

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 23, 1952

OKLAHOMA CITY, OKLAHOMA

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NEW DME EQUIPMENT TYPE DTB ARRIVES FOR TRAINING LAB AT FACILITIES BRANCH

The long-awaited Type DTB Distance Measuring Equipment arrived at Facilities Branch DME training unit on Jan. 9 and is in test operation preparatory to laboratory instruction for the current DME Class No. 8.

Manufactured by Hazeltine, Inc., the equipment is one of many ground transponders to be shipped and installed along the Federal Airways during the next two years. The new unit includes dual transponders with associated monitors, plus complete built-in test equipment for accurate and rapid servicing.

Three Washington engineers arrived Wednesday of last week to confer with Facilities training instructors with regard to the new equipment. They were S. B. Poritzky, DTB project engineer, Establishment Engineering Division; J. H. Ewing, Maintenance Engineering Division; and Lou Elias, Training Liaison Officer, Maintenance Standardization Branch.

NEW SUPER CONSTELLATION, MODEL 1049 IS STUDIED BY AVIATION SAFETY AGENTS

The Safety Operations Branch conducted a C-3 course January 14 - 18 to acquaint the Aviation Safety Agents in Flight Operations Branches with the new Super Constellation, Model 1049, which will be used by Eastern Airlines and TWA. The Model 1049 for both of these airlines will be very similar in that they are operating at the same gross weight with only a variation in their performance.

The course is being presented by Agent A. G. Heimerdinger, Flight Test Engineering Agent from Region 6, who conducted the certification program on the Model 1049; and Agent Martin Sandler from Region 1, who is handling the flight performance as included in the approved operating manual.

The purpose of this course is to acquaint agents associated with the two airlines with the approved operating manual by going over all of the limitations, normal operating procedures, emergency operating procedures, performance of the airplane as operated out of various airports, and to generally cover the flight characteristics of the airplane in various phases of operation.

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GUEST EDITORIAL

PERFECTION OF SERVICE - A CHALLENGE

Our responsibilities here at the Center offer a challenge requiring constant analysis and evaluation of our methods, equipments and systems. It is the challenge of a goal which can never really be reached - perfection of service! Continuous progress toward this goal is, however, limited only by the limits of the interest, imagination and initiative which we apply in our respective areas of responsibility. Participation in such a program cannot be other than a deep source of personal satisfaction and gratification to each of us.

BEHIND THE NEWS THIS ISSUE

function and operational methods of each unit. We can feel justly proud that other countries are anxious to pattern their own civil aviation affairs after ours.

The pictures of the training laboratories in Air Traffic Control could not possibly do justice to the work of a score of technicians and instructors who designed and built them. Nor can words describe adequately the operation of the training units. One should see for himself what initiative (and funds) can do. Visit, if you can, while ATC holds a training session for one of the Air Force classes. In another story you may read that another of these complete training aids was built at the Center and shipped to Indonesia under the overall direction of F. A. Green, representing ICAO (International Civil Aviation Organization).

There's high activity and enthusiasm these days at Facilities Branch where the DME training unit is busy setting up a new laboratory with the latest Distance Measuring Equipment, DME. For many months, it has been necessary to teach its operation characteristics without the aid of the new type equipment. That's a difficult task and not very satisfying to either student or instructor. Congratulations are in order. We'll show a picture next time.

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FOREIGN NATIONALS APPEAR ON TV AS GUESTS OF STATION WKY

On December 25, Christmas Day, the Foreign National students assigned to Airways Operations Branch were invited to participate in a television program sponsored by WKY-TV in Oklahoma City. They were accompanied to the studio by Grover J. Fulkerson and Charles R. Myers, Instructors in Air Traffic Control Section, and participated in the program 'Guest Room' featuring Mrs. Prissy Thomas.

The following students attending were: Celestino Lamboglia, Diego Hurtado and Pedro Cohen from Panama; Octavio Moran from Ecuador; Suvindh Thongaram, Thailand; Oscar Rios, Costa Rica; Izzet Shbaro, Antoine Bedran, and Michel Anbar from Lebanon.

The discussion during the program was related to the various ways that Christmas is celebrated in the different countries represented by the students.

Mrs. Thomas served cake and coffee to the guests, and also presented each of them with a small personal gift from under the Christmas tree.

The program was well received by the station personnel and the students enjoyed it very much.

VOR SIMULATOR DATA OBTAINED

Stanley North, of the Electronics Establishment Branch in Washington, spent January 10 in the Simulated Flight Training Section conferring with Gordon Post and Norman Jessup. Mr. North obtained sufficient information and diagrams to enable his branch to duplicate the VOR Simulator for a Link Trainer, which Mr. Jessup developed several months ago.

ENGINEERING COURSE OFFERED BY A&M

A three hour course, Engineering Economy, with credit toward an engineering degree will be offered through Oklahoma A & M on Mondays starting January 28, 7:00 to 10:00 PM in the Jefferson Building at 23rd and Western. The instructor will be F. G. Smith.

NEWS BRIEFS

Voice communication has been added to the TVOR facility operating at Will Rogers Field under the jurisdiction of the 4th Region.

Work is progressing at Facilities Branch on the remodelling of buildings for new ILS Localizer and VOR installations. The added facilities will give more laboratory training time in the ILS/VOR course.

SCRAP METAL AND PAPER PROGRAM HOT AT SUPPLIES AND SERVICES

Orchids to those Branches who are giving our scrap metal generation activities such good support. On the honor roll since our last squib on the subject are the following: Aircraft Standardization with approximately 4,000 pounds; Facilities Flight Inspection 2,000 pounds; General Services 1,250 pounds plus a group of salvage wings which brought over \$3,200, in addition Aircraft Services, the Motor Pool and Aircraft Standardization contributed over fifty storage batteries and a variety of salvage aircraft parts to our stock pile. As we meet the deadline we hear that Aircraft Standardization has another storage area about ready to go. Congratulations and keep up the good work!

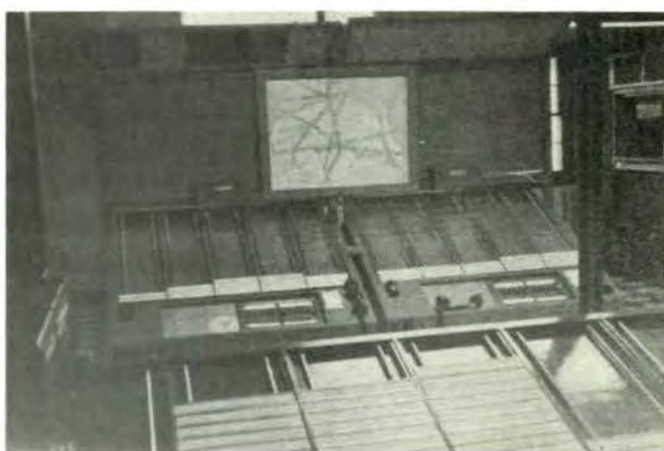
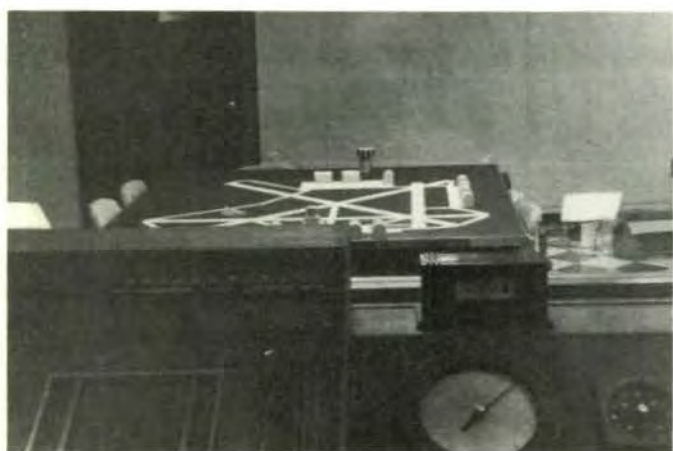
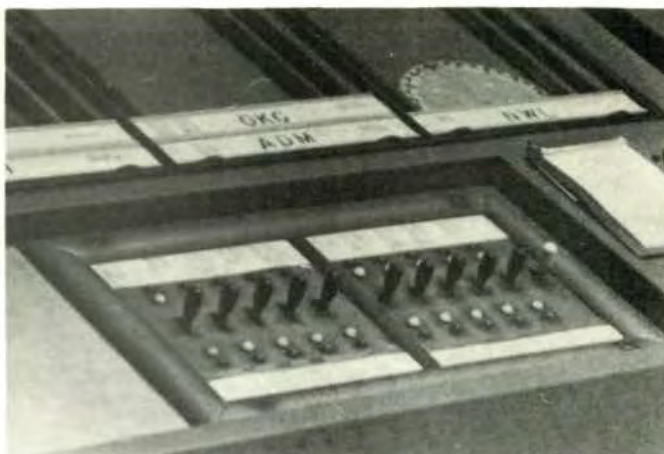
We had with us Robert L. Jones, of Organization and Methods in Washington, who 'helped' our Records Disposal Program off to a good start. Incidentally, perhaps we should give Mr. Jones an orchid too - from where we sit it appears we will shortly have another load of scrap paper on the way to the mill!

JOINT FLIGHT INSPECTION & ENGINEERING CONFERENCE ATTENDED BY SHIMP

J. Chester Shimp, Chief of Flight Inspection Branch, spent two weeks in Washington during the month of December attending a joint conference between the Facilities Flight Inspection Branch and Facilities Engineering personnel. The purpose of the conference was to resolve VOR commissioning criteria. This conference was generally devoted to a review and refinement of the VOR commissioning flight check criteria and the re-evaluation of flight check procedures used for both commissioning and recurring safety type of flight checks.

GLEN GOUDIE GATHERS TRAINING MATERIAL

Glen E. Goudie, representative of ICAO, was a recent visitor to the Facilities Branch while at the Center. Mr. Goudie requested copies of all training material available at the branch for use on his technical mission to Iceland. He stated that wherever he traveled, he heard words of praise for the training given to technicians of foreign governments by the Facilities Branch of the Aeronautical Center. We are glad to hear compliments such as these and are glad to know that our work is appreciated.



AIR TRAFFIC CONTROL TRAINING EQUIPMENT

A few issues back we introduced you to the men in Bldg. 25, the Air Traffic Control section of the Airways Operations Branch. In this issue we are presenting pictures of some of the equipment installed in the tower and center laboratories for use in simulating traffic control procedures. In developing this equipment, an effort was made to duplicate actual equipment used in CAA tower and center facilities. Where it was cheaper, mock-ups were used rather than expensive operational instruments. The altimeter indicators are a case in point. The three tower labs are equipped with mock-ups of standard Kolzman Altimeter Setting Indicators.

The top picture (left column) shows one section of the instrument panel inside the tower cab. Displayed are the Altimeter Setting Indicator (upper left), and the Wind Direction and Wind Velocity instruments just to the right. The 102A key box installation in the lower left connects the tower by telephone with the other agencies on the airport and with the air route traffic

(Continued Page 12) **ATC TRAINING EQUIPMENT**

In the second picture (left column) we are looking across the control desk in the tower cab out toward the table which is constructed to simulate the Will Rogers Airport. The miniature hangars, rotating beacons, runways (equipped with controllable runway lights), and taxi-ways are constructed to scale and duplicate the OKC airport very closely. The switches just to the left of the clock are used to select the transmitting frequencies available to the controller trainees. Arrangements have been made so that the 'pilot' listening on 121.9 for example, will not hear a tower transmission on 126.18, and student controllers must become proficient in selecting the proper transmitter frequency. All **clocks** are controlled by a single switch, and when traffic conditions get too involved for the trainee, the instructor 'stops the clock'.

The third picture (left column) shows the airport table. The main emphasis of the training is directed to **IFR** procedures, and the **activities** simulated are primarily instrument flight rule operations. Pilots, seated around the table use microphone and headsets provided at 6 positions. The control switch visible on the corner of the table allows 'pilots' to select any one of three frequencies for contacting tower cab. A fourth frequency is provided for use in contacting the center lab controller. Jim Elkins and C.P. Jensen, Maintenance Technician and Aeronautical Center carpenter respectively have done much work in conjunction with the instructors to develop and install the equipment.

AIR ROUTE TRAFFIC CONTROL PRACTICAL APPLICATION LABORATORY

Three pictures of one of the Air Route Traffic Control Laboratories show the general scheme of this part of the Aeronautical Center training installation. The purpose of these center mock-ups is to simulate the working procedures of the Fort Worth Center, and to create traffic problems which will provide the student with exercise in all operating positions of an actual center. Since traffic control centers receive most of their information about aircraft movement through an extensive interphone system, the simulation of this phase of the Center equipment has been given very extensive treatment.

The interphone key box pictured top right allows the real Fort Worth center direct telephone contact with communications stations, control towers, airline offices, weather bureau stations, military communications facilities, and all other necessary aviation agencies within the Fort Worth area. These offices relay the center clearances and messages to pilots, and forward

(Continued Page 12) **ATC LAB**

The center right photo is a view of the center laboratory as seen through the glass separating the remote room from the center. In the lower left corner we see the interphone key box provided for the remote room operators. The students in the remote room provide all necessary communications which will be required by the traffic situation being simulated. The success of the laboratory training is due to the degree of realism achieved by the remote room operators as they forward information and reports to the controllers. Use of 'canned' problems and situations is almost entirely avoided. Following the flight of all aircraft on their own flight progress strips, the remote room operators experience little difficulty in forwarding reports in very much the same way they would be forwarded to the Fort Worth center in actual practice.

The third view of the center laboratory (bottom right) shows the two flight progress boards in the control room. Two designator strips are used in each bay to allow posting all the fixes in the Fort Worth area in two sectors. The chart above the board is a picture of the actual Fort Worth center area. All mileages, minimum altitudes, **etc.**, are **determined** by reference to **RF** charts and are not different from those used by Fort Worth in any instance. The switch which can be seen below the chart is that handy traffic control tool that Fort Worth controllers might wish they had at times, the master clock switch. Stop the clock, traffic stops.



NOT JUST ANY OLD CRATE - The label reads:

Mr. Lake Littlejohn, Chief
ICAO Technical Assistance Mission
c/o Department of Civil Aviation
Kementerian Perhubungan
DJ. Hajamwuruk No. 2
Djakarta Indonesia

The photograph above shows the completely export-packed Air Traffic Control and Communications Training Unit destined for Djakarta, Indonesia.

Personnel of the Airways Operations and Facilities Flight Inspection Branch assisted F. A. Green, ICAO representative of Montreal, Canada in the design and fabrication of this unit, working after hours and weekends.

After tests, the completed unit was disassembled and turned over to Project Materials Division where all units were wrapped and packed for export. The component parts were then packed in three separate crates which were waterproofed and installed on a skidded platform and banded down with steel straps. After the crates were waterproofed, a double-built box with waterproofing was built around the skid platform and crates, making the complete package thoroughly waterproof and weather-tight. All marks were then applied and as soon as the required export license is received, this packaged unit will be forwarded to its final destination by the Santa Fe Railway Company on one through waybill. The shipment will go through the port of San Francisco and will be loaded on a steamship of the American President Lines. By placing all of the training equipment in one box, it will be impossible to lose vital components while enroute. This is considered to be a very important factor in shipping materials half way around the world.



SNOW PLOW IMPROVISED AT AIRCRAFT SERVICES FROM SURPLUS TRACTOR

Here is another example where necessity becomes the mother of invention. Our Chief, Monroe Ebner, noticed the contour of an old steam boiler resembled the blade of a snow plow, so he had Jack Lamb cut out a section for the blade. Jack Lamb, Wesley Hodge and Clyde Elliott worked on this project in their spare time and also, on some of their lunch time. The blade was attached to an old clec-trac that we acquired from surplus. The plow has been economical and has helped by keeping snow cleared on the south ramp as well as a portion of the north end of the new hangar.

The shipment is 61" wide, 71" high, and 86" long, weighs 2950 pounds, occupying 216 cubic feet. 1550 board feet of lumber, 35 pounds of nails, 1400 square feet of waterproof paper, and 100 pounds of packing were used on this project.

If field evaluation of this equipment proves successful, it is planned to build several more trainers for foreign locations.

LATEST INSTRUMENT INSTALLED ON N-300

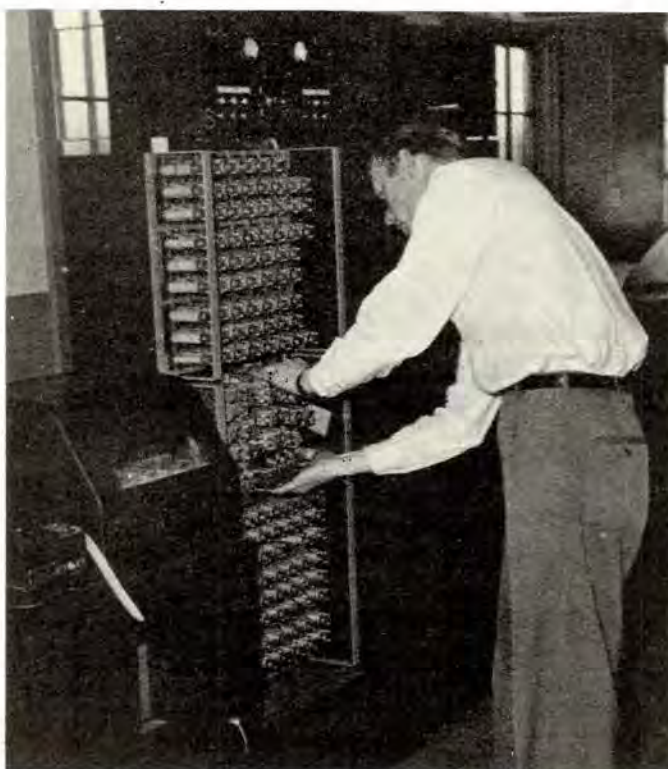
The Safety Operations Branch has received the latest type Pioneer Omni-Mag Instrument, which combines the ILS Localizer and Glide Path Displacement Meters, the Omni Course Selector, the To-From Meter, Flag Arms, and the Course Interception Angle. This device is being installed in N-300; at a later date it will be possible to interchange it between N-300 and N-50. It will be used to demonstrate latest developments in instruments of this type to Aviation Safety Agents assigned to various courses here at the Aeronautical Center.



NAVY FLIERS VISIT CENTER

On January 6, 1952, Lt. Cmdr. F. G. Koenig and Lt. (jg) N. Sabin, from the Naval All Weather Flight School, Corpus Christi, Texas, visited the Technical Assistance Division and Safety Operations Branch to obtain detailed information on the Terminal Omni range. In the picture at the left are, left to right: John Kempf and W. D. Jones, Safety Operations Branch, Lt. Cmdr. Koenig and Lt. (jg) Sabin.

* * * * *



MEDIS UNIT IS PUT IN OPERATION AT FACILITIES INDOCTRINATION SCHOOL

A recently acquired Message Diversion unit has been put into operating condition by Indoctrination School instructors as a step toward preparation of an Advanced Landlines training course which may eventually be offered at Facilities Branch.

In the center photo at left, C. V. Hannan is shown working on the MEDIS unit which includes upward of 150 relays. Walter Zuhn and Mr. Hannan, with the assistance of Robert Swinney, who is shown in the bottom photo at work on the companion MEDIS Test Unit, have completed installation and have made numbers of test demonstrations for interested instructors and Center personnel. They can demonstrate SECO operation on programmed messages, as well as message diversion by the MEDIS unit.

Included with the equipment are an FRXD (re-perforating transmitter-distributor) and at present, only one multiple reperforator. Both of these are components of the MEDIS unit.

* * * * *



STANDARDIZATION PROGRAM ADDS MORE BEECHCRAFT FOR AVIATION SAFETY

The electronics installation in N-2 is complete and the flight checking will be completed around February 1. With the delivery of N-2 to the Civil Aeronautics Board, only two Douglasses remain at the Center for standardization; N-14 scheduled for Region 8 and N-24, which is a spare to be used by the various regions when their assigned Douglas plane is sent here for modification or overhaul.

Stanley North, W-356, has been to the Center to assist in the planning and design of radar transponder equipment installation for N-21, a standardized Douglas aircraft assigned to the Washington Office. Mr. North also assisted in the planning of prototype UHF communications equipment which is proposed for all Federal Airways Flight Inspection aircraft. The feasibility of installing panoramic adapters in the Douglas type aircraft was discussed, and it is planned to make a prototype installation in Douglasses N-10 and N-21.

Beechcraft N-69 was delivered to Region 3 on January 5, being number nineteen to leave the Beechcraft standardization line. The delivery of N-49 and N-64 within the next two weeks will mark the close of the Beechcraft standardization program with respect to Federal Airways equipment. Twenty Beeches are scheduled for the fiscal year to be standardized for Aviation Safety.

NEW AACs FLIGHT INSPECTOR CLASS SCHEDULED

Army Air Force Flight Inspector Class 52-C, conducted by Flight Inspection personnel, was completed on January 11 with six students receiving certificates of completion: Capts. H. E. Anderson, W. H. Costelloe, E. S. Oniszko, E. D. Thompson, 1/Lt. R. M. Farber and Sgt. L. C. Lindgren.

Air Force Class 52-D commenced on January 14 and will continue for a period of six to eight weeks, with six students enrolled: Major L. L. Paquette, Capts. Jack Briery, C. V. Conrad, R. M. Ehrlick and Sgts. William M. Jones, and T. F. Heuston.

FACILITIES BRANCH SENDS TRAINING MATERIAL TO GREECE

The Facilities Branch has had a request for training material for use in Greece. L. T. Crawford, now on a technical mission to Greece is preparing technicians there for attendance to the Aeronautical Center Facilities Branch training courses.

NEW VOR COURSE MATERIAL READY

New VOR course material is now being mailed out from Facilities Branch to field personnel who have requested it. There has been some delay due to getting plates prepared from photographs and getting a correction sheet prepared. The new material is now in use at regular resident training on VOR in the ILS/VOR school.

INSTRUCTOR FOSTER AT TELETYPE SCHOOL

Ellard W. Foster, Facilities Indoctrination Instructor, has been on a school assignment of two weeks at Teletype School in Chicago where he studied Model 28 high speed printer equipment. Instruction on this equipment will soon be added to the Indoctrination Training Landlines course.

SURPLUS SNJ-4

Mr. Lawrence E. Hall, Chief, Equipment Development Section, Public Health Service, Savannah, Georgia, called at the Aeronautical Center recently and picked out two of the SNJ-4 airplanes we are offering for sale for utilization in their research program.

At press time arrangements were being made for the sale of the last aircraft.

AVIATION SAFETY INSTRUCTOR ASSIGNED TO ASDO

Bob Soehner, Safety Operations Branch, was assigned to the District Office in Teterboro, N. J., for a period of two weeks beginning January 7. During his stay there he will get a refresher on airman activities and will visit the Edo factory to study float operations.



C. J. MCGINNIS LEAVES FOR POST IN CAA AVIATION DEFENSE OFFICE

C. J. McGinnis, for nearly six years an official of the Aeronautical Center, left for Washington, D.C. on January 5 to assume a position in the Office of Aviation Defense Requirements.

He is shown at left receiving a gift from his many friends and presented to him by Wm. Jackson, Personnel Officer, who "played Santa Claus" at a Christmas office party.

HAPPY YULETIDE AT OFFICE PARTY

Everything from Santa Claus "Bill Jackson" to a decorated Christmas tree and gift packages made the Yuletide office party at headquarters a merry occasion.

A group of secretaries in the photo at left were not so camera shy (or were more photogenic than the gentlemen present) and were easily snapped by cameraman O. A. Nash.

Starting at left, they are: Ruth Herman, Maurine Peaden, Cleo Allred, Hilda Aaron, Eva Metz, and Hazel McBride.



OFFICERS OF FOREIGN NATIONAL TRAINING PROGRAM WERE VISITORS AT AERO. CENTER

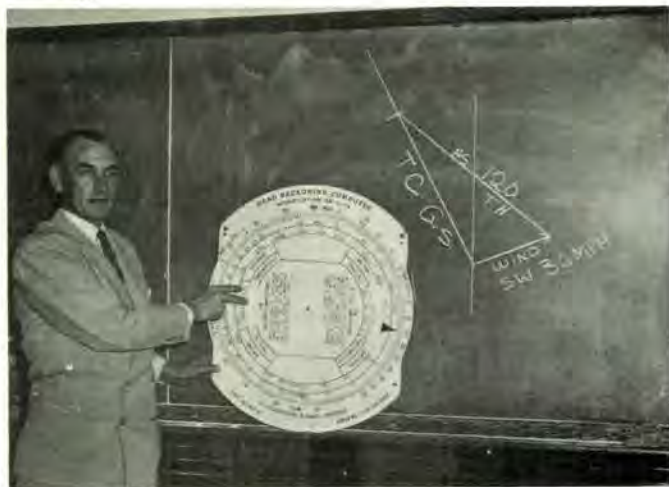
Mr. Royce G. Kunze of International Region and Mr. Harold W. Earp, Washington Foreign National Training Officer, visited the Center early in January. In the photograph at left, taken in front of Air Traffic Control, Building 25, the visiting officials and W. E. Cruse, Airways Operations Chief, are shown with the current foreign national class which graduates March 14.

Front Row, left to right: Octavio Moran, Ecuador; Diego Hurtado, Panama; Mikhael Anbar, Lebanon; Oscar Rios, Costa Rica; Suvidh Thongaram, Thailand; Santiago Faz, Chile.

Second Row, left to right: Izzet Shbaro, Lebanon; Antoine Bedran, Lebanon; Celestino Lamboglia, Panama; Pedro Cohen, Panama; Nestor Sanchez, Panama.

Third Row, left to right: George A. Crowley, Acting Chief, ATC Section; Charles E. Dowling, Mr. R. G. Kunze, Mr. H. W. Earp, Mr. W. E. Cruse, Chief, Airways Operations Branch.





COMMUNICATIONS OPERATIONS INSTRUCTORS BRING WEALTH OF EXPERIENCE TO TRAINING

A previous issue of the **BEACON** carried an article describing the activities of the Air Traffic Control Section of the Airways Operations Branch. This article deals with the companion unit, the Communications Operations Section.

Communications training was started at the Aero Center in 1946. Since then, more than 600 Airways Operation Specialists (Communications) have been recruited and trained for duty in Alaska. During the past year, a sizeable number have been processed through the Center for duty in the Pacific Islands. Communications training programs have also included foreign-nationals from such places as Lebanon, Greece, Philippines, Panama, and various South American countries. The accompanying pictures portray several phases of communications operations training. Also included are biographical sketches of communications operations training. Also included are biographical sketches of communications instructors, as follows:

HERBERT B. BRIDGES, left above, shown teaching a navigation class the use of the slide rule

(Continued Page 12) **HERBERT B. BRIDGES**



EUGENE L. MARS, whom we photographed in the act of teaching the principles of ATC strip marking, began his communications career by entering the U. S. Navy Communications School at San Diego, California, in March 1936. Following completion of this course he saw four years service which included numerous cruises to Europe and foreign countries aboard the U. S. New York. In June 1940 he went to work for CAA at Fort Bridger, Wyoming, and then transferred to Garden City, Kansas, a year later. In March 1942 he was promoted and transferred to Parco (Sinclair), Wyoming, as Assistant Chief Communicator. In August 1942 Mr. Mars decided he would like to re-enlist in the Navy as a Warrant Officer, however, the CAA convinced him they needed

(Continued Page 12) **EUGENE L. MARS**



Shown at his desk is **RAY F. OKERLUND**, the Acting Chief of the Communications Operations Section, who keeps an eye on the communications training program. He started out in communications with the Navy in 1928. After a number of years of military and commercial communications assignments, he joined the CAA in January 1938 at Helena, Montana. He transferred to Fairbanks, Alaska, in 1940, when CAA operations in the Territory were started. He served as Chief of several Alaskan stations, his last facility assignment being Chief Overseas Communicator at Anchorage in 1945. He got started in the training of personnel as a Communications Inspector attached to the Anchorage Regional Office. He has been associated with the communications training

(Continued Page 12) **RAY F. OKERLUND**.

COMMUNICATIONS OPERATIONS *(Continued)*

STUART G. WILLIAMS, shown pointing to an aeronautical chart while working up flight assistance service course material with instructor Don Church, served 3 years in the U. S. Navy from 1942 until 1945 and gained much of his communications background during this period. In October 1945 he came to CAA and went through the Seattle Training School and was thence assigned to Anchorage OFACS during the early part of 1946. In 1947 he was selected to fill the temporary position of Communications Instructor in Region 8, and it was during this period that he was detailed to the Center for several months to assist in communicator training. The latter part of 1947 Mr. Williams returned to Anchorage as a Sr. Overseas Communicator, a position held until his promotion to Airways Operations Specialist, Fixed Communications, during the latter part of 1948. In July 1951 a permanent transfer to the Aero Center was effected as a Communications Instructor.



DON H. CHURCH, photographed in the top left photo with Mr. Williams, completed the aircraft communicator course at the Seattle Training School of CAA in August 1943, and was immediately assigned to the Annette

(Continued Page 12) **DON H. CHURCH**

RICHARD B. COLLIER, whom the camera caught monitoring a Link trainer problem being given by instructor McFarland, seated at the desk, went to work for CAA in 1940 as an aircraft communicator at Belgrade, Montana, station. Prior to that time he had been engaged in communications as a 'ham' since 1934. Successive promotions

(Continued Page 12) **RICHARD B. COLLIER**

JOSEPH T. MC FARLAND, shown seated at the instructor's desk of the Link Trainer, was graduated from Western Washington College of Education at Bellingham in 1934 and spent the next seven years in public school work in Washington state. He joined CAA in 1944 and went through the course of training at the Seattle Training School. He was immediately assigned to Alaskan

(Continued Page 13) **JOSEPH T. MC FARLAND**



JOHN R. KENNEDY, whom we caught in the midst of teaching the principles of Air Traffic Rules, has been with CAA since 1942, at which time he entered the first class of the Kansas City Training School. He had just completed a course of study in communications operations and maintenance, preparatory to taking a job with the airlines when he learned of CAA's need for personnel and decided to accept appointment. Following completion of the training course he was assigned to Rock Springs, Wyoming, where he remained until September 1943. He had asked for Alaskan assignment during the call for volunteers, however, the need for personnel in the Pacific Islands had

(Continued Page 13) **JOHN R. KENNEDY**

ATC TRAINING EQUIPMENT (Continued from Page 5)

control center. In the labs, these interphone lines go to an instructor's desk outside the tower cab, and to one of the center laboratories. The controls in the right foreground are used to control the volume of all frequencies used by pilots calling the tower. All of this equipment except the interphone was manufactured here at the Aeronautical Center by Howard J. Barnett, of the Flight Inspection Branch, and the ATC instructors.

ATC LAB. (Continued from Page 5)

and messages to pilots, and forward pilot reports, weather information, etc., to the Fort Worth Center controllers. In our laboratories, the telephone lines do not extend to any actual aviation agencies, but terminate in an adjacent room which has been designated as the 'remote room'. The signalling system used between the center and the offices concerned has been duplicated as nearly as possible.

COMMUNICATIONS OPERATIONS INSTRUCTORS

(Continued from Page 10)

HERBERT B. BRIDGES - side of an E6-E computer, can look back to 1927 when his communications career started with the U.S. Marine Corps, progressed through the Nicaraguan Campaign, and later included active service with the Nicaraguan Government. In 1937 he took his first CAA job as a Junior Radio Operator in the old Fifth District at Buffalo Valley, Nevada; a year later he transferred to Plymouth, Utah, as Operator in Charge. Following two years of duty at Plymouth he responded to the urgent call for volunteers in Alaska by transferring to Petersburg and serving as chief of the station for a year. In 1940 he was promoted to the chief's position at Annette Island (Ketchikan) where he remained until 1942. Mr. Bridges' next promotion came as a Communications Inspector to which positions duties were added those of instructor in the Training Center until the transfer of that facility to Seattle. He was next promoted to Chief Communications Analyst and served in this capacity until transfer, at his own request, back to the Chief Aircraft Communicator position at Annette Island. A permanent transfer to the Communications Instructors Staff of the Aeronautical Center was made in 1948.

COMMUNICATIONS OPERATIONS INSTRUCTORS

(Continued from Page 10)

EUGENE L. MARS - worse than the Navy so he stayed. He answered the critical call for help during the latter part of 1942 by transferring to Anchorage, Alaska, where the rapid turnover in personnel soon put him right near the top of the seniority roster and convinced him it was the place to remain for a while, thus he effected a permanent transfer. During the remaining 3 years part of the time was spent as acting chief at Anchorage and assignment to the CEMO. In April 1948 he transferred permanently to the Aeronautical Center as a Communications Instructor.

RAY F. OKERLUND - program at the Aeronautical Center since it began operations in 1946. His wife and three children are very happy in Oklahoma City. 'Frosty', the youngest, is just a year old, and although he didn't make the 'run' he is 100% Oklahoman.

COMMUNICATIONS OPERATIONS INSTRUCTORS

(Continued from Page 11)

DON H. CHURCH - Island, Alaska station. In March 1944 he was promoted to the position of Sr. Aircraft Communicator and served in this capacity until July 1946, at which time he was promoted and transferred to the position of Chief Aircraft Communicator at Aniak, Alaska. In July 1948 he moved up to the Station Manager's position at Bethel, Alaska, where he remained until 1950. He also served as Station Manager at McGrath and King Salmon, Alaska. He transferred to the Aero Center as Communications Instructor in July 1951. Mr. Church and his wife have been active 'hams' for several years, and Mrs. Church completed the Seattle Training School course with her husband, which enabled them to go to Alaska as a husband & wife team. Mr. Church has been a pilot since 1944.

RICHARD E. COLLIER - and assignments included the Everett OFACS and Chief Communicator at Missoula, Drummond, and Outbank stations, the latter of which he commissioned. From 1944 to 1946 he was on military leave in the U. S. Army Signal Corps. Following discharge from the service he was in charge of the Ephrata and Pendleton stations successively until resigning in order to attend the University of Washington where he was graduated in 1950 with a BA degree in Political Science in Public Administration. Mr. Collier was able, through a fellowship from the Carnegie Corporation, to continue studies in Washington University's Graduate School and he will soon

(Continued on Page 13) **COMMUNICATIONS
OPERATIONS INSTRUCTORS**

COMMUNICATIONS OPERATIONS INSTRUCTORS

(Continued from Page 12)

RICHARD B. COLLIER (Cont'd.)—receive his Masters Degree. Returning to the Seattle OFACS in the early part of 1951 he served there as Sr. Overseas Communicator until transferring to the Aeronautical Center in August. He holds a commercial pilot and flight instructor ratings and for several years owned and operated his own airplane and sailplane. He is a communications officer in the Air Force Reserve.

(Continued from Page 11)

JOSEPH T. MC FARLAND duty at Kodiak, with subsequent duty at Galena, Yakutat, and Umiat, where he became Chief Aircraft Communicator. In 1948 he felt that he had had enough of the chilling cold of Alaska and decided to transfer to the Pacific Islands where he accepted assignment to the Honolulu OFACS and remained for two years. For an additional year and a half Mr. McFarland was stationed on Wake Island where for a period of time during the absence of the Chief Overseas Communicator, he served as acting chief, and from what we have heard, did an admirable job of handling a tough communications assignment with a shortage of personnel during the hectic days of the start of the Korean airlift. He joined the Communications Instructors Staff at the Center in August 1951.

JOHN R. KENNEDY - grown more critical and he was transferred in grade to Hilo, Hawaii. In March 1944 he was promoted and transferred to the Honolulu OFACS where he remained, eventually becoming chief of the INSAC station. During 1948 he was detailed to the job of increasing the number of certificated personnel by conducting training classes for Honolulu personnel and correspondence courses for personnel on outlying islands. In May 1951 Mr. Kennedy was detailed to the Aeronautical Center as a Communications Instructor and later permanently transferred to the position in August.

OKLAHOMA 'HAMFEST'

The 'hams' of Oklahoma will convene at Oklahoma City, 1330 hours Sunday, February 24, at Beverly's Drive-In. The ACAPC will be one of the co-sponsors of the 'Hamfest', which will have Civil Defense as its main topic.

AMATEUR RADIO CLUB NEWS

The Aeronautical Center Amateur Radio Club will usher in February with a meeting 1930 hours Friday, Feb. 1. Robert S. Lee, W5GCK, will speak on the subject of mobile converters and will demonstrate his own home-built converter

OFFICIAL TRIPS MADE BY CENTER PERSONNEL

On January 9, George Crowley, Acting Chief, Air Traffic Control Section, flew to Albuquerque, N. M., via Denver, Colorado. This trip was for cockpit familiarization while flying with an air carrier company utilizing VHF omni-directional radio navigation equipment. Mr. Crowley conferred with the Vice President, Operations, Continental Airlines at Denver. He returned to Oklahoma City via El Paso, Texas.

Grover Fulkerson and Charlie Myers, Instructors ATC Section, drove to San Antonio, Texas, on January 14. While there they will observe operations at the San Antonio Center and Tower and also will engage in the actual control work at these facilities. Both Fulkerson and Myers will remain on duty at San Antonio for two weeks.

Guy Faulkner, Aircraft Branch, has been assigned to the Bell Helicopter factory at Fort Worth for the past two weeks to study and observe operational and maintenance procedures on the Model 47.

Stuart G. Williams, Communications Instructor Airways Operations Branch, is taking refresher training at the Oklahoma City INSAC.

Bob Spear, Aircraft Branch, spent one week at the Sikorsky Plant investigating operation and maintenance on the Model S-55 Helicopter which is to go into service with Los Angeles Airways.

John Tente, Aircraft Branch, visited Northwest Airlines maintenance and overhaul base at Minneapolis to observe maintenance techniques. Also, both Tente and Bob Spear attended a special service and maintenance school conducted by Vickers at Detroit. The school covered new developments in hydraulic equipment.

Raymond Matthews, Aircraft Branch, visited the Douglas and Lockheed plants in the Los Angeles area to investigate new systems on the Constellation L-1049 and proposed systems for the Douglas DC-7.

VISITORS

- Dec. 7 - Mr. R. C. Hoppers, U.S. Civil Service Commission spent several days at the Center.
- Dec. 10 - Henry Dobrovolny of the Washington Office, visited Facilities Branch.
- Dec. 12 - H. E. Theall, Supervisor Field Engineer for Sperry Gyroscope Co.
- Dec. 12 - K. Phillips Kallman, Field Engineer, Tinker Air Force Base.
- Dec. 12 - Lt. Andrew J. Dill, Assistant Air Traffic Control Officer, Carswell AFB, Ft. Worth, Texas and W. V. Fox, Chief Air Route Traffic Controller, Ft. Worth, Texas, were at the Center to obtain some material in connection with Air Traffic Control training of USAF personnel.
- Dec. 14 - Capt. James A. Andrews and Lt. Arnet D. Sorters, Kelly AFB visited Air Traffic Control Section.
- Dec. 15 - Col. Stanley W. Irons, Capt. G. N. Masterson and Capt. D. W. Hastie, 185th Tac. Squadron, Oklahoma National Guard, visited Air Traffic Control Section.
- Dec. 18 - William H. Benge, representative of TransOcean Airlines, formerly of CAA International Region.
- Jan. 4 - Sam Taylor, Third Region, was here to pick up N-69.
- Jan. 5 - Tetsuo Oba, Director of Japanese CAA and Ichiro Marahashi, Administrative Director of Japanese CAA.
- Jan. 5 - Major J. B. Stapleton, 1800 AACS Squadron, Tinker AFB, visited Air Traffic Control Section.
- Jan. 7 - Walter Watzek, Deputy Administrator, Dept. of Civil Aviation, Austria, visited Federal Airways and Aviation Safety.
- Jan. 7 - G. E. Luecker, Electronics Engineer, Washington, visited FMD.
- Jan. 8 - G. E. Goudie, Development Coordinator, Washington Office, was here to discuss the ATC training program.
- Jan. 9 - A. K. Whitacre, Fifth Region, visited the Center several days and while here, assisted Mr. Forman with some budget work.
- Jan. 9 - Stanley North, W-356, visited Facilities Flight Inspection.
- Jan. 14 - Mrs. Virginia Johnston, Chief, Placement Division, Miss Ruby Foster, Deputy Chief, Classification Div., and Robert Jones, Records Management Officer, all of the Washington Office.
- Jan. 14 - K. P. Turner, General Services Administration, Dallas, Texas, spent the day at FMD.
- Jan. 15 - Lawrence B. Hall, Engineer with U.S. Public Health Service at Savannah, Ga., visited Supplies & Services Section.
- Jan. 15 - H. R. McCullough, Flight Inspector from Fourth Region arrived to spend a few days visiting Facilities Flight Inspection.
- Jan. 17 - Miss Ruth Thompson, Chief, Classification Section, Second Region and H. G. Christman, Chief, Classification Section, Fifth Region, arrived at the Center for a few days.
- Jan. 17 - S. A. Kemp, Deputy Regional Administrator, Fifth Region, visited the Center enroute to Honolulu.
- Jan. 17 - C. George Younkin, Chief, Records Management Division, General Services Administration, Dallas, Texas was at the Center on official business.
- Jan. 17 - Harold Earp, Foreign National Training Officer, and Royce G. Kunze, Chief of ICAO Division, both of International Region, spent the day at the Federal Airways offices.
- Jan. 17 - Louis Elias, S. Poritzky and J. H. Ewing, all of the Washington Federal Airways Offices, spent some time at the Facilities Branch.
- Jan. 17 - H. G. Karges, Construction Management Engineer from Fourth Region visited FMD.
- Jan. 21 - Col. Richard E. Elwell (General Counsel, Washington Office) and Major General Harry A. Johnston, with party of 11, stopped at the Center for a short visit.

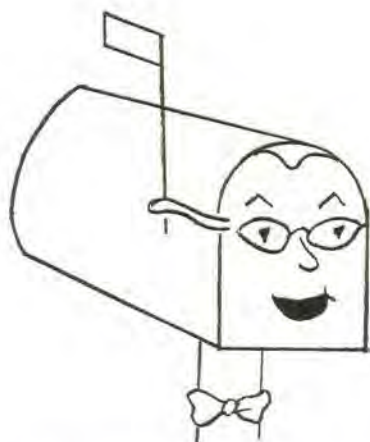
WELCOME TO NEW EMPLOYEES

Dec. 15 - Jan. 16, 1952

June Donceel - Budget & Accounts Section
Helen Hefner - Aircraft Branch

GOODBYE TO FORMER EMPLOYEES

Mable LeCroix - Contract & Requirements Section
Ruth Herman - Contract & Requirements Section
C. J. McGinnis - From Administrative Services to CAA Washington, D. C.



INTEREST IN DIRECTED STUDY COURSES INCREASES; 22 ENROLL AT T.D.

Twenty-two employees of the Technical Development and Evaluation Center at Indianapolis are enrolling in Directed Study Courses I and II, it was learned this week. This large enrollment came about as a result of an article in the **BEACON** some months ago.

During correspondence it was learned that there may be some confusion among field personnel regarding requirements for completion of home study courses. There is **NO** requirement that resident training must accompany or follow completion of the home study courses. The intention behind directed study was, and is, to aid personnel in acquiring sufficient background preparatory to resident training. However, there is no compulsion or stipulation that resident training is expected. Any and all CAA employees are invited to enroll, prepare lessons regularly and graduate. A certificate is issued upon graduation. Also to be mentioned, Course I is not a prerequisite to Course II, but sufficient mathematics background is expected.

Since December 15, the following personnel have graduated from Course I:

Region 3

Robert F. Curn
Henry Carsombke
Franklin W. Shrack
John E. Trinko

Region 7

Chester E. Harman
Elmer H. Miller

Region 9

A. Brenessel

Beginning with the February issue of the **BEACON** will publish lists of new enrollees and graduates for all Directed Study Courses.

BOWLING NEWS

No doubt you are wondering what our girls did in the City Tournament.

Hart Industrial placed 12th in Class E Teams. CAA girls on this team are Norma Trogdon, Sybil Andes, and Nita Rose, Captain.

Esther Woods and her doubles partner placed in a three-way tie for 28, 29, and 30th places.

Asia Krause placed 24th in Class E Singles.

There were 127 teams, 179 doubles and 324 singles enter in the City Tournament. Out of a total of 854 W.I.B.C. members in Oklahoma City, we consider this to have been a very good tournament.

Number of places paid were as follows:

Class A Teams	-	22	Places
" B "	-	40	"
" A Doubles	-	46	"
" E "	-	38	"
" A Singles	-	67	"
" B "	-	59	"

In view of the number of places paid, we feel our girls did right well. For some of the Class E entries, it was a first time to enter in a tournament of any kind.

In our Ten-Pin Eooster League, Hart Industrial is in 7th place and Oklahoma Vending Co., for whom Ida Lee Smith and Juanita Prentice bowl, is in 6th place. These teams are both on their way to the top of the league. Family Loan is on its way down, it seems, from 4th place. Asia tells us it isn't because they don't try either, because they do. Ava Wells carries a 156 average as substitute in this league and Esther Woods an average of 131. We understand Hattie Reeder has joined the bowlers again, bowling in the Jaycee Mixed Doubles league at Fowlarena on Monday nights. Hattie is carrying a 134 average.

The entry blanks for the Women's Classic Tournament to be held in February are available now. Let's get out entries in girls. How about it!

SHIVELY FLEW - IN 52

No foolin' folks, Shively did it! He was soloed by Dorothy Young, of the Burke Aviation Corporation at Wiley Post Airport, on Jan. 10, and from what we hear the Aeronca 7EC is none the worse. (NOTE: Downs and Rudasill - you can turn your cows back to pasture again! Wilford, you are vindicated!!)

NITA ROSE CALLED TO DUTY WITH AIR FORCE

Another one of our girls has been called to duty. Nita Rose has received orders to report for the USAF Officers Basic Military Course, Lackland Air Force Base, San Antonio, Texas, February 4. After her 8 weeks course, she will be reassigned.

Having served with the Army Air Force during World War II as enlisted personnel, she joined the USAF Reserves approximately a year ago and is a 1st Lt.

W. A. Rose, Nita's husband, was recalled to duty with the Air Force April 1951 and is now stationed at Wright-Patterson Air Force Base, Dayton, Ohio. He is receiving training at the USAF Institute of Technology.

You've read about Nita in the bowling news - in fact, in this issue you will note her team, Hart Industrial, placed in the City Tournament. We're sorry to lose you Nita, but since it is a good cause, we'll wish you the best of luck.

* * * * *

ELECTRIC BLANKET FOR SALE

Ray DeLong, Aircraft Standardization Branch, has a good electric blanket ready for the market unless a better system for its use is set up. He was too cold, so turned the control up. His wife was too warm, so she turned it down. After each complained to the other for half a day, the truth came out: She had turned the blanket that day; therefore, the control that had been on his side was on her side of the bed and vice versa.

* * * * *

TRAVELERS IN SUPPLIES & SERVICES

Sorry that we did not make the **BEACON** last issue folks, but the old dead-line overtook us in the midst of our second quarter 'finals'. Leftover news deals mostly with our two Navy men - Vernon Brown spent two weeks on a cruise to Panama; Chief Brown reported an interesting trip with good chow and plenty of stuff to buy cheap in Panama if you had the money! Chief Clarence H. Smith also dropped in during the Christmas Holidays - he is still on duty at San Diego.

Hal McVey went to Nashville recently and drove back another car for us. His statement of justification in the purchase of a new tire enroute would bring tears to the eyes of a loan shark.

* * * * *

AIRCRAFT SERVICE NEWSIES

Below are Aircraft Service employees who donated blood for armed services overseas:

James Poole	Arthur Holmberg
Aubrey McNally	Ivan Cullen
George Bell	George Hudson
Rayford Orren	

Cliff Shannon is due to receive his commercial pilots certificate this week.

Aircraft Service Branch is now running annuals on all live aircraft here at the Center.

ASB is making major repairs to its affected DC-3's center section cracks which throws an extra workload on the branch.

By the time the next **BEACON** shows up Eddie Ruof will be in the throes of modification and invention. He is adding something to improve our electric auto pilot. Also he is rejuvenating our PA system.

Some time next week Eugene Johnson is going to make that fatal leap into matrimony. The hangar gang says **'BEST OF LUCK, BETTY AND GENE!'**

Ivan Cullen was a guest of Cecil Skidmore at the YMCA for a session of volley ball. We haven't found out exactly whether Skidmore stepped on Ivan or used him for the volley ball, but Ivan is really crippled now. There must be a moral in this story somewhere.

It seemed George Hudson had accomplished the feat of being a dozen places at one time the other day. We tried calling the Radio Shop, Elec. Shop, Machine Shop, Foreman Shop and Stockroom on the intercom. He was the little man who always answered, so he was dubbed 'Kilroy'. We finally found out that he really wasn't that agile. The wires in the intercom were scrambled and he was propped up in his office all the time.

Rayford Orren tells this story of safe driving during the ice and snow only to have an accident as soon as it thawed. He said some 'wild Yokel' rammed his car from the rear when he stopped at an intersection. The wild yokel turned out to be 'our Parker' (ASB) who works in the stock room under Orren's supervision. Mr. Parker says he will not release any statement until he sees his lawyer.

* * * * *

AIRCRAFT SERVICE NEWSIES

There is a lot of friendly rivalry going on between the Instrument & Radio Shops in Aircraft Services. Cameron and Ruof both have boards in their offices, displaying their many and varied licenses. Eddie Ruof is out in front since adding a hunting license, PTA certificate and of all things, his marriage certificate. But Cameron is keeping everyone in suspense by placing a sign on his board with the notation "Watch This Space".

Recently Joyce and Odessa were invited to lunch with the Herbert Blanchards. Such food! and what quantities of it! We have come to the conclusion that those Texans really know how to cook.

Herb Blanchard has just parted with the last of his 'Not so permanent' teeth. Despite this handicap, Herbie has maintained his usual good nature.

CONVALESCING

William R. Johnson is ill in Veterans Administration Hospital, Will Rogers Field. He will return to duty in several weeks. Here's hoping for a speedy recovery, Bill.

Dorothy Weissenberger, Aircraft Branch, recently underwent spinal surgery and will be hospitalized for several weeks. Dottie sends her thanks for the lovely flowers from the Employees Association and reports that she can see visitors anytime during hours. Best wishes to you for a speedy recovery, Dottie.

Leslie Middlebrook's wife has been in the hospital, but is much improved. Aircraft Standardization extends best wishes to her.

Mrs. Lyla Fisher, Airways Operations Branch, has been admitted to McBride Hospital for treatment. Hope to see you back very soon, Lyla.

Harvey E. Smith (Smitty), GSB, is spending some time recuperating from a siege of the flu everybody has been having. Smitty tells us his legs won't hold him up.

The flu and cold bugs have been taking their toll this week and the following are recovering from its effects. Joyce Snow, Harold Maloy, Roy Meinecke, George Ross, and Rolland Wood, all from ASB.

(Continued in next column)

CONVALESCING (Continued from the left column)

Aircraft Standardization is happy to have Anita Lauderdale back again from an operation which took her away for a few weeks. She sends her thanks and appreciation for the lovely flowers from the Employees' Association, and for the many cards received.

'Pappy' Lower is back on the job again after quite a long spell with that broken shoulder. Don't imagine Pappy will be climbing on any more ladders for a while, or if he does, he will have it over for a while before he does.

The sick list at General Services Branch this past month has been pretty high, too. Shirley Pfrehm, Charlie Phillips, Foy Olinghouse, Geo. Foltete, Pete Adams, and Ava Wells are all back on the job after various illnesses. It's good to see those smiling faces again.

1953 ASSOCIATION MEMBERS

Here they are--The Early Birds--'Thank Heaven' from the Treasurer.

Doris Ellison, AC-623	Olen R. Hysel, AC-623
Evelyn Walton, AC-623	Mary Frances Lane, AC-630
Emory Williams, AC-636	W. E. Lucey, AC-636
Carl Allen, AC-623	John Hann, AC-628
A. Barker, AC-622.3	Buster Davidson, AC-622.3
Joel Cleveland, AC-623	W. H. Lynn, AC-622.31
Charles Eckhoff, AC-623	Carl Drumeller, AC-636
W. H. Hill, AC-634	Ann Martin, AC-622
N.H. Rudasill, AC-628	Richard Erwood, AC-636
Howard Barnett, AC-634.4	

It shouldn't be long before this is quite a long list. Why? Because it is rumored quite strongly there is to be a **FREE DANCE** in February. Of course, the Treasurer is hoping you won't wait until the day of the dance to pay your membership dues. How about it? Don't you think now might be a good time to get started?

KIGGINS TRAVELS

The man on the field who really makes the trips is Russell Kiggins, Motor Pool. Mr. Kiggins has made numerous trips to Santa Monica and will probably make more. He drives one of the large vans out, loads, and returns, remaining in Oklahoma City only a few days when he returns over the same road again.

SO YOU THINK YOU HAVE TROUBLES

Can you imagine having three children's tonsils out on the same day. Buster Davidson, Motor Pool, has done just that. During Christmas Holidays, or New Years, he took three of his children to have their tonsils out - and on the same day. However, he tells us they are doing fine. Just imagine -- three in one day.

TRIPS

Robert W. Ray, General Services Branch Chief, made a quick trip to California recently.

Scotty Sell spent the past two weeks working in Dallas at the Southwest Airmotive Co.

James T. Jones, Jr., GSB, spent a few days in Houston, Texas, over the New Years holidays.

Nita Rose took leave at Christmas time to be with her husband, who had two weeks' delay between Sheppard AFB and Wright-Patterson, Dayton, Ohio, where he is attending a six-months' course at U.S.A.F.I.T.

It's good to have John Kempf with us again. He returned to work January 9, looking relaxed and healthy after three weeks at his home in New York.

RE: ICE CUBES AND COLD FEET

Facilities Branch has scored again. One of their girls, Nan Jenkins, has found a Texan to her likin' and came home with a diamond the size of an ice cube to prove her point. So far the date hasn't been announced, but speculation is running that it will be sometime in May. Here's for more and bigger ice cubes. Oh yes, his name is Charles Gallatin, Manager for Quonset Steel Building Company, Hereford, Texas.

Speaking of ice cubes, or cold feet, there's one or the other likely at Facilities Branch for none other than Sybil Andes. At any rate, Sybil and Bill are mighty interested in a new house being built at 3028 N. W. 68 in a new addition near Lake Hefner.

SICK FORD

We notice Toby Russell, PMD, driving a Plymouth - it seems that he is having the 'accordion pleats' straightened on his Ford after being hit slightly at a downtown intersection.

YELLOW PERIL COMES TO REST

The hectic career of a cream and red 1931 Plymouth coupe has finally slowed to a standstill. This little jewel has changed hands so often in the past year or so that, for a while, no one was quite certain who owned it. People on the flight line commenced to regard it with the same affection one bestows on a stray dog that attaches itself to a business establishment.

Warren Smith had it first. He bought it to drive back and forth to work, thus leaving the Cadillac with the little woman. You know what happened - she ended up with the Plymouth.

From Warren it passed into the hands of Gordon Post in the Link Department as a companion car to his Mercury. Gordon has the ultimate touch when it comes to a Link Trainer, but somehow he couldn't keep ahead of the vagaries of the Plymouth... so

It changes hands again - this time going to Johnny Hann. John put it in the shop with a specialist who worked over the ignition, carburetion, etc. The only trouble was that the little Plymouth apparently relished this sudden attention, and John couldn't keep her out of the shop.

One day recently, John and the little Plymouth were being towed or pushed by Wilford Moore. John, in utter disgust, exclaimed that for two cents he'd sell the thing for fifty bucks. The next day Wilford handed him fifty bucks and two cents and became the proud owner.

So far - for Wilford - it's running fine and seems quite contented. So is Wilford.

STORK DEPARTMENT

Mr. & Mrs. Harry A. Todd are proud parents of an 8 lb. 5 oz. baby boy born December 28. The new arrival's name is Richard Allan and his father is an instructor at Facilities Radar Aids Section.

Lob Ramsey, PMD, is proud father of a baby boy, 7 lbs. 5 ozs. born January 15.

Charles Eckhoff, Aircraft Standardization, has a new baby boy at his house born January 14.

Ida Mayers, Medical Branch, has a new daughter, Marta Marie, born January 25.

ARRIVALS

Indoctrination Class 31

1/2 - 3/21/52

Region 3

Halgrimson, Edwin A. South Bend, Ind.

Region 6

Thatcher, Reid B. Gila Bend, Ariz.

Region 8

Brazil, Herbert D. Anchorage, Alaska

IR

Cristobal A. Morales Caracas, Venezuela

ILS/VOR CLASS 37

12/31 - 3/28/52

Region 2

Duckworth, Joe K. Tallahassee, Fla.

Epps, Paul C. Charleston, S.C.

Region 3

Thompson, Ernest E. Grand Rapids, Mich.

Region 4

Poteet, Franklin R. Laredo, Tex.

Region 5

Barnes, Donald S. Rapid City, S.Dak.

Clark, Will J. St. Louis, Mo.

Flowers, Jr., Morris V. Omaha, Nebr.

Strowig, Keith W. St. Louis, Mo.

Region 6

Cosby, Denis E. Arcata, Calif.

Region 7

Carr, James A. Seattle, Wash.

Martyn, Wesley A. Seattle, Wash.

Region 8

Nielsen, Richard K. Amnette, Alaska

Welch, John H. Whittier, Alaska

IR

Pauvif, Juan A. Panagra, Chile

Air Traffic Control Class #TU-10

January 14, 1952

Anderson, Lloyd G. Scott AFB, Ill.

Capt.

Atherton, John W., Tinker AFB, Okla.

Major

Brown, Berryman H., Brookley AFB, Ala.

2nd Lt.

Campbell, George K., Westover AFB, Mass.

2nd Lt.

Clark, Lloyd G., Carswell AFB, Tex.

Capt.

Cramer, Richard D., Maxwell AFB, Ala

Capt.

- 19 -

Dull, Marvin L., Kelly AFB, Tex.
1st Lt.Duncan, Perry R., Barksdale AFB, La.
Capt.Dyer, Francis H., Biggs AFB, Tex.
2nd Lt.Ford, George W., Carswell AFB, Tex.
Capt.Godlewski, Edward J., Westover AFB, Tex.
1st Lt.Harkiewicz Joseph, Barksdale AFB, La.
Capt.Holstead, James R., Wright-Patterson
Major AFB, OhioKrivik, Stanley E., Wright-Patterson
1st Lt. AFB, OhioLewis, Clifford B., March AFB, Calif.
1st Lt.Linn, Arthur R., MacBill AFB, Fla.
Capt.Martin, Leonard P., Carswell AFB, Tex.
Capt.Air Traffic Control Class #TU-11

January 14, 1952

McDowell, Denzil F., McChord AFB, Wash.
1st Lt.McNulty, James L., Travis AFB, Calif.
1st Lt.Meehan, Daniel J., Westover AFB, Mass.
1st Lt.Metzler, Donald E., Barksdale AFB, La.
Capt.Patrick, Theodore D., Carswell AFB, Tex.
Capt.Pederson, Floyd R., Olmstead AFB, Pa.
1st Lt.Potts, Finis, Carswell AFB, Tex.
1st Lt.Seymore, Paul C., Scott AFB, Ill.
1st Lt.Siebenhausen, Garfield, Offutt AFB, Nebr.
1st Lt.Souther, Holmes A., Jr., MacBill AFB, Fla.
1st Lt.Spaulding, Lynn E., Kelly AFB, Tex.
1st Lt.Teague, Alan J., Brookley AFB Ala.
Capt.Traweck, James O., Kelly AFB, Tex.
1st Lt.Vance, Robert L., Wright-Patterson
Capt. AFB, OhioWay, Harold C., Andrews AFB, Wash.D.C.
Capt.Wiren, Gordon R., Tinker AFB, Okla.
Capt.

Air Traffic Control Class #TF-3

January 7, 1952

Bedran, Antoine	Lebanon
Cohen, Pedro	Panama
Faz, Santiago	Chile
Lamboglia, Celestino	Panama
Hurtado, Diego	Panama
Moran, Octavio	Ecuador
Rios, Oscar	Costa Rica
Thongaram, Suvidh	Thailand
Sanchez, Nestor	Panama

DEPARTURES

Class C8-85 (Alaskan Airway Operation
Specialist) January 18, 1952

Anderson, Harold S.
Burke, Frank G.
Maxvold, Donald L.
Rooney, John A.
Yugovich, Joseph I.
Horbel, Andrew P.
Hershkowitz, Paul N.
Smith, Paul G.

Class C9-4 (Ninth Region Airway Operation
Specialist) January 18, 1952

Baker, Howard W.
Lucy, Richard L.
Kocman, Edward

SOMETHING FREE COMING UP IN ASS'N. AFFAIRS

At this time of the year it is customary to consider the election of a new Board of Directors and panel of Trustees for the Employees' Association, Inc. In pursuance of Article XIV of the Constitution, the following members were appointed to compile a list of nominees for the elective offices: Dick Wenzel-Chairman; W. H. Lynn; Merrill Morgan; A. F. McNally; Hattie Reeder; Lois Bodine; and Carl Drumeller. The meeting was held on Jan. 22 at 3:00 PM in PMO office.

Promulgation of the nominees will be at a general Employees' Association meeting (to be announced later) at which time additional nominations will be accepted.

Actual voting for the elective offices will be done by ballots with only active members participating in the election. Anyone on 1951 or 1952 membership roll will be considered an active member.

Announcement and installation of new officers will be concurrent with a **FREE DANCE**- sometime in Feb. **WATCH FOR THE ANNOUNCEMENT!**

NEW HOMES

The Max Kincaid family have moved into their new home at 2916 S. Drexel from Will Rogers Field! 'And now,' reports Mrs. Kincaid, 'A bedroom for everyone; plus space for the electric train.'

Mrs. Allene Davis, Facilities Branch, is enjoying a new home that she and her husband purchased recently at 4320 N. W. 15.

COULD IT BE WORSE?

It was a cold January afternoon with two inches of ice on the ground and a slow freezing rain was falling when the following was heard just outside an ILS/VOR classroom. 'I don't have to worry about where I go when I die now - Hell can't be worse than this!'

FAREWELL TO LOYSE JACKSON

Loyse Jackson, secretary to Harry Estey, resigned December 7 to go into the business of being 'just a plain housewife.' Evelyn Walton, from Policies & Procedures Branch, has replaced Loyse.

FOR SALE

Thor Automagic Ironer - 4 months old, practically unused - \$65.00. Original price - \$99.95.
Call Doris Nichols, AC -600, Ext. 118.

HAVE YA' HEARD THESE?

SLOGANEERING

Tight-Wad: "Freedom From Extravagance"
Children: "Why's Guys"
Politician: "Stands for What He Thinks Voters
Will Fall For"
Two-Dollar Steak: "Small Fry"
Unhappy Marriage: "Love in Gloom"
Phone System: "Lifeline of the Nation"
Gold-Digger: "Hating Poverty More Than Sin"

*Unless we mend many of our ways, these days
may go down in history as the "Age of Chiselry."*

THOUGHT PROVOKERS

There are two sides to every argument, but no
end.....Gold is tested by fire; man is tested by
gold.....An optimist laughs to forget; a
pessimist forgets to laugh.....Only way to get
the best of an argument is to avoid it.....
*If you were somebody else, would you like to
be a friend of yours?*

According to the tale, the professor in a
college in Scotland was giving a demonstration
of the properties of various acids.

"Now," he said, "I am going to drop this two-
shilling piece into this class of acid. Will
it dissolve?"

"No, sir," replied a student.

"No?" said the demonstrator. "Then perhaps you
will explain to the class why it won't dissolve?"
"Because," came the answer, "if it would, you
wouldn't drop it in."

"What's the difference between vision and sight?"

"Remember those two girls we were out with last
night? The one I had was a vision and the one
you had was a sight."

"Good morning, madam, I'm from the Co-op. I
understand that there is something in the house
that won't work." "Yes, he's upstairs."

Judge: "I'm sorry but I can't issue a marriage
certificate until you have properly
filled out your form."

Girl: "Listen, if my boy friend doesn't care,
what business is it of yours?"

Stubborn people I hate to see;
Why can't they just be firm like me?

SMART TREES

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There's something cute and feminine
About the growing trees:
In the fall, they act like gals
Who do a fast "strip tease";
In winter-time, their limbs are bare;
Each spring - new hat and wraps;
And summer-time, they spend their days
In living off the saps.

The thing that puzzles all the men
And gives the boss gray hairs
The girls go in the ladies room
Always grouped in pairs.

Why don't we each one face the facts
About this thing called income tax?
That it's misnamed, there is no doubt.
Since what we pay must all go out.
So, without words, let's not be lax
Henceforth, let's call it OUTGO TAX!

"The stranger from Texas was a right smart
poker player," relates the old-timer, "but
not quite good enough for these parts. I
sets in a game one night with him and Greasy
Dick an' Chocetoupe Shorty. They came a big
pot with over six hundred dollars in it an'
when it comes to a showdown Greasy Dick lays
down a heart flush, ace high; Shorty shows
four sixes with an' ace kickin' and the
stranger holds four aces."
"Me? Oh, I was the coroner an' I held the
inquest."

Then there was the time my stenographer
swallowed a spoon and she couldn't stir for
a week.....A Scotchman once put in a claim
for damages because he was in an accident in
a night club. He thought a sign on a certain
door said LADDIES.....My own wife fell on the
sidewalk just yesterday but no one saw her
slip. Fortunately, she had on a long coat.
....Once an insurance company had a claim
where a man was being shaved by a lady barber
and a mouse ran across the floor.

There are two books that influence the life
of every child—father's pocketbook and
mother's cookbook.

Did you hear about the two penurious conven-
tion delegates who came to town with a
five-dollar bill and a clean shirt apiece,
but didn't change either one?

*A man who can drive safely while kissing a
pretty girl isn't giving the kiss the atten-
tion it deserves.*