normal operation was difficult and training sections suffered curtailment and cancellation of scheduled classes. Lifting of the state of 'suspended animation' will be welcome.

The much-needed position of Deputy Director is, filled this week with the arrival of E. B. Olson from Washington. In behalf of employees we welcome Mr. Olson and hope his stay will be pleasant.

CAA Aviation Safety Agents are currently given special instruction relative to seaplane operation and maintenance. With picture and story A. R. Soehner gives details of the new course.

.....

COMPENSATION (Continued from Page 2)

tax deductions, retirement, or social security deductions, the net income during a period of compensation will be almost equal to regular earnings.

When all this is considered it seems to me injured employees should think things over pretty carefully before they use up their sick and annual leave rather than take compensation for injury. Your Personnel Office will be glad to work with you in any way we can in such matters.

*William Jackson,
Personnel Officer*

.....

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

Editor.....Arthur Schmitt
Assistant Editors.....Lyla B. Fisher
Lois Bodine
Sports Editor.....Ann Martin
Assembly and Distribution.....Calvin Floyd
Photography.....J. E. Shedenhelm
Staff Artist.....Hattie Reeder
Printing.....Edwin Frame

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.

AIRCRAFT SERVICES READIES C-54 PLANES DURING SEPTEMBER SLOWDOWN

Aircraft Services Branch is now in the process of installing single disc Goodyear brakes on the second C-54 here at the Center. The new brake system is held in high esteem by Branch Instructors and by the mechanics, due to easier service and maintenance.

The new standardized system of maintenance procedures for all CAA Aircraft Service Branches has been received and was put into operation on September 10, with the exception of a few minor items which are now being ironed out.

The September "slowdown" has been a welcome relief to the maintenance section, for it has provided an opportunity in placing equipment and aircraft in top condition. Flight Branch Instructors will probably be glad to hear that the heater system in the C-54s are nearing completion and it looks as though they will be more comfortable than they were last winter. The two C-54s are undergoing the installation of new stripes during the "slowdown".

LANDLINES MAINTENANCE *(Continued from Page 1)*

Advanced Landlines option would not receive the regular training in CAA radio equipment. The following is an excerpt from a letter from Mr. Robinson to the Acting Chief, Electronic Maintenance Branch and the Chief, Maintenance Standardization Branch.

"Tentatively established was a major breakdown outline for an optional course, which, combined with a portion of the Indoctrination Course, would be known as the 'Landlines Specialization Course.' The basic reason for such a course is that at present there is no source of supply for technicians who are experienced in such a field as maintenance of message diversion and sequential control equipment.

With the new recruitment policies that have been established, the training center is receiving a certain number of technicians who appear to be more adept in the art of making precision relay and mechanical adjustments (such as required at MEDIS stations) than the average technician going through the Indoctrination Course. Either by regional or Center selection, such technicians could be channelled into the Landlines Specialization Course. Eventually, if circumstances warrant, such a course may expand to the status of a separate school involving advanced landlines equipment."

RADAR AIDS INSTRUCTOR RETURNS FROM FIELD TRIP TO EAST

Harry A. Todd, Radar Aids instructor at Facilities Branch, returned recently from a field trip to factories producing electronic equipment on CAA contracts. Among points visited were Bendix, Corp., Baltimore; and General Electric, Syracuse. Mr. Todd also visited CAA offices in Washington and CAA electronic installation at Idlewild, New York, and at Newark, New Jersey.

Information gathered by Todd will be incorporated in the ASR-PAR and DME courses now in progress at Facilities Branch.

ENGINE TEST CELL BEING MODIFIED

The Aircraft Branch Engine Test Cell is undergoing considerable modification and improvement. One of the engines installed on it is a Wasp Major, the largest reciprocating engine for aircraft. It has 28 cylinders and is capable of delivering 3,500 horsepower. The installation at the test cell is especially interesting since a Sperry Analyzer is incorporated. This equipment shows the operator what is going on inside the engine almost as if he had a window to look through.

ROY SPEAKES RECALLED TO USAF

Roy W. Speakes, instructor at Safety Operations Branch, Link Trainer Section, was called to the Air Forces August 31. He is being replaced by Mr. Fabra, presently employed by the U. S. Navy at Corpus Christi, Texas.

'CONNIE' SOLD TO TWA AND IS BEING READIED FOR FLIGHT

Three T.W.A. mechanics are hard at work on the north end of the CAA flight ramp. Their project is to get the Constellation in shape to fly. T.W.A. was the highest bidder for the airplane when it was sold last month to the tune of \$320,001.00. We will hate to see the Connie go, for it has been a flight line "landmark" for about four years.

NEW INSTRUCTOR AT FACILITIES

Ellard Foster, former Maintenance Technician in charge at Fresno, California, reported for duty as an instructor in Indoctrination school on August 27.



SEAPLANE COURSE IS CURRENTLY OFFERED FOR SAFETY AGENTS AT LAKE HEFNER

The Seaplane, (B-10), course was introduced at the Aeronautical Center last spring with a J3 Piper and Seabee and one small dock on Lake Hefner. The first class included S. F. McCullough, Region 5; Donald E. Ross, Region 4; Milton O. Schultz, Region 5; Charles G. Skinner, Region 3 with instructors Archer and Soehner. This summer with the addition of a Piper PA-18 and a better ramp and docking facilities we have completed our second class, which is pictured above and includes left to right: A. R. Soehner, AC; Charles L. Walker, Region 7; Charles E. Sharp, Region 4; William H Greve-meyer, Region 6; James P. Colton, Region 5; and T. K. Archer, AC.

The objective of this type of training is to familiarize Aviation Safety Agents with the basic techniques utilized in operation of float-type seaplanes and flying boats, with the emphasis placed on personal type aircraft in this category. Water flying throughout the United States has increased markedly since the war and has become quite popular, both in

the flight instruction field and in the personal, or sportsman, flying category. Most Aviation Safety Agents have been afforded little opportunity for personal familiarization with this type of operation and the Aeronautical Center seaplane courses are the first organized effort on the part of CAA to provide training for any appreciable number of Safety Agents.

Present base of operations for this course is on the east shore of Lake Hefner, adjacent to the Wiley Post Airport. Lake Hefner, part of the Oklahoma City water system, is owned by the city and through arrangements with the Office of Superintendent, Water Department, and approval of the City Council, CAA has been authorized to conduct this type of operation.

Present plans call for additional courses with better equipment and facilities being made available. The new course has been enthusiastically received by all. Several have said it is the best course and one of the most useful they have had at the Center.

ENGINEERING COURSES OFFERED THIS FALL BY OU ARE NAMED

The following courses are being offered by the University of Oklahoma Engineering School at Will Rogers Field this fall:

E. E. 267-Alternating Current Circuit Theory-
5 hours credit

Starts Saturday, October 6, and meets each Saturday from 8:00 AM to 12:20 PM. Class will be held in the middle room of Building 10.

Math. 99-Differential Calculus-4 hours credit

Starts Monday, October 8, and meets Monday and Thursday from 5:00 PM to 6:40 PM. Class will be held in the middle room of Building 10.

Enrollment can be made on the first day of each class, or in advance by contacting O. A. Nash, Facilities Branch, Building 501.

SHEDENHELM PREPARES BULLETIN ON 'THE AG-1 AGRICULTURAL AIRPLANE'

An information bulletin entitled 'The AG-1 Agricultural Airplane' was written and prepared for publication by L. E. Shedenhelm, chief of the Technical Assistance Division, and is currently being distributed to field Agents. Research by Mr. Shedenhelm extended over a period of several months and covers the applications, practical problems, needs, etc., of agricultural aerial operations and the objectives of the AG-1 agricultural airplane project.

Purposes of the bulletin are to supply CAA field personnel not closely associated with agricultural operations with a basic reference guide and to those responsible for issuance of waivers a handy means of stressing requirements, hazards, precautions, and safety practices.

FACILITIES TRAINING CLASS SCHEDULES

Class	Starts	Ends
Indoctrination		
28	Oct. 8	Dec. 28
29	Nov. 5	Jan. 18
ILS/VOR		
33	Oct. 1	Dec. 28
34	Oct. 22	Jan. 18
35	Nov. 12	Feb. 8
DME		
7	Sept. 24	Nov. 30
8	Dec. 3	Feb. 1
ASR PAR		
11	Oct. 29	Feb. 1

STANDARDIZED BEECHCRAFT AND DOUGLAS CONTINUE TO ROLL FROM ASSEMBLY LINES

Standardized Beechcraft and Douglas planes are continuing to roll off the assembly line at the rate of one Beechcraft every two weeks and one Douglas per month. This month Region 5 accepted and received both a Beech and a Douglas N-57 and N-22, and Region 6 received Beechcraft N-59.

During the month of August Beech N-49 and Douglas N-112 were brought in for standardization from Region 5. Beeches N-64 came from Region 7, N-88 from Region 4, and N-90 from Anchorage, Alaska.

OFFICES AT HEADQUARTERS REARRANGED

To provide space for the new office of the Deputy Director a rearrangement of headquarters offices was made recently.

The room which has been occupied by Administrative Services chief, Guy Forman, and Business Administration chief, C. J. McGinnis, has been prepared for Deputy Director, E. B. Olson. Mr. Forman and Mr. McGinnis now occupy the office formerly used by Technical Assistance Division chief, L. E. Shedenhelm. Mr. Shedenhelm has moved into the former Personnel Office section.

The northwest corner of headquarters building has been cleared of the training laboratories of Air Traffic Control and has been partitioned and divided for use by the Personnel Office.

INDOCTRINATION SCHOOL EXPERIMENTS WITH REJUVENATION OF REPRODUCER CRYSTALS

It has been found that the crystal type reproducer head used in the Dictaphone Recorder loses sensitivity with age. The suggestion was made that this might be caused by the crystal absorbing moisture from the atmosphere. At the present time experiments are being carried out in the Indoctrination Training School to determine whether this is the case, and whether this moisture can be removed. The old crystals are sealed in an airtight container with some silica gel crystals for varying periods of time. The tests are as yet incomplete; however, indications are that the process will restore the sensitivity, although the length of this 'second' life is yet to be determined. Carl Chapman, instructor in the Recorders Course is conducting the experiments.



T-33 JET MAKES APPEARANCE AT CENTER FOR INSTALLATION OF NAVIGATIONAL AIDS

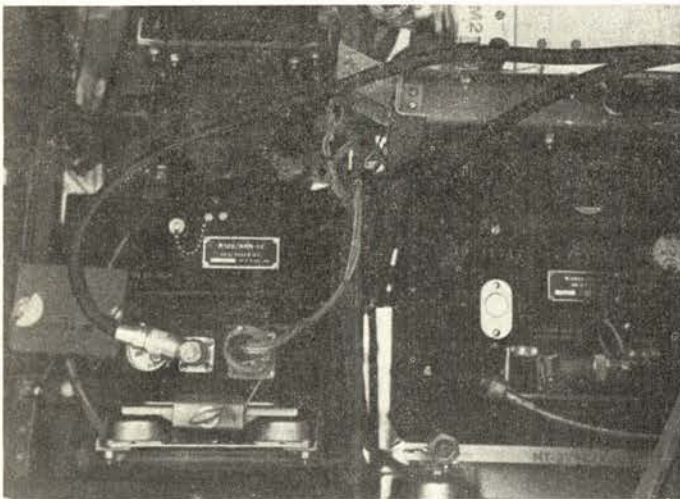
The evolution of the aircraft engine to jet propulsion has been making its appearance at the Aeronautical Center. An Air Force T-33 has been sent to the Center's Facilities Flight Inspection Branch where personnel are furnishing technical assistance during the installation of omni and ILS airborne equipment.

The installation, part of which is shown in the center photograph, presents several new problems not previously encountered. They include wiring through pressurized bulkheads and devising flush type antenna configurations which would withstand the high speeds attained by jet aircraft.

Flight tests are planned within the month and will include investigation of the omni range performance at high altitudes and omni navigation problems at high speeds.

In the photograph at the top, in front of the T-33, are left to right: Max E. Kincaid, J. C. Shimp, and Howard J. Barnett, all of Facilities Flight Inspection Branch.

o o o o o



At the left is a picture of E. W. Peterman, General Services Branch, standing beside a truckload of aircraft parts to be stored at newly-acquired storage facilities at Norman, Oklahoma. There are well over 250 cases on this particular trailer which Pete loaded with the help of other storekeepers of Aircraft Materiel's Warehouse Unit.

o o o o o

AACS STUDENTS COMPLETE FLIGHT INSPECTOR COURSE

Eight students from 1856th AACS, Tinker AF Base, completed Flight Inspector Class 52-A on September 8. Those receiving certificates of completion were Major Jack L. Hughes, Capts. John F. Reish, Dave Wettstein, Lieuts. John Connolly, Eugene S. Briggs, Fred L. Page, and Sgts. Lonnie D. Johnson and Gerald Donovan. Class 52-B is scheduled to begin September 24 for a period of six weeks.

DIRECTED STUDY (Continued from Page 1)

setting up a home study course for Airways Maintenance Technicians. Drawings and diagrams are prepared for reproduction by Miss Juanita Prentice. Secretarial and stenographic assistance is given by Miss Norma Trogon.

INSTRUCTORS TRANSFER AT FACILITIES

Walter H. Fricks, for several months an instructor in the Indoctrination School, transferred August 27 to the Distance Measuring Equipment school of Radar Aids.

Theodore Barrett, who recently transferred to the Center from Region 3 as instructor completed a period of training in the DME school last Friday and this week joined the instruction staff of the Indoctrination school. He will be associated with Carl Chapman and Gordon Wight in the Recorders and Remote Control Equipment courses.

J. R. McCown recently transferred to ILS/VOR school from Indoctrination and is currently conducting classes in Radiation Patterns. J. P. Lindsey has taken over instruction of the Transmission Lines course, and W. D. Rosenberry is handling VOR laboratory.

KINCAID RETURNS AFTER AIDING CRASH INVESTIGATION IN CALIFORNIA

Max Kincaid, from the Flight Inspection Branch, returned September 15 from San Francisco where he has been furnishing technical assistance in the investigation of the recent United Airlines DC-6B accident. He accompanied Art Jenks, from the Washington Flight Inspection Division to California.

ADMINISTRATIVE TRAINING WILL BE GIVEN NEXT WEEK TO ILS/VOR CLASSES

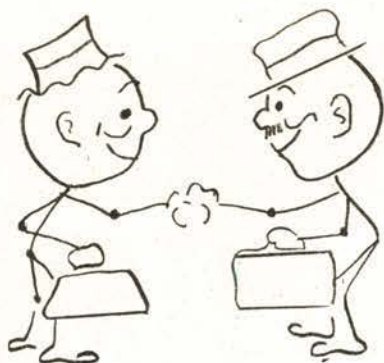
Administrative Training week for ILS/VOR maintenance personnel will be held from September 24 to 28, inclusive. The program is under the direction of C. W. Mueller, of the Facilities Branch and the main part of the training will be conducted by the Personnel Branch of the Aeronautical Center with W. M. Jackson and J. W. Bailey conducting most of the sessions. Other Center personnel who will participate as speakers include F. M. Lanter, L. E. Shedenhelm, C. E. Gardner, Hope Biggers, R. W. Spear, R. W. Pulling, C. W. Mueller, W. G. Forman, and P. H. Shively. Representing the Washington Office of Federal Airways will be A. P. (Pat) Bowser, technical assistant to Peter Caporale, Establishment Engineering Division. Mr. Bowser will present latest information of interest to all maintenance personnel.

The purpose of Administrative Training is twofold. First, we wish to give MTIC's definite instruction on supervisory techniques which will help them to better administer the non-technical aspects of their job; second, we wish to contribute to their knowledge of CAA to broaden their outlook so that they will see the relation of their job to the entire program. The personnel staff will give the first part of this training and the other speakers will contribute to the latter part.

The basic philosophy behind administrative training is that technical people go only so far on their technical knowledge alone and finally they reach a point where their work changes from handling machines to handling men. Then they need training in supervision. We do not pretend to make an administrator out of any man with one week of training, but we do hope to start these men thinking about administration and hope that they will develop an interest in learning for themselves by reading good books on the subject and by applying the basic principles to their every day work.

PULLING CONFERS IN WASHINGTON

R. W. Pulling, chief of Project Materials Division, spent the last week of August in Washington conferring with personnel in the Office of Federal Airways.



VISITORS AT AERO CENTER

- August 24-30 - Louis G. Elias, Training Officer, Maintenance Standardization Branch, visited Facilities Branch.
- August 27 - J. A. Norton, Accounting Division, Washington, D. C., spent several days reviewing General Ledger operations.
- August 27 - Harold Robinson, Landlines Maintenance Section, visited Facilities Branch relative to landlines training courses in the Indoctrination Training Section.
- September 4 - E. B. Olson, Organization & Methods Officer in Washington, D. C., spent three days at the Center.
- September 6 - Donald W. Nyrop, Chairman, CAB, paid us a visit on his way through Oklahoma City.
- September 17-18 - Jack Dean and Frank Barton, representatives from the Department of Commerce, Washington, toured the Aeronautical Center.

WELCOME TO NEW EMPLOYEES

August 20 - Sept. 14, 1951

- Fred Broumowsky - General Services Branch
 Alvie L. McKnight - Medical Branch
 T. M. Barrett - Transferred from Region 3 to Facilities Branch
 Hazel D. McBride - Transferred from Facilities Flight Inspection to Personnel
 Jessica W. Cook - Transferred from Department of Commerce Field Office, Oklahoma City, to Facilities Flight Inspection.

ATC VISITOR

F. A. Green from the International Civil Aviation Organization, with headquarters in Montreal, Canada, was a visitor at the ATC Section last week. Mr. Green is the head of the Personnel Licensing Bureau. This office compares with that of our National Safety Aviation Agent.

GOODBYE TO FORMER EMPLOYEES

- Deedee Barker - Facilities Branch
 Kay Brown - Budget & Accounts Section
 Susan J. Hartman - Supplies & Services
 Pocahontas Ellis - Personnel Section
 Leon J. Tyson - Project Materials Division
 E. Ray Jackson - Project Materials Division
 William R. Moore - Medical Branch
 Virginia Forester - Aircraft Services
 Joseph Hejna - Transferred from Aircraft Services to Region 5
 Roy W. Speakes - Safety Operations Branch - to military service
 Melvin L. Mitchell - Safety Operations Branch - to military service
 Jack P. Prentice - Flight Inspection

VISITORS TO FLIGHT INSPECTION

Visitors to the Flight Inspection Branch during the month were Harry Gray, V. E. Morrison and K. W. Gordon from Kansas City; Cecil Braddick from Seattle; H. R. McCullough from Fort Worth and Jack Reich and Morgan Davis from Anchorage, Alaska.

C. F. (Pat) Patterson from Bendix Aviation Corporation visited the Center for the purpose of adjusting electronic flight path computer installations on standardized aircraft.

Stanley North, from the Washington Office, spent two days at the Center assisting in the correlation of test equipment used for calibration of flight inspection equipment.

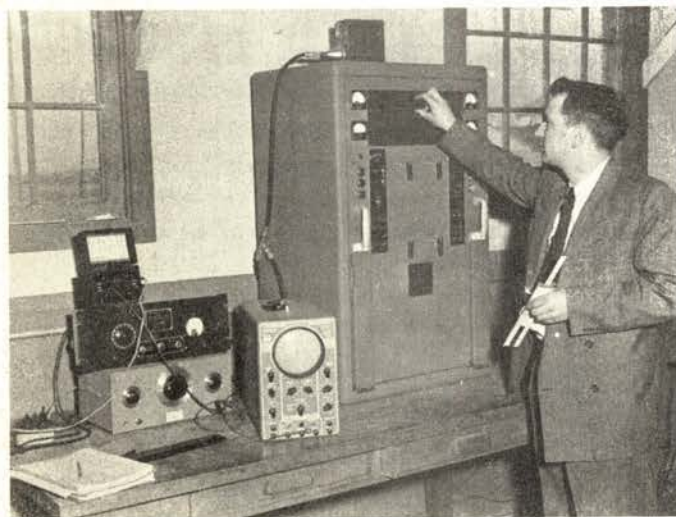
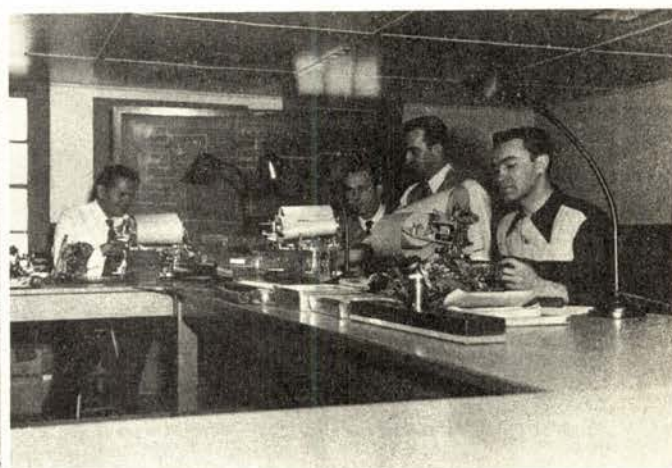
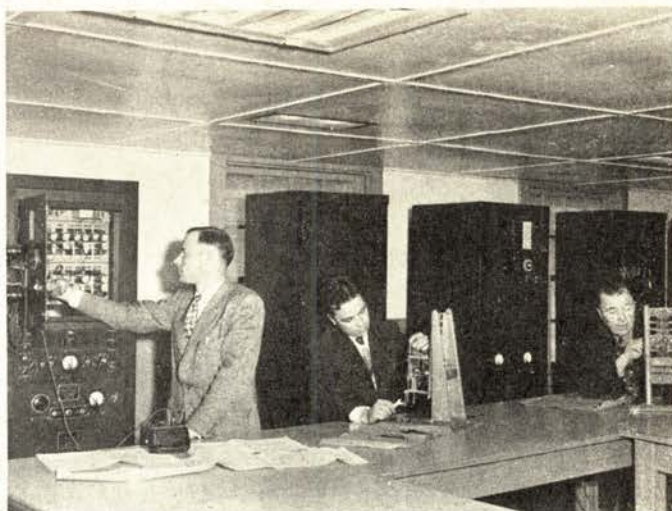
ACTIVITIES IN TECHNICAL ASSISTANCE

Representatives of the Sperry Gyroscope Co., Messrs. Ross C. Chapin, Field Engineer at Dallas, and K. A. Mauk, of the Southern District Office, New Orleans, visited L. E. Shedenhelm August 17 for flight operational information with enroute and terminal navigational aids.

Hope Biggers, Aircraft Branch chief, and Murph Shedenhelm met Stuart Litzsinger, of the Monsanto Chemical Company at the airport terminal on August 27 to obtain late information on non-flammable hydraulic fluid developments.

COMMERCE DEPARTMENT OFFICIALS VISIT CENTER DURING THIS WEEK

Jack Dean and Frank Barton, officials in the Office of the Secretary of Commerce, visited the Center Monday and Tuesday of this week. During the stay they were conducted on informational tours through nearly all Branches of the Center.



EMBARKING ON A CAA CAREER? IF YOU ANTICIPATE ATTENDING INDOCTRINATION SCHOOL YOU'LL FIND CHIEF INSTRUCTOR EDGERTON'S WORDS ENLIGHTENING

So YOU are coming to the Indoctrination School for Maintenance Technicians- You have four years experience in maintenance of electronic or electro-mechanical equipments, or some equivalent combination of education and experience, you have been appointed to a position as maintenance technician with the CAA.

You are a man of responsibility. The safety of aircraft passengers and crew members (even those cute stewardesses) depends upon your skill and devotion to duty. If you are working in Regions 1 through 7, you have probably been on duty at a station about three weeks. This will help a lot in directing your efforts during the course. If you were hired for Regions 8 or 9, you report to the Aeronautical Center with the information that you are working for the CAA and it has something to do with airplanes. In this case just relax and stick out those ears - you'll soon find out what it is all about.

The next thing you will want to know is what to bring to Oklahoma City. The only things you are required to have is either a 4-place log table or slide rule. If you have radio engineering texts or handbooks bring them along - they may be useful for collateral reading or reference. All required equipment manuals are furnished. Remember that Oklahoma City is hot in summer and cold in winter; bring clothes accordingly.

You should report to Building 10 at the Aeronautical Center, about 7 miles southwest of Oklahoma City by 8:00 AM of the starting date for your class. There you will meet some 10 to 40 other new technicians equally bewildered. Soon instructors, chief instructors and supervisors will leave no doubt in your mind what the course is about and they expect of you.

The course is 12 weeks in length proceeding through 2 weeks each of:

- Dictaphone and Audio Adjustments
- Remote Control Equipment
- Teletypewriter Printers
- Teletypewriter Sending Equipment
- Radio Receivers and Radio Transmitters.

Sandwiched among these will be 50 hours of Facilities Familiarization, 13 hours of First Aid, and 20 hours of Administration (No, my son, you do not become an administrator in 20 hours, but you will want your pay and per diem so listen to the man tell you how to fill out properly an SF-1130 and SF-1012.

Main emphasis of the course is on proper methods of maintenance and adjustment of equipment. Secondary emphasis is placed on the principles upon which the equipments operate. This will enable you to clear up equipment troubles not described in the manual of operation.

Your instructors are men who have CAA maintenance experience. Many of them have been Technicians-in-charge of stations. You will find them hard and unyielding in the matter of proper adjustments and procedures but warm and sympathetic to your individual difficulties and problems.

In addition to learning well the tasks customarily assigned the beginning technician keep your eyes on the horizon - all of your fellow technicians, technicians-in-charge, inspectors and regional maintenance chiefs started at your present level.

Pictures on the opposite page show typical scenes in the Indoctrination Training Course Laboratories. The CAA has been generous with equipment and you will find in most subjects one equipment (Dictaphone, Printer, etc.) for each student.

PICTURES IDENTIFIED .

Upper Left: In the foreground students Frank Costellucci, 3rd Region, and W. B. Bradley, 2nd Region, are servicing the amplifier of a Dictaphone Voice Recorder. In the background other students of Class 18 are adjusting the overlap time of Dictaphones.

Upper Right: Herbert Cross, 6th Region, left, is looking for calibrated troubles in a Type CA-649 Remote Control Unit. These troubles were put in the unit by the instructor. J. H.

Barrett, 1st Region, center, is adjusting a Strowger Switch. Edwin S. Ferguson, 6th Region, right, is adjusting a broadcast relay group.

Center Left: An interior view of the Teletype Laboratory, showing students at work, and 12 Type 19 Printer Sets.

Center Right: Left to Right: Pedro Behrens, Venezuela, Otis Rawls, 2nd Region, Robt. Shadoin, 3rd Region, and Reinaldo Sarasti, Colombia, are practicing adjustments on Type 15 Teletypewriters.

Lower Left: John E. Fick, Class 19, 8th Region, is adjusting the modulation of a Type TUQ Transmitter.

Lower Right: James Porter, 4th Region, and J.T. Stewart, 3rd Region, Class 5, are aligning a communications receiver.

A YEAR AGO IN THE BEACON

Aircraft Standardization becomes major Center Division

Combined Insac-Tower mock-up gets go ahead.

Continuous rotation of classes begins at Facilities.

Center employees enjoy Bar-B-Q at Belle Isle.

Mary Steichen leaves to WAC sergeant.

Charles Wallach makes first solo - to Enid.

Flight Operations gives Barbeque for Aircraft Services mechanics.

Dorothy Nowell and Alice Laird married.

The Clyde Daniels' acquire new home and new car.

.....

THIS SOUNDS GOOD - BUT

In the office of the Policies and Procedures Branch there are two wall clocks. One is labeled Central Standard Time, the other one is labeled Greenwich Civil Time. When it is 8:00 o'clock in the morning on the clock showing Central Standard Time, it is 2:00 o'clock in the afternoon on the clock showing Greenwich Civil Time. The standard explanation, if you should ask, is that the employees of the Policies and Procedures Branch come to work by Central Standard Time, but go home by Greenwich Civil Time.

.....

BON VOYAGE, CATHERINE

Mrs. Catherine James, Airways Operations Branch secretary, isn't to be thwarted in her attempt to take a vacation. She leaves on September 21 for a week to be spent visiting her mother in Noel, Missouri.

Catherine and her sister and some friends had a lovely vacation planned over Labor Day at a popular resort, but on Wednesday before she expected to depart on Friday she woke up with, of all times, the mumps. She spent two weeks at home, but she will tell anyone it was no vacation.

Better luck this time, we hope.

.....

Mrs. Bonnie Benson, nurse of the Medical Clinic, is on a vacation. She is spending one evening in Las Vegas and if there is any money left, then expects to drive to San Francisco, where she will see her nephew, Robert H. Thornbill, depart on the USS Caiman sometime after Oct. 1 as one of Uncle Sam's sailors.

.....

OUR WOMEN BOWLERS

Bowling is underway once again. You should hear Esther, Ava, and Asia discussing bowling scores. Course, bowling is a main topic of conversation once the season opens, and it's a good topic.

Juanita Rose, Sybil Andes, and Norma Trogdon are newcomers in the Ten-Pin Booster League this year. They all three are bowling on the same team and they certainly started bowling with a bang. There is the possibility of winning four points each bowling night, and that's just what their team won. The Bowling News which is off the press each Friday gave them quite a nice writeup. These girls are new to our Ten-Pin Bowling League, and we are certainly glad to have them bowling with us.

.....

VACATIONS, NEW HOMES AND CARS COMPRISE NEWS AT AIRWAYS OPERATIONS

Eugene L. Mars, Aircraft Communicator instructor, has returned from a two weeks vacation spent in Oklahoma City. In addition to attending to his rabbits, the pony, the goat and chickens, he re-sanded and varnished, then waxed the floors. He came back to the office to rest, he says.

Do you notice how rejuvenated Herbert Bridges is looking? He spent his vacation at Sulphur, Oklahoma, soaking up the youth-giving qualities of the sulphur baths.

John R. Kennedy, 9th Region Aircraft Communications instructor, who has recently moved here from Honolulu is driving a new Ford. He and Mrs. Kennedy are getting settled in their home here.

Stuart G. Williams, Aircraft Communications instructor, recently transferred here from Alaska is driving a new Plymouth. Don Church, who also transferred from Alaska has purchased both a new Buick and a new home. The Churches are located at 3505 N. W. 25.

Eugene Mars, who is a member of the Board of Directors of the Okla. Rabbit Fed., attended its quarterly meeting in Tulsa last weekend. One of Mar's does recently won the New Zealand Grand White Grand championship.

TO THE EMPLOYEES' ASSOCIATION:

I certainly do want to express my appreciation for the lovely flowers which came while I was ill. I think they did much to speed my recovery. Again - thank you!

Sincerely,

Catherine C. James

.....

TAKE 'EM UP, GEORGE

George Downs, rancher extraordinary, has no trouble when it comes to evolving the proper instructional technique on a DC-4. He lays no claim to success, however, in instructing his chickens how to produce more eggs.

YOU'LL MAKE IT, JAKE

R. L. Jacobs, Link Instructor, is studying hard these days. He believes it should be possible to pass the Instrument Written Examination for pilots the first time. No doubt he will.

NEW HOME FOR TED

Sometimes we wonder in this fast world if any one looks toward the future. We certainly can tell, however, that T. E. Graber, of the Policies & Procedures Branch, is looking toward the future with all of his plans for a new home. It will be located out on Northwest Highway.

HOW ABOUT A BOUQUET

We are growing an exceptionally fine crop of sunflowers this year down where the airplanes fly and will be glad to arrange posies for any one interested in bringing a little sunshine inside.

ON LEAVE AT PMD

Clyde Daniels of PMD tells a good story about the 'Whale of a Fish' he almost caught at Corpus Christi recently--he plans to return soon to complete his excursion.

William Hielscher is spending three weeks vacation in Alabama.

Frances Cornelius spent a week's leave at home entertaining company.

WILBORN HAS SURGERY

Tex Wilborn, of Facilities Flight Inspection Branch, underwent minor surgery and at this writing will be recuperating at home. We'll be looking for you to return real soon, Tex.

We are glad to see L. D. Cameron back with us again. Sorry you were ill, Loren, and hope that your good health continues.

IT'S A BOY FOR JOHN KEMPF

The phrase 'Blue Monday' is usually used in a figurative sense. However, along the flight-line it recently became an actuality. What caused it? Nothing but the fact that everybody was smoking the cigars passed out by proud papa, John Kempf. 'Twas a fine boy!

VACATIONS AT SUPPLIES & SERVICES

Vernon Brown spent his vacation at Lake Carl Blackwell where he developed a new type of catfish bait. Complications arose, however, when he tried it out on Lake Hefner - all he caught to date has been a species of bass - 'Bugle Mouth' he calls it!

Dean Anderson and family toured the west making Salt Lake City, Utah, California points and scenic tours en route. They report a most enjoyable trip marred only by Dean's having a case of virus pneumonia that laid him up for a few days.

Esther Woods is majoring in the Controlled Material Plan and can tell you (almost) all about it. Esther spent her vacation on several pleasure jaunts to the dentist, after which she visited her sister in Missouri.

Paul Shively gave the breem a fit in Mountain Lake in July; in fact they bit so well the first week that the family returned home and after stocking up with clean duds and grub returned for another whack at it.

The winsome blonde holding down Smitty's desk while he is vacationing in the Navy is Bertha Lachman who joined us from the Federal National Mortgage Association. We have really had some beauty in that corner since Smitty left! Susan Hartman left us to return to college at Oklahoma A&M.

Jeanette Horn has taken over Esther's office service functions and is making us a real fine hand. Jeanette hopes that everyone will forgive her for ringing in their ear - says she will master that big switchboard or bust!

Supplies & Services has been hit by illness recently - both Emma Olson and Ed Frame are on the sick list.

New Car Department: Shively is sporting a new Ford - Jimmy Keller a Chevrolet convertible.



NO LACK OF HUMOR AT ASB!!!!

Editor's note - at last we've found out who owns the ambulance down there on the flight line: Ebner and his crew rate plenty of BEACON space (and thanks) for "funny pictures".

ASAOACT (As Soon As Our Appropriation Comes Through) we are going to requisition jungle knives and hip boots for all personnel here at Aircraft Services Branch hangar. This is a precautionary measure against snakes and such reptiles. A copperhead snake came in for a 'coke' the other day and we were forced to 'rub him out' because he didn't have a nickel!

We are submitting some pictures of John Kempf's ambulance complete with first unfortunate passenger. The poor fellow was a victim of amnesia and was also suffering from malnutrition (evidently a fellow employee). ASAOACT, Johnny will probably be able to collect his fee.

We think it is only fair to tell you that the 'passenger' was fashioned by Bob Winkler and that Mr. Ebner sat and was used for a model. These pictures are unofficial and unauthorized, but nevertheless taken by Weldon Burnett.

Last Friday was a sad day here at ASB. We had to bid adieu to one of our favorite people, Virginia Forester. As a going away gift, she received a nice set of aluminum tumblers and matching tray. Our branch photographer took some picture of Virginia laughing and of Mr. Ebner sobbing, but it turned out the camera wasn't really loaded. We really were sorry about that, because we planned on sending one to the BEACON. Maybe we can get a picture of her smiling when she comes after her check next week.

Dayton Parker suggested that the BEACON might like to publish the fact that he worked 8 hours on September 13. We tried to explain that we preferred news items and he said, 'I know it does and my working is new! As everyone knows, it's the hard workers who talk this way and we suspect he just chose this way to get his name in the paper.'

.....

PICTURE AT LEFT

Chef Rudasill preparing barbeque chicken for the Flight Line Party, which was mentioned in last month's issue of the BEACON.

.....

MORE FROM AIRCRAFT SERVICES

From what we hear Jimmy Poole should be re-assigned to the atomic research board. He recently perfected a formula which has atomic qualities, deadly gases and no telling what else! Mr. Poole requests that he not be questioned about this since it has been classed **TOP SECRET**, but we understand it is going to be bottled under the name 'Goodkin' and is expected to go over with a bang!

We had a nice letter from Harry Donceel last week in which he said to be sure to tell all the gang hello. We also saw June last week and she said to tell the girls that she is coming out to have lunch with them soon as cool weather gets here.

We also had a card from Frank Lawrence while he was enroute to Casablanca.

Wesley Hodge is the proud owner of a new Buick.

.....

AIRCRAFT SERVICES EXPRESSES SYMPATHY

Aircraft Services Branch expresses the sympathy of Center employees to the Joel Chennaults upon the loss of their infant daughter, Becky; and to Mr. and Mrs. Carl Nuckolls on the loss of their brother-in-law and brother, Mr. John Galbreath, who recently passed away. Our sympathy is also extended to Wesley Hodge, who lost his mother very recently.

.....

TEMTE TOURING WEST COAST

John Temte is taking a two-week vacation during which he is visiting in California and Seattle, Washington. We'll bet he has his hands full, as his wife and three of his children are going west with him, and his oldest child, who is now in California, will be in the car during the trip back, too.

.....

STORK PAYS VISIT

First thing Monday morning this week Josh Nessmith greeted other Facilities instructors with cigars and candy and a big smile - it's a boy, John T. Nessmith III, weight six lbs., nine ounces, born Sunday at 1300.

.....

GARDNER BUYS ACREAGE, PAINTS, CUTS HAND; CAR CATCHES FIRE - WHAT WOULD YOU DO?

Claude Gardner, Facilities chief, recently purchased a house and 15 acres of ground south of Wheatland. 'For the present' he said, 'we call it The Camp.'

Mr. Gardner suffered deep cuts in his hand two weeks ago when he fell on a glass jar while re-decorating the home. At the time of the accident he rushed out to the car with his torn, bleeding hand wrapped in a towell. Mrs. Gardner followed. The car wouldn't start and while he was 'priming' the carburetor the engine backfired and ignited the gasoline. There he was, motor flaming, his hand pierced through by jagged glass and bleeding badly, other cuts on elbow and leg. What did Gardner do? He remembered the fire extinguisher he always kept in the car - in a few seconds the fire was out and he and Molly were hastily walking up to a neighbor's house, where they obtained a ride into town.

.....

'PAPPY' LOWER ILL

'Pappy' Lower is down again. In Mr. Ray's absence, Pappy was more or less carrying the overall responsibility for General Services Branch. One of many duties was to inspect the insulation being blown into walls of Building 25, to determine whether or not the contract was being fulfilled. This necessitated climbing a ladder approximately 5' from concrete flooring. The ladder collapsed with Pappy, causing him to fall on his right arm and shoulder, resulting in a compound break. He is now in McBride Clinic in traction and later will have a cast put on his shoulder. At this writing he is not having visitors, however, if you wish to know when he is receiving visitors, contact his office.

.....

ON LEAVE AT FACILITIES

Byron Looney started 2 weeks leave Monday and expects to hunt and fish in northern New Mexico.

Emory C. Williams starts 4 weeks leave on Sept. 24. It is expected he will visit at Indianapolis, his former home.

Alfred Ashley returns this weekend from 2 weeks of well-earned leave in Texas and Arkansas, visiting relatives and seeing the sights.

.....

GSB VACATIONERS

Bob Ray is vacationing in Colorado.

Ted DeWitte is spending some time in Denver, Colorado. There seems to be no place like Colorado.

Asia Krause spent a week in Ponca City, her home town, doing mostly nothing. Course, the swimming pools in Ponca and Blackwell furnished plenty of water and sun. She shows having been in sun quite a bit. A very restful vacation doing only what she so desired?

Pappy Lower spent his vacation in his favorite haunts just shortly before his accident. However, we are unable to give you particulars at this writing.

Roberta Champlin seems to have had a marvelous week's vacation. She drove to Colorado where she visited at the Broadhurst Ranch at Monte Vista. Said she rode the range in a Jeep. She spent some time in Creede, Colorado, and Chama, New Mexico, her old stomping grounds. She must have had a marvelous time, because the food was good, cocktail parties were fun and dancing superb. She returned to 'dear old' Oklahoma City, only to fly down to Dallas where she enjoyed dancing, parties, dinners, etc. Having returned she tells us it's hard to get in the swing of being a working gal again. Had lots of fun, but ready to rest for the next round of parties.

Mr. Bone took annual leave and when asked what he did, he said he went fishing. He had a fine fish dinner, but told us he took the fish from the freezer. Do you suppose he went fishing, and catching none, purchased a mess? I've seen it done, haven't you?

Elmer Peterman took a few days off, mostly doing what he wanted to do when he wanted to do it. Course, we learned he did go fishing, but as yet, haven't heard a fish story.

Scotty Sell took off with a friend on different occasions to Ft. Worth and Dallas, Texas. Seems to have had a good time gallivanting around, seeing his favorite spots. We suppose he stayed out of mischief.

WALLACHS SETTLE IN MIDWEST CITY

Charles Wallach and family, well-remembered by many Center people, are settled in their home at 312 N. Arnold Drive in Midwest City. Mr. Wallach was formerly a Facilities Branch instructor and is a radio engineer for Gilfillan Co., stationed at Tinker AF Base.

MERCURY AND SEMI-TRAILER MIX IT UP

Bill Lucey's dark green Mercury mistook a semi-trailer for a low underpass a couple of weeks ago and wound up second best. Shaken up were other passengers in the car with Byron Looney suffering leg injuries requiring a doctor's attention.

The Merc is as good as new now, but Bill expects to watch closely while passing semi-s on SW 29.

Juanita Oment had quite an experience Sunday, Sept. 9. Her house lights went out during the storm and when she heard a sharp crackle when lightning struck an object nearby, she looked out to see what it might have been. To her surprise, the eaves of her home were burning. The water hose was connected, fortunately, so she dashed out in the rain and had the fire put out very shortly.

ORCHIDS TO THE PO DEPT.

'The Mail Must Go Through' is a slogan not to be sneezed at. One of our local suppliers actually received a bill from one of their jobbers addressed to 'Sivil Airmotics'. It has been filed in the 'Unaccountable' file, since there's no accounting for how it sneaked past someone's boss in the first place.

DO YOU SMOKE

Recently scientific tests conducted by independent research organizations have revealed that Chester Strikes contain less nicotine and less throat irritating tars than any other cigarette. That is because, among other things, Chester Strikes are smaller than any other cigarette.

INDOCTRINATION STUDENT MARRIES

Dorothy Lee DeBolt and Rudolph Mezas were married at the Baptist Temple at 6:30 PM Aug. 31. Mrs. Mezas is the daughter of Mr. & Mrs. M. DeBolt of Altoona, Kansas. Mr. Mezas is a Maint. Technician of Region I, assigned to La Guardia and Idlewild Airports, currently attending Indoctrination course. The couple will make their home in Rockville Centre, New York.

Tex Wilborn, Flight Inspection Branch, sends his appreciation for the lovely flowers sent him by the Employees' Association while he was in the hospital. Tex plans to be at work, without the aid of his crutches, before the month's end.

AVIATION SAFETY

Course A-2 (1). Aircraft Electrical Systems

8/20 - 8/31/51

T. V. Callahan	Miami, Fla.
V. M. Denison	Minneapolis, Minn.
Ora E. Gaines	Teterboro, N. J.
Fred V. Hamm	Birmingham, Ala.
R. B. Mueller	Huron, S. D.
Carl H. Peter	Clarksburg, W. Va.
J. S. Quick	San Francisco, Cal.
S. M. Samus	Muskegon, Mich.

Course B-10-2-Seaplane Ratings

8/20 - 8/31/51

James P. Colton	Wichita, Kan.
Wm. H. Grevenmeyer	San Diego, Cal.
Chas. E. Sharp	New Orleans, La.
Charles L. Walker	Seattle, Wash.

Course C2-44 - Air Nav. Aids & Oper. Ref.

8/20 - 8/31/51

Charles O. Bevis	Washington, D.C.
Harry C. Goakes	Washington, D.C.
A. C. Goddard	Denver, Colo.
Richard N. Petras	Elmhurst, Ill.

Course B5-23 - Airline Transport Pilot Cert.

Ref. - 8/27 - 9/7/51

R. J. Delamarter	New York, N. Y.
Jesse L. Eddy	Albuquerque, N.M.
C. R. Nelson	Jacksonville, Fla.
Ralph B. Ruedy	Wichita, Kan.

Course C-3-1 - Airplane Flight Manual (DC-6)

8/27 - 9/7/51

J. H. Bickerstaff	Atlanta, Ga.
R. O. Blanchard	Washington, D.C.
Paul J. Doan	Miami, Fla.
Lowell S. Harding	Miami, Fla.
Wm. R. Krieger	Dallas, Texas
M. N. Sandler	New York, N. Y.
D. H. Shroyer	Chicago, Ill.
R. B. Stophlet	Denver, Colo.
Brian J. Vincent	LaGuardia, N. Y.

ARRIVALS

Indoctrination Training Class No. 27-9/10-11/30/51

Region 3-Arthur P. Kohn	Toledo, Ohio
E. L. Sevenish	Covington, Ky.
E. M. VeZolles	Evansville, Ind.
Region 7-Robt. E. Mitchell	Seattle, Wash.
Region 8-V. S. Connelly	Anchorage, Alaska
Harold A. Davis	" "
T. C. Harris	" "
Edward A. Mone	" "
Charles V. Parker, III	" "
Sidney R. Porter	" "
Clarence E. Smith	" "
C. Gordon Smith	" "

ILS/VOR Class No. 32-9/3 - 11/30/51

- 17 -

Region 1-G. P. Christiana	Idlewild, N. Y.
C. T. Francis	Providence, R. I.
Region 3-Frank C. Bliesener	Milwaukee, Wisc.
N. B. Flechtner	Youngstown, Ohio
Region 6-Lou K. Mitchell	Lucin, Utah
Region 7-R. E. Sorenson	Spokane, Wash.
Region 8-Darrell Gilliam	Anchorage, Alaska
	Yakataga, Alaska

DEPARTURES

Indoctrination Training Class No. 24

6/18 - 9/7/51

Region 8-Thomas R. Watts	Anchorage, Alaska
Burton Wiley	" "
F. E. Witts	" "
David Zweibel	" "

7/2/52 - 9/21/51

Region 1-Norman Kusnetz	New York, N. Y.
L. C. Manning	" "
Ralph L. Menno	Bedford, Mass.
Rudolph Mezas	New York, N. Y.
Clinton Nutter	" "
Harold L. E. Rawson	" "
D.C. Office-Patrick P. Ahern	Washington, D. C.
F. Betlejewski	" "
John P. Clarke	" "
James J. Corless	" "

DME Class No. 6 - 7/9 - 9/14/51

Region 1-Jesse L. Acker	New York, N. Y.
George Grebos	Albany, N. Y.
Albert F. Muller	Washington, D. C.
John H. Seitz	Buffalo, N. Y.
Region 2-Loyd E. Aker	Atlanta, Ga.
Don L. Carmean	" "
Lloyd W. Claytop	Nashville, Tenn.
Frank Finger	Tallahassee, Fla.
Wm. P. Howe	Atlanta, Ga.
John R. Johnson	Montgomery, Ala.
Region 3-Theodore Barrett	(Formerly Covington, Ky.)
Howard Gould	Lafayette, Ind.
Michael Haddad	Romulus, Mich.
Glen R. Hughes	Bowling Green, Ky.
Edwin P. Hyman	Columbus, Ohio
C. J. Oleksak	Youngstown, Ohio
Region 4-James E. Ferril	Fort Worth, Texas
Region 5-Don W. Lowrey	Kansas City, Mo.
James F. Neary	" "
Ted Neidenberger	" "
Region 6-Van W. Haynes	Salt Lake City, Utah
Leo R. Johnson	Eos Angeles, Calif.
Region 7-Leslie H. Klahn	Boise, Idaho
T.D. - James Griffin	Indianapolis, Ind.



Little Robert told his father that he took second place at school--the top being held by a girl.

"Surely, Bob," exclaimed his father, "you're not going to be beaten by a mere girl."

"It's this way, Dad," explained the lad, "girls are not as mere as they used to be."

He: "My boss said I was a young man who would go far."

She: "You're going just so far--no matter what your boss said."

Have you heard about the girl who spends so much time in parked cars that they are now showing her on the road maps.

Women's styles may change but their designs remain the same.

Wife: "Someone kissed me in the dark."

Husband (in anger): "If I knew who he was I'd teach him a thing or two."

Wife (quietly): "You couldn't teach him a thing, dear."

I'd as soon hear a fisherman describe his catch as listen to a woman's account of her holiday.

Tenant: Why raise my rent when my rooms' away up in this miserable attic?

Landlord: You use more stairs than anyone else.

"Are you a member of the college crew?"

"No."

"Then stop stroking me."

On a side street in the Chicago Loop is a saloon called "Third Base", whose sign tells customers: "You must stop here before you go home."

People feel remorse only after enjoying the pleasure of disobedience.

Overheard at a trade association luncheon:
"The only thing the USO did was to keep vaudeville alive long enough to stink up television."

Teacher: "How old would a person be who was born in 1894?"

Johnny: "Man or woman?"

*It's said that
One plus one in monies
Won't add like
One plus one in bunnies!*

Now I ask you, which is worse: A wife who drives from the back seat, or a husband who cooks from the dining room table?

I've searched from Tangiers to Siam,
In climates cold and hot;
For a girl who'll take for for what I am,
Not for everything I've got.

I can't go to the masquerade with Joe.
Why not?

I'm going in my Hawaiian costume and he's going as a harvest hand.

A salesman, tired of his job joined the police force. After several months a friend asked, "How do you like being a policeman?" "The pay is good and the hours O.K." he answered, "but the best of all---the customer is always wrong."

Conductor: "Madam, you cannot travel first-class with a third-class ticket!"

Passenger: "But I'm one of the director's wives."

Conductor: "You couldn't do it, ma'am if you were the director's only wife."

Daughter: "I heard a good joke today."

Mother: "Let's hear it."

Daughter: "Wait till father leaves the room."

"Where did I come from, mother?" inquired a six year old, just home from his first day at school. This is is, thought his mother. She had read widely on the subject and knew exactly how to unfold the story of the birds and bees so that he would look upon sex as a normal, natural thing. So the mother told all. Then, curiously she awaited his reaction. "I just wondered," the child said. "The boy in front of me in school came from New Jersey."

A diamond is one of the hardest substances known to man, particularly to get back.