

CAA AERO CENTER



"BEACON"

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

February 21, 1952

OKLAHOMA CITY, OKLAHOMA

Vol. II, No. XV

LABORATORY GLIDE PATH BEING REPLACED AT FACILITIES ILS/VOR SCHOOL

A recently acquired Glide Path Transmitter, type AN/CRN-2, is presently being installed at Facilities Branch, in the building formerly used for Low Frequency Laboratory and replaces an older unit which has been in continuous service for the past five years. Completing the installation are J. R. McCown and J. P. Lindsey, ILS/VOR instructors, and Robert Bond, Maintenance Technician, under the general direction of R. S. Lee, Laboratory Chief.

The Glide Path unit is the one formerly used in the ILS installation at Denver, Colorado. The new laboratory setup is expected to be in operation in time for the next Glide Path course beginning March 10. Removal of the old glide path equipment will make way for later installation of an additional VOR laboratory setup to supplement the present VHF Omirange in the area just north of the Aeronautical Center.

Progress is also being made on the new localizer lab for use in ILS/VOR training. Floors have been sanded and the building is ready for installation of equipment which is expected to be in operation early in April.

GREEK PILOT TRAINS FOR SPECIAL DUTY IN HOMELAND CIVIL AVIATION POST

Mr. Antonios Petrakis, of Greece, who is a pilot for the Hellas Greek Air Lines, arrived at the Aeronautical Center February 4, 1952, to receive several months' flight training in the Aviation Safety Division, Safety Operations Branch. While here at the Center Mr. Petrakis will be given his initial check-out in the DC-4, will take the B-2 Instrument Ratings Course, the B-4 Airline Transport Pilot Certification Course, and the C-2 Air Navigation Aids and Operations Refresher Course. He should complete this training about May 1, 1952.

Upon his return to Greece, Mr. Petrakis is to be employed by the Greek State Civil Aviation Service to check the proficiency of Greek National pilots and to flight check the operation of air navigation facilities.

EDITORIAL PAGE

GUEST EDITORIAL

Eighth Regional Administrator Writes:

"I welcome very much the chance to contribute a brief message to the readers of **BEACON** because it will give me an excellent opportunity to express my appreciation for the efforts of the Aeronautical Center in behalf of the Eighth Region.

The majority of persons reading this fine magazine probably know that because of economic, isolation, lack of recreational facilities and other factors, the Eighth Region has in the past utilized the training facilities of the Center to relieve personnel shortages. As a result, the total number of airways operations specialists, maintenance technicians and aviation safety personnel who did obtain training exceeds the number of Eighth Region personnel who did not have this opportunity.

During the past several months, training for the Eighth Region has been discontinued due to the return of former employees, reduction in force procedures in other Regions and transfer of personnel from other Regions. However, personnel staffing is subject to variables that can change personnel complements overnight. The Eighth Region knows that if and when additional personnel are required, the Training Center will come through and fill the gap, competently screening, training and improving the efficiency of our incoming personnel.

May I use this medium also, to extend my best wishes for continued success to all my friends in the Training Center."

Sincerely yours,



W. P. Plett
Regional Administrator

BEHIND THE NEWS THIS ISSUE

Behind the news at the Center during the past month there were two items of importance: getting over the flu, and writing job descriptions. Wherever ye Ed went, it was the same story. 'He's not here today - he's been sick for several days'. And, 'Not much news this time, job descriptions, you know'.

But there were a few things to report. On later pages, we hope you'll read the two features with kindred titles: The 'Astrodolite' prepared by Elwyn Rowe, of Facilities Flight Inspection, and The 'Astrodome' submitted by C. R. Coachman, Chief of Policies and Procedures Branch.

Actually, Mr. Coachman was a 'prime-mover' in the Astrodolite project also. From the 'Astrodolite Manual of Operation' prepared under the auspices of Facilities Flight Inspection Branch, we quote '.....We have named this combination of astrocompass and theodolite the Astrodolite. We would like to express our appreciation to Mr. Charles R. Coachman of the Policies and Procedures Branch for the preparation of this manual, to Lt. Fred L. Page, of the 1856th Flight Checking Squadron, for his contribution of the astrocompass, and to Mr. Elwyn Rowe for his instigation and coordination of the Astrodolite program'. Bouquets from the **BEACON** to all concerned.

The Astrodome is a marvel of ingenuity. We wonder how many people on the base knew there is such a training device in operation! Imagine, if you can, feeling all the thrills and experiences of an airplane tour of the Northern Hemisphere by day with the Rockies, the plains, cities, rivers, even clouds, visible below you; and by night under a darkened canopy of stars by which you navigate your plane, or, as they disappear you steer a course by dead reckoning. All this from a seat in the celestial navigation trainer. It's worth seeing, as well as reading about.

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BUT I'M ONLY HUMAN 111

"Well, I'm only human, and I guess every human makes mistakes now and then."

Let's ponder this point. We are, of course, human. But does it necessarily follow that we are limited to 75 to 80 per cent accuracy?

Suppose an elevator operator is right on his floor stops only 70 per cent of the time. Besides the inconvenience of getting off on the wrong floor, there is the additional hazard of stubbing your toe, or perhaps a nasty fall if he doesn't line up the floor of the elevator each time. But he's only human.

Let's look at the routine job of a railroad switch tower operator. Suppose he was, say, really efficient; about 99 per cent. The other one per cent of the time he would merely find a train which should be going to Chicago actually on a track heading for San Antonio. A small matter, but suppose at the same time a train was on the same track coming in the other direction. A few lives lost, a million dollars worth of train converted to junk, untold misery and suffering. But the man was only human. Besides, he was right 99 per cent of the time, and almost right this time! At least, he knew which track the train should have been on!

Then there is the doctor. He, too, has rush periods when he is overtired and time is very important. Eighty per cent efficiency? Suppose it were your turn to be on the operating table when his quota of inaccuracy was due. Sorry, but the man is only human.

We all know the strain that some of the CAA employees work under--notably the tower men. Suppose they also are allowed a five per cent quota of mistakes. They're only human, too. Shouldn't they be allowed to misdirect a few planes each day?

During the war years employees were so hard to get that many of them acquired the misconception that anyone can "get by" with 70 to 80 per cent accuracy. It was a bad condition since careless habits are easy to acquire and difficult to correct.

Today there's no room for the "I'll get by" attitude. Increasing job competition means increasing demand for superior performance. Employers are in a position to demand 100 per cent accuracy--or else! The day of "How many errors allowed?" has changed into a new era.

Are you ready to meet it?

- Taken from an article by L. M. Mitchell
in Your "Life" Magazine.

FLIGHT INSPECTION PERSONNEL TESTING PANORAMIC ADAPTER

J. Chester Shimp, Elwyn Rowe, Steve Brodnan and Max Kincaid are spending a few days in Denver, Colorado and Rock Springs, Wyoming with Fifth Region personnel conducting a routine field investigation with the panoramic adapter which was developed at the Center primarily by Mr. Kincaid, Electronics Engineer.

Center Flight Inspection personnel have been experimenting with a VHF receiver coupled to a panoramic adapter for the specific purpose of determining frequency interference in the omnirange band. A prototype installation has been installed in Douglas N-10, which is being used for this experiment.

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Assistant Editors Lois Bodine
Asia Krause

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Printing Edwin Frame

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Everything that is worthwhile has a fence around it--but there is always a lock and key.

--Emerson



AUSTRIAN CIVIL AVIATION REPRESENTATIVE VISITS CENTER

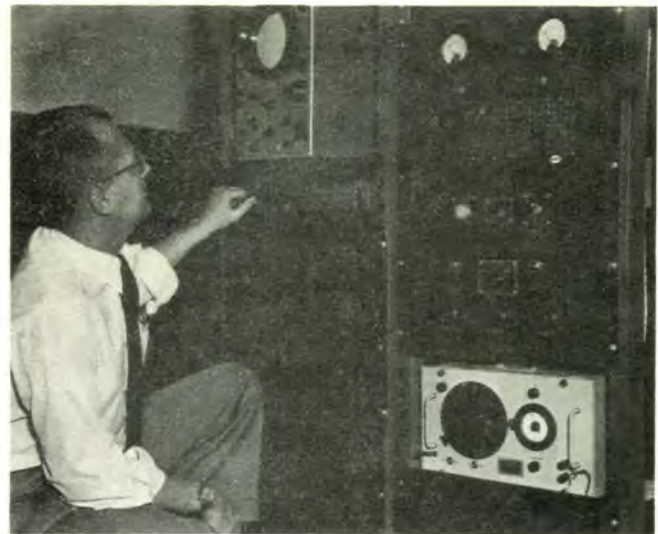
Mr. Walter Watzek, Deputy Administrator, Department of Civil Aviation, Austria, with Mr. W. H. Hill, Chief of Federal Airways Standardization Division, during a recent visit.

Mr. Watzek visited the Aeronautical Center from January 7 to 19 for the purposes of studying the Federal Airways Training courses and facilities. While here, he also visited the facilities of Aviation Safety Standardization Division.

Visiting the United States under an ECA training grant, Mr. Watzek's itinerary also included the Eighth Region, First Region, Technical Development Center and the Washington Office.

Mr. Watzek explained that although Austria does not as yet operate any civilian air lines, his department is engaged in planning for such operations when authorized. The plans encompass development of airports, communication and air traffic control facilities. A relatively small country, the bulk of Austria's air commerce is expected to be in connection with international operations.

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GEORGE LUECKER INSPECTS EQUIPMENT AS PMD COMPLETES MODULATION ELIMINATOR TESTS

The Engineering Branch of the Project Materials Division has completed all preliminary testing and design changes to the first group of Modulation Eliminators, and the actual processing of the eliminators has now been started. Approximately 1200 units are scheduled for modification.

Modulation Eliminators are used in our VHF Omni-directional Range Stations including the LVOR, TVOR, as well as the regular 'Omni'.

The modifications being accomplished to this equipment consist of providing a more stabilized load for the bridge circuit, installation of a metal shield to lessen the effect of stray radiation from the clipper tube assembly, the installation of improved sliding contacts for the tuning assembly, and other refinements.

Shown in the photograph is George Luecker, Electronics Engineer of the Washington Office, who is coordinating the project between the Washington Office and the Project Materials Division.

Mr. Luecker is operating a variable coupling section which forms a part of the test assembly utilized to test all completed equipment.

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NEWLY FORMED AVIATION GROUP HOLDS IMPORTANT PROGRAM CONFERENCE AT CENTER

Representatives of the newly formed Aerial Applicators Association met with aviation officials from CAA and industry on February 12, 1952. The purpose of the meeting was to discuss various means whereby the Association, through its monthly bulletins and the services of its technical representative, would be most effective in reducing accidents. The present accident rate among aerial applicators is the highest among any group in the aviation industry.

Group discussion was led by John H. Burke, President of the Association, and included representatives from the Dept. of Agriculture Aircraft & Special Equipment Center; aviation press; CAA Aeronautical Center; CAA 4th Regional Office at Ft. Worth; and the Aviation Safety District Office at Oklahoma City.

Among the problems discussed at the meeting were the effect of density altitude on operation, overloading, flight technique, the handling of poisonous chemicals and other factors affecting safety.

In the picture above are, front row, left to

right: George Haddaway, Publisher & Editor, "Southern Flight Magazine"; Wm. Berry, Asst. to Regional Administrator, Region 4; Dr. Wm. Shanner, University of Oklahoma and Vice President, Aerial Applicators Association; Fay D. Linehan, Supervising Agent, Oklahoma City District Office; C. W. VonRosenberg, Chief, Aircraft Division, 4th Regional Office; Mrs. Dorothy L. Young, Secty-Treas., Aerial Applicators Association.

Middle row, left to right: Kenneth Messenger, Dept. of Agriculture, Aircraft & Special Equip. Center; T. K. Archer, Chief, Airman Standards, Aeronautical Center; C. R. Coachman, Policies & Procedures Branch, Aeronautical Center; Fred Reed, Regional Educationalist, Ft. Worth; Eldon Stout, State Aviation Commission; E. B. Olson, Deputy Director, Aeronautical Center.

Back row, left to right: H. E. Boler, Technical Representative, Aerial Applicators Association; A. C. Reed, Airman Standards Agent, Oklahoma City District Office; Archie Geisser, Dept. of Agriculture, Aircraft & Special Equip. Center; Hope Biggers, Chief, Aircraft Branch, Aeronautical Center; John H. Burke, President of Association; and Warren W. Smith, Chief, Aviation Safety Standardization Division, Aeronautical Center.

FACILITIES INSTRUCTORS MAKE FIELD TRIPS

Indoctrination instructors R. W. Swinney, W. E. Zuhn, T. M. Barrett, and C. V. Parker recently completed a field trip to Region Four. While on this trip, they visited Fort Worth, Dallas, Mineral Wells, and Wichita Falls, Texas. They observed MEDIS operations, visited the Airways Facilities Shop, discussed training with Region officials and conferred with maintenance technicians on maintenance problems.

During the first week of March another group of Indoctrination instructors including A. D. Edgerton, Indoctrination Chief, R. L. Hoffer, H. C. Scott, J. F. MacAdam and O. A. Nash will make a field trip to New Orleans to observe OFACS operations and maintenance for information required to develop a course of instruction in that field for CAA indoctrinees.

WALLACH - FORMER FACILITIES INSTRUCTOR SETS UP JET TRAFFIC CONTROL PROCEDURES

Charles Wallach, formerly a Facilities Branch instructor and now field engineer and technical representative of Gillfillan Bros., Inc., completed an investigation last week at the Wichita, Kansas, airport for establishing simplified procedures in the traffic handling of GCA approaches for jet aircraft.

According to Mr. Wallach the investigation involved, more precisely, establishing special holding procedures that would be mutually acceptable to both the CAA and the Military Services to expedite radar controlled landings of the high speed jet aircraft. The Wichita field is CAA operated, but the GCA landing aid is under the Air Forces.

Upon his return to Oklahoma City and his headquarters at Tinker Air Base, Mr. Wallach spoke of having his first ride in a jet plane, a T-33 Trainer. 'A marvelous ride - and the pilot who took me up handled it beautifully,' he said. 'He let me take over the controls, and just once I made a perfectly miserable attempt at a slow roll!'

'I've pulled stunts before but never one like that,' he added. Wallach holds a private flying license.

ANOTHER INSTRUCTOR TRAINING PROGRAM IS UNDER WAY AT FACILITIES

A training program on instructional methods is now in progress at Facilities Branch under the direction of C. W. Mueller, Radio Aids Section Chief. The class meets twice a week for study and discussion of most effective instructional methods as applied specifically to training courses given at the Branch. Lasting approximately six weeks, this instructor training is another in a series begun a year ago.

STANDARDIZATION PROGRAM

Loring Craymer, Flight Inspector from Region 2, delivered Beechcraft N-103 to the Center on January 23 and picked up standardized Beech N-49 for his region.

Harry Doyle from the Washington Office brought Douglas N-28 in on February 5 and picked up the Civil Aeronautics Board Douglas N-2, which has just been standardized at the Center.

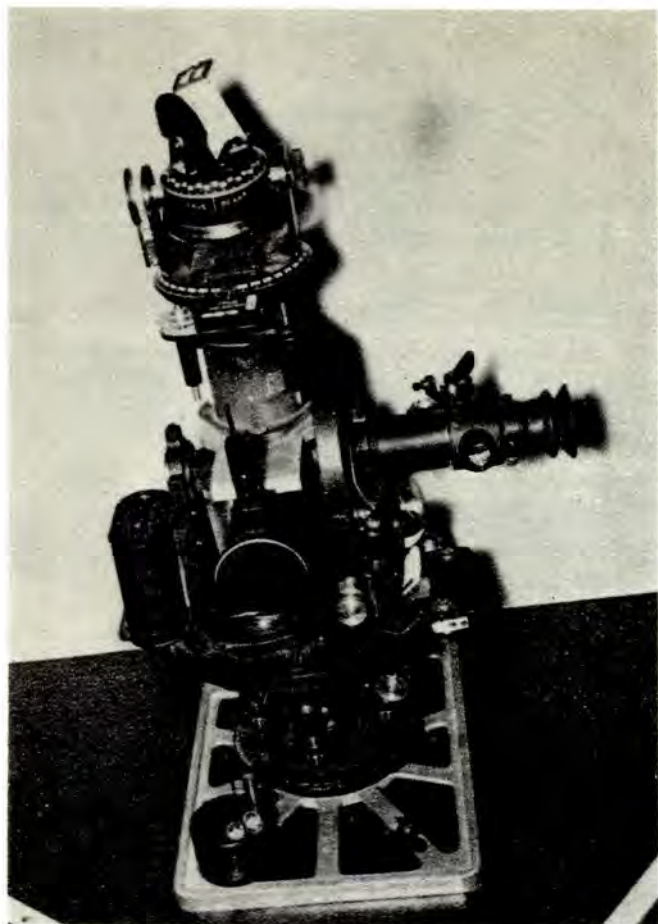
N-71, Region 7 Beechcraft, is ready for delivery at present, and Beech N-72 will be sent to San Juan, Region 2, within the next two weeks.

ILS/VOR INSTRUCTORS PREPARE COURSE MATERIAL

J. R. McCown and J. P. Lindsey, ILS/VOR Instructors are currently preparing new course material for the Radiation Patterns and Transmission Lines courses. This material will be used in the resident ILS/VOR courses as well as in a Directed Study Course. During the time temporarily taking over instruction of the above courses in the ILS/VOR school are R. L. Hoffer and H. C. Scott.

DAVE BAKER IN CALIFORNIA FOR SPECIAL COURSE

On January 28, David Baker reported to Edwards AFB, California, to attend a Stability and Control Course at the Experimental Test Pilot school there. The duration of this course is approximately twelve weeks. N. H. Rudasill is Acting Chief of the Engineering Flight Test Section while Mr. Baker is away.



ASTRODOLITE INSTRUMENT BECOMES STANDARD DEVICE IN FLIGHT INSPECTION TRAINING

The combination of an astrocompass and a theodolite, named The Astrodolite, has become a standard instrument in the training of Air Force AACS Flight Inspection personnel at Flight Inspection Branch. It is shown in the photograph above.

Numerous inquiries during the past year have been made regarding the construction and use of the combination instrument in the accurate flight checking of the VHF Omirange navigation facility.

In a manual of instruction for the use of the Astrodolite, credit is given to C. R. Coachman, Chief of Policies and Procedures Branch, for preparation of the manual, to Lt. Fred L. Page of the 1856th Flight Checking Squadron for his contribution of the astrocompass, and to Elwyn Rowe, of Flight Inspection Branch, for his instigation and coordination of the Astrodolite program.

The Preface of the manual describes the need

(Continued next column)



VISITORS AT AERONAUTICAL CENTER

Left to right, back row, are C. George Younkin, Chief, Records Management Division, General Services Administration Regional Office, Dallas, Texas; L. Robert Jones, Records Management Officer, W-80; Hal Christman, Position Classifier, Region 5; front row, Ruth Thompson, Position Classifier, Region 2; Virginia Johnston, Chief Placement Division, W-91 and Ruby Foster, Deputy Chief, Classification Division, W-92, who were recent visitors at the Aeronautical Center.

and accuracy of the Astrodolite and we quote therefrom:

'Due to the fact that at many omni sites it is difficult or impossible to find a bench marker and the monitor poles are not always accurate within a degree or two, it has been necessary to fly an aircraft to some known or supposedly surveyed spot on a map and use that spot as a means of setting up magnetic north for theodolite operation. This method is costly, time wasting and not as accurate as assumed. In some areas it is difficult to find any check point for the aircraft to fly over.

As may readily be seen, any error induced by setting up the theodolite will be incorporated throughout the whole 360 degrees of the flight check. A two degree station error could easily place a radial or whole section out of tolerance when in reality the section was within the allowable tolerance.

(Continued on Page 14) **ASTRODOLITE**

WHAT'S WORTH HAVING.....

'Boy, this road is in terrible shape...' It was just a casual remark, but it started a train of thought in the mind of one of the men in the car.

'Hope this is one they'll fix up, when and if they vote the bond issue in,' he said.

'Yeah', the others sighed absent-mindedly, sleepily. It was 7:30 a.m. and 59th was just a dreary, narrow lane ahead.

But the spokesman was still thinking. 'Maybe they won't vote for the bond issue,' he mused to himself. 'People don't get out and vote so good down here.'

A guilty feeling made him flush. He felt shocked.

'I've been here two years and I, myself, haven't voted yet,' he said half aloud, then in a stronger voice continued. 'Fine thing, for me to kick about the roads, the parks, no garbage pickup, the water pressure, the police department, weak beer.....'

'Wonder just how many in this car have registered and voted since they became residents of the state. Not one, I'll bet.'

It was true. Not one of the six had registered, yet all had bought homes and were well-established in their communities.

We in the CAA do move around quite a lot. Perhaps in a strange city and state we hold ourselves from local affairs for much too long. It's true that you don't feel like a 'native son' in a month or two, or even in a year or more.

Yet, if there is a progressive idea in our lackadaisical heads why not do a bit toward improving our adopted city and state? How can we, in justice, complain about the schools to which we send our children, if we've refused an opportunity to better them?

It sounds like government by default--at least election by default, when only a small percentage of the eligible population are interested enough to register and vote.

It's shameful that a privilege, which should be cherished, is so neglected. The Boy

NEWS BRIEFS

FORMAN TRIPS TO WASHINGTON

W. G. Forman, Executive Assistant, made a trip to Washington, D. C. on January 23 - 26 in connection with Budgetary matters.

PRESTONE ENGINE OIL DISCUSSED

On January 28 through the courtesy and assistance of Lewis Lowe, Sales Representative, and Rush Simonson, Service Engineer of National Carbide and Carbon Corp., a short discussion and demonstration of Prestone engine lubricating oil was held in Hangar 50 projection room for a large group of flight line personnel.

LOW PRESSURE CHAMBER RECALLED

Under a recent advisement the Air Force is expected to recall in the next week or two the low pressure chamber which has been used in experiments at Medical Branch for several years. It is presently being readied for transfer.

FACILITIES INSTRUCTOR WILL ASSUME INSPECTION TOUR OF DUTY AT SYRACUSE

Mr. R. W. Swinney, Facilities instructor, will depart February 26 for Syracuse, N. Y. where he will assume a 60-day tour of duty as Inspector for CAA of ASR-2 radar equipment being manufactured by General Electric.

Other instructors may, at a later date, be detailed for temporary inspection duties at the request of the Washington Establishment Engineering Branch.

Scouts of America have launched a commendable campaign to get dads and mothers to the polls this year. The turnout for a presidential election is usually better. But that's not enough! Our local government needs our support, and it's local government that concerns us most directly.

When one of your friends complains about some civic failure, just ask him quietly, 'Have you voted here yet?' Go ahead, ask him!

By the way, I registered the other day - HOW ABOUT YOU?

dub farley and his orchestra



WHAT CAA EMPLOYEES' ASSOCIATION DANCE

WHEN February 29, 1952

TIME 9:00 PM - 1:00 AM

WHERE Beverly's Hide Away
N. W. 52nd and Santa Fe
Oklahoma City, Oklahoma

MUSIC BY Dub Farley and his orchestra

ADMISSION FREE! FREE! FREE!

(If you have paid your CAA Employees' Association dues for 1952). In order to get into the dance FREE, you will

have to present your membership card at the door. This card will entitle you and your wife, husband, or date (whichever the case may be) for free admission to the dance. If you bring any guests, the cost will be \$1.50 per person.

WHAT'S THE RUSH? WHY THE BIG HURRY?

A gala occasion is planned, as you can see from the above. Can't you just see the Treasurer during the last minute rush, trying to get all of the cards for 1952 memberships back to employees before the dance??? 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?

1952 ASSOCIATION MEMBERS

Juanita Prentice	AC-636
Paul Shively	AC-618.3
Asia Krause	AC-634
Ronald W. Pulling	AC-635
L. E. Shedenhelm	AC-605
Roy C. Olinghouse	AC-622
C. R. Lower	AC-622
Don A. Brown	AC-622
Enar B. Olson	AC-601
Hattie Reeder	AC-601
Duke Dombek	AC-618.4
Ray O. DeLong	AC-623
Paul E. Fast	AC-623
Marion Abshire	AC-627
Garry Glasgow	AC-623
T. E. Graber	AC-631

ASSOCIATION MEMBERS (Continued)

John E. Kern	AC-623
Anita Lauderdale	AC-623
Elred C. Lindamood	AC-623
Clarence Meyer	AC-623
Joe J. Motley, Jr.	AC-623
Jess J. Nichols	AC-623
Ida Lee Smith	AC-623
Leonard T. Dudley	AC-623
Harold P. Peck	AC-623
Henry F. Hardee	AC-623
Fuby W. Loper	AC-623
A. E. Krag	AC-623
Shirley F. Pfrehm	AC-622
Charles W. Mueller	AC-636
Netheline Jenkins	AC-636
Harry D. Estey	AC-623
Kate P. Hawkins	AC-622
Conrad P. Jensen	AC-622
Maurine Peaden	AC-605
Robert Soehner	AC-628
Robert M. Gardner	AC-638
Merrill C. Morgan	AC-628
George M. Downs	AC-628
F. M. Lanter	AC-600
Harvey E. Smith	AC-622
Monroe Ebner	AC-621
Warren Smith	AC-627
Doris J. Hartley	AC-628

Continued in next column



At top above is shown Warren W. Smith, Aviation Safety Standardization Division Chief, and R. V. Ford, Aviation Safety Agent, test hopping the celestial navigation trainer. Smith flies the plane as Ford, in the navigator's compartment, takes a reading on the stars with a sextant. The stars are in their correct position in the 'heaven', the spherical screen in the roof of the trainer tower.

Bottom photo shows interior structure of the trainer, the cockpit placed high up near the stars, and the ground-simulating screen for projection of navigation contour maps at the right foreground.

C. R. Coachman, Policies & Procedures Branch Chief, is shown in the top photo pointing out navigational problems to R. V. Ford, Aviation Safety Agent. These pictures were taken early in 1949 shortly after installation was completed. The trainer was used during World War II to train navigators, pilots, bombardiers and radiomen.

In the bottom photo Mr. Coachman watches the 'bug' which plots on a map the course flown by the pilot in the trainer as in a Link Trainer. This control room is at the bottom of the trainer.

ASTRODOME, CELESTIAL NAVIGATION TRAINER AT THE AERONAUTICAL CENTER SIMULATES PRACTICALLY EVERY TYPE OF PROBLEM IN AERIAL NAVIGATION

High above the earth, over land or sea, by night under a canopy of stars, or even with no guiding sign at all, the navigator on an airplane flight must correctly interpret known facts and guide the pilot unerringly to a destination. It requires careful training and checking of airline navigators by CAA safety agents to reduce the hazard of navigational errors to a minimum.

To train CAA safety agents in this exacting task requires the best in navigation training aids and actual flight experience. This 'best' of training aids is abundantly available at the Aeronautical Center with the 'Astrodome', the celestial navigation trainer, which is operated under the direction of C. R. Coachman, Policies and Procedures Branch Chief in the Aviation Safety Standardization Division.

With this trainer practically all types of flight conditions for the navigator may be simulated.

CONTACT NAVIGATION

In this type of flying, the Navigator has visual reference to the ground. This method is simulated by the use of mosaic terrain plates which are projected on a screen directly below the fuselage of the trainer. Each plate is an actual air photograph taken from 10,000 feet. The Navigator in the trainer looks through a thick glass flooring onto the screen and gets the impression that he is flying above land at 10,000 feet. The movement of the plate is synchronized with the speed and movement of the trainer and each plate gives an approximate rectangular land area of 50 x 105 statute miles. The plates are available for the United States which will simulate an unbroken contact flight of approximately 3,000 miles. Three cloud projection plates also are available to be used in connection with the terrain plates. When introduced into the operation of the trainer, they produce the effect of an undercast between the trainer and the terrain. The use of the terrain plates permits of charts familiarization and training in the operation of the Drift Meter. Also, when wind direction and velocity are introduced into the mechanism, the effect of drift is created on the terrain plates.

RADIO NAVIGATION

Radio flights may be perfectly simulated for long flights as well as for the average approach and orientation work. Stress is placed on the use of Automatic Direction Finder (ADF) for the Navigator and the Instrument Landing System (ILS) may be introduced on the Pilot's panel.

CELESTIAL NAVIGATION

The celestial dome, which is mounted above the fuselage, carries the constellations and some 350 stars. It permits of celestial navigation anywhere on the earth within a band of latitude from 36° North to 86° North, which is equivalent to a band from approximately Oklahoma City to the Arctic Circle. All of the stars and constellations in the northern hemisphere used in navigation are in their proper place in the screen in the roof of the tower. It is also possible to control the brightness of the stars. It is the duty of the operator to keep the position of the stars in the proper relationship to the simulated movement of the flight of the trainer. A flight of any duration may be simulated.

Thus, by combining all methods of navigation provided by the trainer, it would be possible to start on a daylight contact flight, gradually introduce sunset and twilight, and bring in the stars as night falls, later blank out the stars and place the Navigator entirely on radio and still later blank out the radio and place him entirely on dead reckoning.

Three courses are given in the trainer to the CAA Agents. They are the Basic, which is four weeks, the Advanced, which is also four weeks, and the Refresher, which is two weeks. However, before any cross country navigational flights are given in the DC-3 training plane, simulated navigational flights are flown in the Celestial Trainer. During these courses, long simulated overwater flights, such as from Gander to Shannon or Tokyo to Alaska, are given in the trainer to trainees. In such flights, position is determined entirely by star observations.

Upon satisfactory completion of the Advanced Navigation Course, the agents are certificated as Flight Navigators. It is then their

(Continued on Page 19) **ASTRODOME**

TOASTMASTERS NOW OFFICIAL

Charter No. 1032, issued by Toastmasters International, was officially presented to the Will Rogers Toastmasters Club by District Governor, Earl L. Derhammer. This occurred at the regular Tuesday meeting held on February 12, 1952, at the Colonial Restaurant. Hope Biggers, President, accepted the scroll on behalf of this newly organized club.

The wives of the married members, and girl friends of the unmarried members, were also present at this most auspicious occasion. Before the presentation these honored guests were treated to a tasty dinner. This was followed by a program of impromptu and formal speeches, together with the evaluation of the various speeches.

Credit for arranging the program goes to Charlie Myers, Chairman of the Program Committee. It was excellent and entertaining throughout. Toastmaster Pete Young kept the program moving along at a merry pace. His humorous anecdotes provoked frequent laughter.

For the first portion of the program, Mr. Young introduced Chet Shimp as Table Topics Master. The topic he presented was entitled, "Should Married Men Allow Their Wives to Choose Their Clothes?" Elwyn Rowe, Loren Cameron, Merrill Morgan, and Al Kenison each evoked much merriment with their extemporaneous treatment of this decidedly controversial subject.

The main speakers of the evening, Bill Jackson and Ray Okerlund, were well received by the audience. Mr. Jackson spoke on the subject of "Federal Employees and Community Service". Mr. Okerlund selected as his subject, "Design for a Dog House". The rapt attention given these speakers by their listeners showed how forcefully and entertainingly they presented their viewpoints.

As in all Toastmasters Meetings, several members were assigned to act as critics. Jack Wells, as the Master Evaluator of the evening, had charge of this portion of the program. After his introduction by the Toastmaster, he promptly produced a gavel three times as large as the regular one, and humorously announced that he would "condone no mischief". He then called upon Ted Graber and Bob Ray who each briefly commented upon the speeches given by the main speakers of the evening. Bud Olson, as Grammarian, was then asked to comment. He immediately accused

all speakers of using "whiskers". Everyone's curiosity was finally satisfied when he explained that they were the "and uh's" which so many speakers use to give them time to think between sentences. Before sitting down, he also accused the Master Evaluator of using "whiskers". This person thereupon became so conscious of them that for a time he ~~was~~ unable to proceed. Of course it was all in good fun, and everyone had a good time.

It was quite evident that in the short period of its existence the members of the Will Rogers Toastmasters Club have derived great benefit from their association. From frequent remarks heard after the meeting it is quite evident that the enthusiasm of the members is now shared by their wives and friends.

ROCK SPRINGS WEATHER CAUSES DENVER DIVERTISSEMENT

During their enforced lay-over on Monday, February 18, Toastmasters Chet Shimp and Elwyn Rowe attended a meeting of the DEN-Aero Toastmasters Club at Stapleton Field, Denver, Colorado. They were given a royal welcome by President Bob Reynolds and the other members.

Their recent training in the Will Rogers Toastmasters Club stood them in good stead. They acquitted themselves nobly when called upon to speak.

BARNETT ASSISTS ICAO, MONTREAL

Howard Barnett of Flight Inspection Branch took a week's leave in January, leaving here on the 20th for Montreal, Canada, where he assembled the synthetic Air Traffic Control and Communications trainer, which he and Jim Elkins of ATC built here at the Aero Center. Upon completion of the assembly, it was demonstrated in Montreal before the participating members of ICAO, which included representatives from England, Australia, Spain, India, Asia, Turkey, the Netherlands, and several South American countries. The work was in connection with Mr. F. A. Green's visit to the Aeronautics Center from ICAO last fall.

AMATEUR RADIO CLUB NEWS

Two meter activity is picking up! K5FAJ, at Tinker Air Force Base, was heard in contact with another 144 Mc station in Ada, Okla., on February 12. In Oklahoma City, four stations are known to be active: WN5TKR, W5CXE, K5FAJ, and W5HXL. WN5TKR and W5HXL (which is operated by Robert H. Ashby, Facilities Branch) keep a schedule at 2300 hours each night. If you have 144 Mc equipment collecting dust, why not put it into action and join in the fun?

W5PAA RESPONDS TO CIVIL DEFENSE CALL

Under the operation of Claude E. Gardner, Facilities Branch Chief, W5PAA, the club station, was one of the first to respond to an unscheduled test alert message transmitted by Civil Defense authorities from Miami, Okla., at 1530 hours Sunday, February 10. W5PAA delivered the test alert message to the Oklahoma County Sheriff's Department within a few minutes.

MAGAZINE ARTICLE

The February issue of CQ, one of the more prominent magazines devoted to amateur radio, carried an article by Carl C. Drumeller, Facilities Branch, on a modification of the popular T-17 microphone, a type widely used for mobile operation.

HOME SCHEDULE

Will J. Clark, ~~W4MM~~, a student from the Fifth Region, is not letting attendance at the Facilities Branch school deprive him of contact with the old home town. A regular schedule with W0EUL, Denver, over W50AA, keeps him in close touch.

HIGH ATTENDANCE AT CLUB MEETING

The February 1 meeting of the Aeronautical Center Amateur Radio Club, which featured a talk by Robert S. Lee, W5GCK, Facilities Branch, drew the largest audience of any regular club meeting. Amateurs from Aircraft Services Branch, Facilities Flight Inspection Branch, Airways Operations Branch, Facilities Branch, and Fourth Region Airways Communications were present.

VHF TRANSMITTERS, MARCH MEETING TOPIC

Speaker for the 7th March meeting of the club will be Robert H. Ashby, who will demonstrate how easily a crystal-controlled transmitter may be constructed for 144 Mc operation. As usual, the club will convene at 2000 hours; so mark down the date and hour. You'll not want to miss Bob's talk.

TED GRABER PRESENTS WEATHER ON TV

The current program 'The Weather Tonight', over WKY-TV Channel 4, is now presented by Ted Graber, Policies & Procedures Branch, under the name of Ted McCann, the Weatherman. This five-minute program appears each evening Monday through Friday at 6:45 p.m.

The presentation is specifically designed to explain and interpret current weather and forecasts for the State of Oklahoma. However, Highs, Lows, and principal Fronts across the nation are briefly illustrated and explained. Special emphasis is placed on temperatures, weather, and winds.

Almost all of the information for this program is obtained through the cooperation of the personnel of the United States Weather Bureau at Will Rogers Field. However, the current temperature, barometric pressure, and wind direction and velocity, are obtained at the WKY-TV Weather Station just before the broadcast.

OKLAHOMA STATE HAMFEST

Our long awaited state-wide hamfest is now definitely scheduled for February 24 at Beverly's Drive-in, 2429 N. Lincoln, (just north of the Capitol). Registration will be between 1330 and 1400 hours. Dinner will be served at 1400. The exclusive use of one of the upstairs dining rooms has been obtained for the afternoon. This room may be reached either through the Lincoln Street entrance, or more conveniently, by way of an outside stairway leading directly from the parking lot at the rear of the building. We suggest you use the rear parking lot and exclusive entrance. Total fee is \$1.75 which includes Beverly's 'Chicken in the Rough' dinner. In order to make plans for serving, Beverly's has requested they be given advance notice as to the number to be present. To help us comply with this request it is earnestly requested that W5EHC (Carl Drumeller, 5824 NW 58th St., Oklahoma City 12, - Phone 99-3322), the hamfest chairman, be notified of

(Continued Page 14) OKLAHOMA HAMFEST

OKLAHOMA HAMFEST (Continued from Page 13)

your intention to be there.

Please make your reservation not later than Friday, February 22. Advance payment is not necessary; this detail can be taken care of when you register.

VISITORS

- 1-23 - Ted Burris, Director of State Agency for Surplus Property called at the General Services Branch.
- 1-23 - Loring G. Craymer, Flight Inspector, Region 2, formerly of the Aero Center, picked up N-49 which had been standardized.
- 1-23 - W. E. Rogers, Aircraft Electronics Specialist, Washington Office, spent some time here in connection with work on N-2.
- 1-23 - Charles Truman, representative of Southwest Airmotive, Tulsa, visited with Mr. Shively, and personnel at Aircraft Branch.
- 1-24 - Major A. C. Sears and Capt. Bascomb Locke, 1800 AACs, Tinker, called at the Air Traffic Control offices.
- 1-29 - Leonard Gerlach, Civil Radio Engineer, 1st AACs, Hamilton Field, California, was a visitor at Facilities Branch.
- 2-4 - Peter Ovadias, Safety Officer, Civil Air Directorate, Greek Air Ministry, arrived at the Center for observation work in Airways Operations Operations and Aviation Safety training classes.
- 2-4 - Walter W. Baldiga, Aircraft Parts Specialist, Washington Office, spent several days at General Services Branch.
- 2-5 - C. M. Estep, Deputy Director, Office of General Services, J. P. Morris, Chief, Aircraft Control Division, and Harrison Doyle, Chief Pilot, all of the Washington Office, arrived at the Center to spend a few days.
- 2-6 - Dr. Fred A. Hitchcock, Head of Physiology Dept., Ohio State University, arrived for a few days.
- 2-7 - Capt. Geo. T. Jepson, Sgt. L. Farr, S/Sgt. W. Kirk, S/Sgt. F. Robinson, and Pfc. G. Hilderman, 1850th AACs, Tinker AFB, called at the Airways Operations Branch.
- 2-7 - Lawrence A. Bichlmeier, Chester Wells and Henry Simmons, all of 5th Region,

stopped at the Center to say hello to some of their friends.

- 2-11 - Glen Goudie, Washington Office, spent a few days working with the Facilities Flight Inspection Branch.
- 2-11 - D. R. Harvey, Personnel Officer, Washington, arrived to spend a short time at the Center.
- 2-14 - Antonios Petrakis, Greek State Civil Aviation Service, will spend several days observing training in Airways Operations and Aviation Safety.
- 2-15 - A. K. Whitacre, Region 5, will be at the Center for a week or so to assist in Budget matters.
- 2-15 - Frank G. Shanahan, Senior Examiner of Airmen, Australia Dept. of Civil Aviation, will participate in some Aviation Safety classes.

VISITORS TO FLIGHT INSPECTION

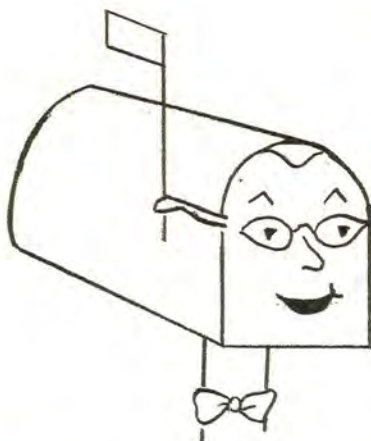
Glen Goudie from Washington W-345, who is at present on detail to ICAO to study the air navigational facilities in Iceland, visited the branch to discuss the various systems which might be practical and available for that installation.

Stanley North, W-356, visited the branch to discuss planning UHF equipment which is to be installed in all airways flight inspection aircraft.

William E. Rogers, W-210, visited Flight Inspection to assist in the final inspection and acceptance by the Washington Office of CAB Douglas N-2.

ASTRODOLITE (Continued from Page 7)

To overcome and alleviate this costly and not too accurate method, the use of the astrocompass in conjunction with the theodolite has been developed at the Aeronautical Center. This method, with proper instruction of personnel, should be accurate to within 2/10 degree. Instruction has been given to Air Force AACs flight inspection personnel, and a high degree of accuracy has been obtained.



DIRECTED STUDY COURSE LS-1 AIRWAYS MAINTENANCE TECHNICIANS IS 'IN BUSINESS'!

On Jan. 21, letters from Mr. Tippetts were forwarded to the Regions inviting enrollment and the latest addresses for men who had previously asked to participate in this program. Replies have been received from two regions and PMD. **Lesson** materials have been forwarded to 100 people as a result, giving them their first two assignments. If that percentage of enrollment keeps up and if those people begin sending in their examination papers pronto, this fellow McKinley would be happy and might have to call for help.

Activity in Course II, 'Principles of RADAR/DME' is picking up, based on the Annual Student Progress Report just sent to the Regions and Washington Office. Eight students are leading the field - having completed the first four examinations. They are:

Region 1	Region 4
Walter B. Lang	John C. Compton
Region 3	F. W. Haury, Jr.
Dan Beyersdorf	Region 6
R. E. Blair	Edward J. Ball
R. G. Hedgecock	Region 9
	Fumio Serikawa

Directed Study Course I, 'Engineering Mathematics' continues its steady pace, with 66 new students enrolling during the month and 4 completing the course. The new enrollees represent a good cross-section of the CAA, as follows: Region 1 - 7; Region 2 - 3; Region 3 - 9; Region 5 - 3; Region 6 - 4; Region 7 - 4; Region 8 - 11; Region 9 - 4; Tech. Dev. & Eval. Center - 19; Aeronautical Center - 2.

Those receiving certificates were:

Region 3	Region 7
Edward C. Siejczuk	Samuel J. Rankin
John L. Gunther	Region 9
	A. Brenessel

Activity in the Course is increasing with more examinations submitted this month, than for any month since last June.

NEWS FROM SUPPLIES & SERVICES SECTION

We, the undersigned, wish to thank those responsible for the beautiful and heart-warming expressions of sentiment which we received on Valentine's Day. We shall cherish them forever and strive diligently to live up to the high principals set forth therein!

Hal 'Atomic Boy' McVey - Vernon 'Sportsman' Brown - Duke 'Bar Fly' Dombek - Paul 'Dead-Beat' Shively.

LOCAL GAL MAKES GOOD - Our old friend and fellow employee, Trudy Black, writes from New Orleans that she has been promoted to Personnel Officer at the Naval Air Station and promises plenty of cajun coffee with all the trimmings if we visit during Mardi Gras. Lots of luck Trudy, and glad to hear from you!

In preparing our last work-load report, we were obliged to charge a substantial portion of our time to the investigation of accidents. We are not complaining, but we believe that you will agree that this time could have been more advantageously employed. Let's all pull together with the view to reducing our accidents to the minimum by taking it easy and observing local ground rules.

The North American SNJ-4 airplane mentioned in last issue was sold to Ayercraft, Inc., of Linden, New Jersey, for \$7,118.90. This award established a record for consummation of a sale in our experience. An Ayercraft, Inc. representative arrived with the bid via American Airlines around 4:00 o'clock a.m. on January 29 and was delivered to the Center by special messenger prior to the opening at 10:00 a.m. Shortly thereafter the successful bidder contacted this office and upon being advised the award was in his favor he wired the balance due to a local bank for our credit. On Feb. 1, 1952, the airplane was certificated by the District

(Continued on Page 21) NORTH AMERICAN SNJ-4

MR. SHIVELY TO DALLAS

Paul Shively spent some time with the Gray Aircraft Service Company at Love Field, Dallas, Texas, recently working out details in regard to work to be performed on two Beechcraft C-18S aircraft; one for the International Region and the other for local aircraft standardization work.

SUPPLIES & SERVICES

Our requirements for engine overhauls, comprising three Invitations to Bid, left this office the week of February 11. Vivian Wells cut the plates and Ed Frame followed closely on her heels with the copy. Lots of teamwork from the Washington level on down went into the preparation of these Invitations - we just want you to know that this cooperation is appreciated!

SAFETY OPERATIONS

Miss Ruby Foster, Deputy Chief, Classification Division in Washington, began reviewing position descriptions with Safety Operations Branch personnel on February 11. Her comments and suggestions are proving quite helpful toward writing more complete and factual position descriptions.

NEW CREDIT UNION HOURS

Mondays, Tuesdays and Fridays - 11:00
to 3:30
Thursdays - 1:00 - 3:30
Closed all day Wednesdays.

**NO BUSINESS WILL BE TRANSACTED AFTER 3:30
IN THE AFTERNOON**

Charles Abbott, from Flight Inspection Branch, returned in January from a week spent in New York City, where he took his sister to embark for Europe. Mr. Abbott reports an uneventful trip, with no delays due to blizzards or snow storms.

CAR TROUBLE

In a recent discussion concerning trouble with Thomas Gale's Cadillac, the suggestion was made that perhaps the 'loose nut that clamps onto the steering wheel' might be at fault. After no comment, work was resumed on a possible faulty engine.

GOOD NEWS FOR THE ABSHERES

Marion Abshire received some very good news this week. Her husband, Lynn, has been accepted for admission to the School of Medicine, University of Oklahoma, in September 1952.
CONGRATULATIONS!!

TAKING UP SQUARE DANCING

Rumor has it that Mr. and Mrs. Gene Crippen are graduating students of square dancing and may be seen very shortly at some of the numerous Oklahoma City clubs.

SWIMMING INVITATION

Mary Frances Lane, Policies and Procedures Branch, says that the only good thing about her bout with 'colds' is necessity has forced her to stay home, and she is getting better acquainted with her new apartment. Mary Frances lives in the Lake Club Apartments and invites everyone over when the swimming pool is open.

TED GRABER, TV FASHION PLATE

That fashion plate advertisement, 'Ted' Graber, (alias Ted McCann) has a beautiful new pair of slacks. If TV were in color, he would receive more fan mail than the erstwhile Frank Sinatra.

ELECTRICITY IS HOT

Richard L. Morris found this out the hard way. Next time he'll turn the electricity off to change a fluorescent light tube. Being knocked down once is enough.

JUANITA PRENTICE TAKING REST

Under doctor's orders Juanita Prentice, Facilities Directed Study secretary, is on two weeks leave for a complete rest.



AVIATION SAFETYCourse B3-20-Instrument Ratings Ref.

1/21 - 2/1/52

Blaisdell, Louis M	Rapid City, S.Dak.
Clifton, Wm. F.	Washington, D.C.
Hendy, Jr., N.V.	Billings, Mont.
Onnybecker, W. C.	E. St. Louis, Ill.

Course B6-26-Type Rating on M-E Equipment

1/21 - 2/1/52

Raulerson, Hugh	Oklahoma City, Okla.
Tymczyszyn, J. J.	Kansas City, Mo.

Course D1-24-General Flight Ref.

1/28 - 2/8/52

Brown, Glenn L.	Kansas City, Mo.
Haldeman, Walter R.	New York, N.Y.
Werbke, J. J.	Ft. Worth, Tex.
Rothenberger, C. H.	Seattle, Wash.

Course A-3(2)-Helicopter-Principles, Operation & Maintenance - 1/21 - 2/1/52

Carver, Chester N.	New Orleans, La.
Oulom, Kenneth S.	Washington, D.C.
Curry, R. J.	Middletown, O.
Deyell, R. D.	Rochester, N.Y.
Doering, Jr., F. J.	Los Angeles, Calif.
Mueller, Albert L.	Chicago, Ill.
Ovadias, Peter	Athens, Greece
Pilker, Wm. B.	Raleigh, N.C.
Rice, E. J.	Los Angeles, Calif.

Course B5-26-Airline Transport Pilot Certification Ref. - 2/4 - 2/15/52

Meyer, R. R.	Chicago, Ill.
Smith, J. L.	Miami, Fla.
Trapp, G. O.	Amarillo, Tex.
Wignall, Frank	Jackson, Miss.

Course C2-51-Air Navig. Aids & Operations Inspection Ref. - 2/4 - 2/15/52

McKay, C. A.	Washington, D.C.
Shepanek, Raymond A.	Washington, D.C.
Thornbury, Paul C.	Los Angeles, Calif.
Observers:	
Peter Ovadias	Athens, Greece
Antonios Petrakis	Athens, Greece

Course B3-21-Instrument Ratings Ref.

2/11 - 2/21/52

Christensen, George	Milwaukee, Wis.
Crawford, William D.	St. Louis, Mo.
Farmer, W. O.	Atlanta, Ga.
Jacobson, E. D.	Yakima, Wash.

Course A-5(1)-Air Conditioning, Pressurization & Fire Control - 2/11 - 2/21/52

Beasley, Omar E.	Washington, D.C.
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Byrd, Robert A.	Washington, D.C.
Fountain, Ernest H.	Newark, N.J.
Newberger, Eli S.	New York, N.Y.
Ogilvie, Edward F.	Miami, Fla.
Schwoebli, Edwin W.	Idlewild, N.Y.
Spelman, Jr., W. B.	Washington, D.C.
Stampley, Jr., O. K.	Los Angeles, Calif.
Weis, Jr., Wm. J.	Ft. Worth, Texas
Overbey, C. A.	Miami, Fla.

Course B6-27-Type Rating on M-E Equipment

2/18 - 2/29/52

Ashley, T. E.	Minneapolis, Minn.
Williams, C. B.	Denver, Colo.

DEPARTURESDME 8

12/3 - 2/8/52

Region 1

Christiana, Gilbert P.	Bronx, New York City
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Region 2

Estes, Herbert D.	Chattanooga, Tenn.
Gaa, Gerald F.	Johnson City, Tenn.
Greenwood, Jr., R. R.	Wilmington, N.C.
Manley, Hopkins K.	Tampa, Fla.

Region 3

Amundsen, Norman A.	Wausau, Wis.
Bauer, Robert V.	Jackson, Mich.
Bliesener, Jr., F. C.	Milwaukee, Wis.
Shaw, William S.	Vandalia, Ohio
Wright, Jr., R. E.	Lansing, Mich.

Region 4

Bivins, Gordon P.	Salt Flat, Tex.
Griffith, Robert E.	Monroe, La.
King, James L.	Sulphur Springs, Tex.
Walker, Samuel II	Columbus, N.Mex.

Region 5

Cash, Harry R.	Omaha, Neb.
Hocker, Arthur R.	Casper, Wyo.

Region 7

Conrey, Donald R.	Kalispell, Mont.
Ells, James V.	Helena, Mont.
Murry, Warren E.	Philipsburg, Mont.
Sorenson, Randall E.	Spokane, Wash.

Region 8

Gilliam, Darrell	Anchorage, Alaska
Gordon, Robert W.	Anchorage, Alaska
Jones, Earl L.	Fairbanks, Alaska

Indoctrination Class 30

12/3 - 2/21/52

Region 3

Crum, Jr., Emerson E.	Indianapolis, Ind.
Fairbanks, Harold M.	Moline, Ill.

Region 7

Gotcher, Albert W. Malad City, Idaho

Region 8

Hollenback, Hansell G. Anchorage, Alaska

IR

Sanchez, Francisco Panama R. of Panama

ILS/VOR CLASS 35

11/12 - 2/8/52

Region 1

Levine, Theodore H. Philadelphia, Pa.

Lipson, Herbert L. Dover, Dela.

Region 3

Artimovich, Alex A. Worth, Ill.

Bugg, Ralph W. Wayne Mich.

Region 4

Garner, Winfred B. Amarillo, Texas

Region 6

Fogelsanger, Rudolph S. Milford, Utah

Haynes, Van W. Salt Lake City, Utah

Hopkinson, Ernest A. Las Vegas, Nev.

Nafus, Charles W. Paramount, Calif.

Region 7

Jemison, Philip E. Pendleton, Ore.

Stowell, E. Devont Livingston, Mont.

Region 8

Ledbetter, Noel W. Oakland, Calif.

Schroeder, Gordon L. Grants Pass, Ore.

IR

Molgaard, Hans Tage Denmark

ILS/VOR CLASS 36

12/3 - 2/29/52

Region 1

Granickas, Vito A. Brooklyn, N.Y.

Fleming, Luther E. Norfolk, Va.

Farrell, Jr., Silvester J. New Center, Mass.

Region 2

LeBleu, Julien Franklin, La.

Moss, Henry P. St. Simons Isl, Ga.

Region 3

Wright, J. Leland Akron, Ohio

Region 5

Besch, Wayne L. Lincoln, Neb.

Corley, Jr., Orville L. Kansas City, Mo.

Region 6

Bezouska, Milton Del Mar, Calif.

Barto, Robert C. Reno, Nev.

Region 7

Higbee, Woodrow I. Drummond, Mont.

Bell, Wesley M. Lewistown, Mont.

Region 8

Hannon, George A. Gustavus, Alaska

ARRIVALSDME 9

2/11 - 4/18/52

Region 1

Bass, Elvie J. Washington, D.C.

Holt, William L. Pittsburgh, Pa.

Levine, Theodore H. Philadelphia, Pa.

Powell, LeRoy W. Danville, Va.

Region 2

Baker, Thomas S. Memphis, Tenn.

Berry, William C. Key West, Fla.

Denman, Jack E. Charleston, S.C.

Griffith, Robert W. Fayetteville, Ga.

Hight, Troy R. Greensboro, N.C.

McAnally, David T. Alcoa, Tenn.

Region 3

Blair, Robert E. LaCrosse, Wis.

Bugg, Ralph W. Wayne, Mich.

Frakes, Richard F. Willow Run, Mich.

Hayden, Joseph C. Lexington, Ky.

Horton, Howard V. Two Harbors, Minn.

Jones, Samuel G. Redwood Falls, Minn.

Region 4

Goff, Wayne H. Lafayette, La.

Harbus, Ralph E. Mineral Wells, Tex.

Stewart, Otis W. Lubbock, Tex.

Region 5

Athey, Leon M. Pierre, S. Dak.

Baldrige, Raymond E. Centralia, Mo.

Goodlive, Frank E. Denver, Colo.

Hicks, M. G. Cheyenne, Wyo.

Smith, William F. Rock Springs, Wyo.

Region 6

DeWolf, Laurence R. Blythe, Calif.

Hopkinson, Ernest A. Las Vegas, Nev.

Region 7

Berkman, Ralph D. Seattle, Wash.

Cummings, Luther J. Seattle, Wash.

Jemison, Philip E. Pendleton, Ore.

Leisy, Marvin E. Seattle, Wash.

Malone, George L. Helena, Mont.

Miller, Russell L. Mullan, Idaho

Nichols, James S. Marysville, Wash.

Stowell, E. Devont Livingston, Mont.

IR

Varma, Ravi A. R. New Delhi, India

ILS/VOR CLASS 38

1/21 - 4/18/52

Region 1

Kopf, Ernest J. Wellsburg, W. Va.

McLaughlin, Wm. J. Salisbury, Md.

Region 2

Harris, Maxene D. Dallas, Ga.

Walsh, Jr., Joseph R. Atlanta, Ga.

Region 3

Cum, Robert F. Dickinson, N. Dak.
Trinko, John E. Chicago, Ill.

Region 4

Smith, Edward E. Palacios, Tex.

Region 5

Cottle, Elmer C. Huron, S. Dak.
Hadorn, George D. Topeka, Kans.

Region 6

Robinson, William H. Salt Lake City, Utah
Thomas, James A. Salinas, Calif.

Region 7

Kelsey, Donald L. Portland, Ore.
Minchow, Hubert E. Portland, Ore.

Region 8

Hall, James R. Annette, Alaska
Overhauser, Floyd L. Yakutat, Alaska

IR

Chatterjee, Rabindra N. Calcutta, India
Pauvif, Juan A. Chile

ILS/VOR CLASS 39

2/11 - 5/9/52

Region 1

Ralph E. Anderson Sandston, Va.
Raymond E. Jenkins S. Glens Falls, N.Y.

Region 2

Field, John A. Miami, Springs, Fla.
McCullough, Carl A. Dyersburg, Tenn.

Region 3

Allen, Philip R. South Bend, Ind.
Fox, John D. Fargo, N. Dak.

Region 4

Leonard, George T. Port Arthur, Tex.

Region 5

Johnson, Wesley R. Kansas City, Mo.
Shaw, John E. Sergeant Bluff, Iowa

Region 6

Click, John K. Salt Lake City, Utah
Workman, M. G. Delta, Utah

Region 7

Butz, William O. Spokane, Wash.
Rankin, Samuel J. Miles City, Mont.

Region 8

King, Wayne J. Tacoma, Wash.
Park, John R. Anchorage, Alaska

Indoctrination Class 32

1/28 - 4/18/52

Region 6

Cian, Edward Blythe, Calif.

ASTRODOME, CELESTIAL NAVIGATION TRAINER

(Continued from Page 11)

responsibility in the field for the certification of flight navigators of the airlines who make long overwater flights. As an example of this procedure, the agents stationed at Miami, Florida, will check on the flight navigators on a flight from Miami to Madrid via Bermuda and the Azores. He will remain in Madrid four or five days and then make the return flight, checking another navigator. The agents in New York may go to London or Paris and the ones in Los Angeles to Honolulu.

Thus, at a low cost and without regard to time, place, and weather, celestial flights of long duration may be simulated easily in the trainer.

The weight of the trainer itself is 30,000 pounds and is housed in an octagon shaped building 26' x 26' x 45' high. The height of the trainer from the floor of the building is 20'. The celestial dome, which is above the top of the trainer, is supported by steel members sunk into the concrete floor. These members are absolutely free from the sides of the building so as to prevent any distortion of the calibration of the dome in the event high winds create a sway of the building.

The trainer was originally designed for crew coordination operation and when so operated, it carried a crew of 4--Navigator, Bombardier, Pilot, and Radioman. However, at the Aeronautical Center, the trainer is used entirely for training the Navigator.

It is not who is right, but what is right that is the important thing in this life.

--Emerson

FLU LEAVES LONELY WAKE

The Safety Operations Branch has been a lonely place for the past week or ten days. Messrs. Young, Kempf, Morgan, Jones, Archer, and Hutchins have had varying degrees of flu and pneumonia, and N. H. Rudasill has had a severe crick in his neck. All of them are improving, and we hope they will be entirely well again soon.

PMD-R. W. Pulling returned to duty after recuperating from an attack of influenza.

DOTTIE WEISSEBERGER, AC-629, WRITES FROM HOME

I'm overcome with joy and pride for all the many and lovely flowers, clever cards and candy received from my host of well-wishes.

Thanks, too, for your cheerful visits that dispelled the gloom of a lengthy stay at St. Anthony's. Although home for the present time, I will once more return to the hospital Mar. 4 where after a few days stay, I hope to be 'up and at 'em' again.

And last, but of prime importance is the multitude of thanks Larry and I so gratefully extend to my fellow employees who so kindly donated blood.

Thanks again--CAA'ers.

Sincerely,
Dottie

NEW BABIES

To Mr. and Mrs. Gordon Wight came their fourth child, a boy, born Saturday Feb. 9. Name - Gregory Mark - weight, a whopping nine and one-half pounds. Mother and son are doing well, but father hasn't taken an easy breath yet. He is a DME instructor at Facilities Branch.

Congratulations to Howard Wilson - Mother and baby daughter doing nicely-father, better.

Sign in Aircraft Services Radio Shop: 'This is a **LABOR**atory, not a **LABORATORY**!'

SUPER SALESMAN: Calculus professor at end of involved session. 'Well, we will continue these entertaining discussions at a later date.'

TEXANS Are Rich. Everyone knows that. The only difference is that the poor people wash their own Cadillacs. (from 'Murph').

NEW CAR DEPARTMENT

Several Aircraft Services personnel are sporting new cars! Monroe Ebner and Jack Alley are the proud owners of new 1952 Victoria Ford, and Melvin Cameron has a 1951 Henry J.

HENRY JAYS FOR MEL AND MIKE

No matter what happens in Aircraft Services, there always is a great deal of good natured ribbing going on. And this, of course, proved no exception. In fact, there was so much of it that they finally hung up a sign which said: 'We bought 'em, and we're glad. Signed: Mel and Mike'.

IT MUST BE SPRING. Mel Cameron, genial master of the Instrument Shop, Aircraft Service, showed up the other day with a brand new automobile. A HENRY J., no less. So now he and his assistant, James Poole, commonly known as Mike, both own Henry J's.

Do you suppose that N. H. "Rudy" Rudasill is thinking about buying a Henry J??? The other day he was seen thoroughly admiring and testing Mel Cameron's new acquisition.

GOOD NEWS FOR NITA ROSE--She is the happy owner of a new Chevrolet Sport Coupe. Incidentally, she got the sixty-day delay which she requested, so will report to San Antonio on April 7. **GOOD LUCK, NITA!**

CIVIL ARSENIC ADMINISTRATION

Some of us are wondering what kind of an impression Mr. Dean Anderson in Procurement makes on some of the people with whom he does business. The other day he received a letter addressed to:

'Dean S. Anderson
Civil Arsenic Administration'

What gives, Dean--?

MAN WITH A HORN

My motor stalled. The light is green. Your horn amidst tirades obscene. You tell the world you are ill bred, Sir, and I proclaim you should drop dead, sir.

Carl L. Stader
Taken from 'Indianapolis News'

BOWLING NEWS

You always read about the Women Bowlers, but never the men; this issue you read about both.

Howard Barnett, Eddie Ruof, Clark Affleck and Al Krag, all members of the bowling team sponsored by Radio Supply, are trying desperately to maintain the second place position which they now hold. On February 10, they bowled the American Iron Men of American Iron & Machine Works, taking three points. On Monday, February 18, they will meet the Bollinger Furniture Company team. Mr. Ruof is the star performer, carrying an average of 170.

As you know from last issue, the Women's Times Classic Tournament was just completed. Most of the girls here on the field entered the tournament, however, afraid we missed the money. We do want to mention one of our bowlers. Ida Lee Smith rolled at the opening of the tournament, February 9 at 6 p.m. and placed fourth place for the 6 o'clock run-off. There were 48 girls in the starting run-off and we are proud to know we have one girl who can certainly give them a run for their money. Ida Lee had a 757 series for four games.

The Women's State Tournament begins the first of March; however, there seems to be only two from CAA who are entering. Ava Wells is entering All Events which includes Teams, Doubles, and Singles, and Asia Krause is entering Doubles and Singles. Both will roll the weekend of March 30, so wish them luck, they will need it.

ILLNESSES TAKE CENTER BY STORM

Aircraft Services Branch: Wesley J. Hodge, George P. Ross, Lurman A. Neal, Robert J. Winkler, Alfred M. Lundy, Richard C. Holman.

Standardization: R. L. Combs spent over a week in McBride Hospital.

Headquarters: Daisy Dovell, Carol Peters, Maurine Peaden, Hattie Reeder, Esther Woods, W. H. Hill were all flu victims. Jeanette Horn was absent a few days with what she feared was the mumps, however, it turned out to be a sinus infection and even though Jeanette was uncomfortable for a few days she was surely relieved, for mumps are surely no fun!

THANKS FROM THE OUTGOING ASSOCIATION TREASURER

It seems as though I've been in office a very long time, but I've enjoyed working with the officers and secretaries, and have met people throughout the Center whom I would never have met had I not been an officer of the Association.

Needless to say without the cooperation of the Division and Branch Secretaries, the Treasurer could not keep the books in order. She couldn't possibly know each time a new employee comes to work, or when an employee leaves CAA. THANK YOU ALL for your splendid cooperation and I know you will cooperate with our new Treasurer as you have in the past.

GOODBYE TO FORMER EMPLOYEES

The Standardization Division wishes to bid the best of luck to these employees, departed from this division:

Jimmy W. King	Rex Childers
Pollyana K. Hales	Martin G. Dotson

Contract & Requirements Section

Ruth Herman - to Navy Dept. - Norman, Okla.

Project Materials Division

Billy J. Scholes	Manford Wham
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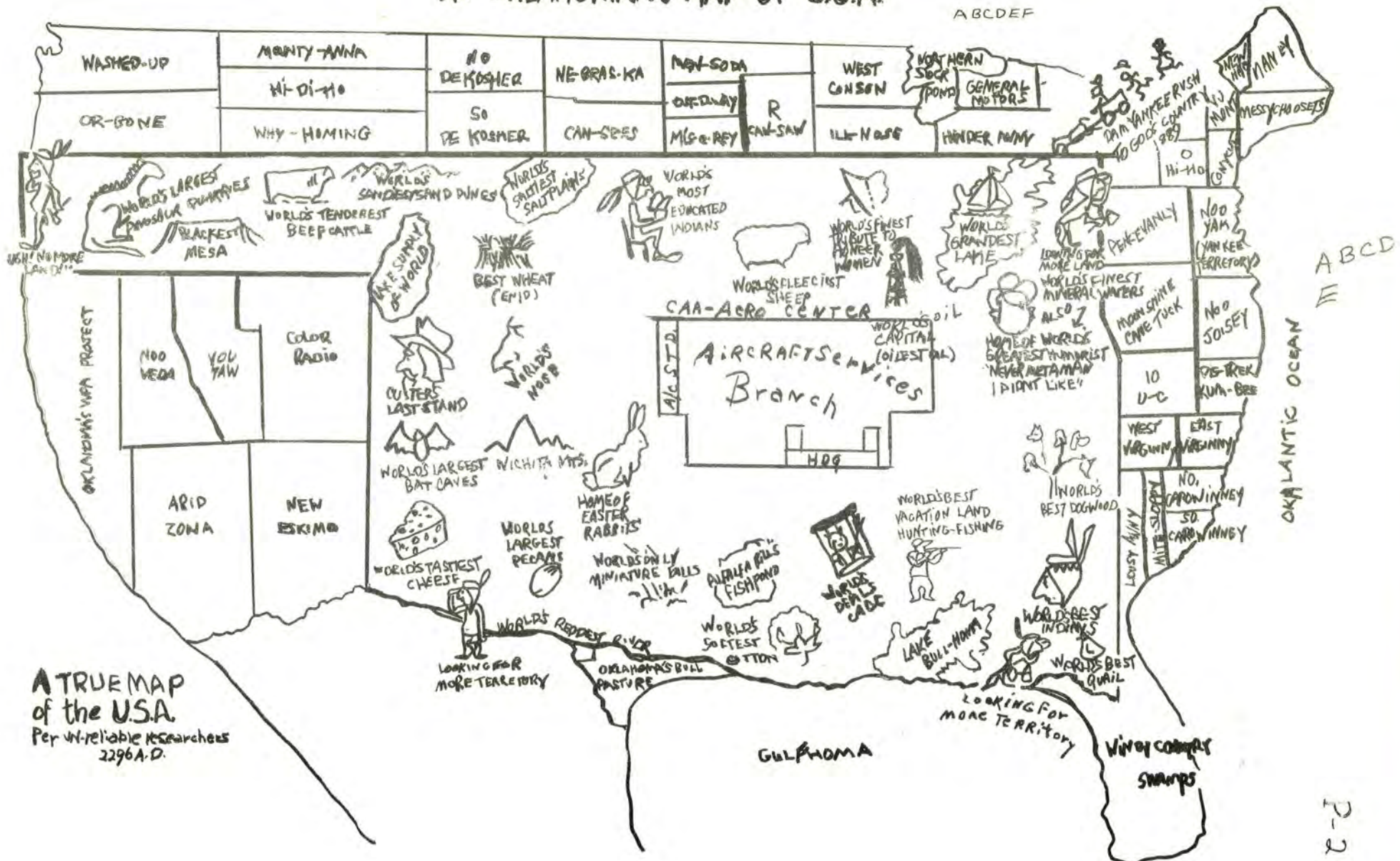
Facilities Branch:

Byron Looney	Josh Nessmith
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NORTH AMERICAN SNJ-4 (Continued from Page 15)

Aviation Safety Office was ready for ferry prior to noon. Speaking of sales, we are interested in disposing of scrap metal and have been getting some good prices -- PMD made some portable scales available to us and we can sell small lots by negotiation from present locations where advisable.

AN OKLAHOMAN'S MAP OF U.S.A.



A TRUE MAP
of the U.S.A.

Per reliable researchers
2296 A.D.



The biggest question,
In television now;
Is will she, or won't she
Bend over for a bow!

We read recently of a draftee called up for
examination, who claimed exemption on the
grounds of poor eyesight—and brought along
his wife as evidence.

SEEMS FAIR ENOUGH

"Liza, how can you put up with such a lazy,
shiftless, good-for-nothing husband?"
"Well, ma'am, our marriage is 50-50. I makes
the livin' and he makes de livin' worthwhile".

A lot of labor-saving devices have been invented
for women, but none have ever been as popular
as a husband with plenty of money.

Eskimo Boy: What would you say if I told you I
drove 1,000 miles on my dog sled
to see you!

Eskimo Girl: That's a lot of mush

The beautiful girl applying for a position had
all the lines and curves of a satisfactory
stenographer. She also had good recommenda-
tions, though the office manager was less
interested in them than in her. "You have im-
pressed me very favorably, Miss Bright," he
said. "And I believe you will like being here,
if you are interested in this splendid chance
for advances."

Trouble with weak sisters is that they invari-
ably have big, tough brothers.

Sentry—"Halt! Who goes there?"
Returning AWOL—"Friend, with bottle".
Sentry—"Pass, friend; halt, bottle"

"Maybe, baby?"
"Nope, dope!"

A. W. O. L.

Further away than the moon above,
She's gone—the lady I called my love,
Gone with the roses of yesteryear,
She—who I thought was my dearest dear.
She's gone—the lady I made my wife,
But her lawyer is here as large as life!!

The Smiths were at it again. Mr. Smith weary
of his wife's nagging shouted, "Careful,
you'll bring out the beast in me!"
"Go ahead," sneered Mrs. Smith, "Who's afraid
of mice"?

The Play Boy - "What's your favorite musical
instrument?"
Chorus Girl - "The cash register!"

A lot of people are in debt because they spend
what their friends think they make.

Work is something that when we have it we wish
we didn't; when we don't have it, we wish we
did; and the goal of most of us is to afford
not to have to do anything some day.

Overheard in the Donceel household:

June: "I took the receipt for this cake out
of my new cook book".

Harry: "Good, dear, if there's any more in
there like it, let's get them out too".

Gossip is a grapevine that grows only sour
grapes.

Asked what he did for recreation if and when he
got to town, one of those long, lean Texas cow-
boys reluctantly confessed, "I most always go
dancin' if there's a dance."

"Why, nobody'd guess you knew how to dance", the
questioner exclaimed in surprise.

"Heck, I can't dance a lick", the cowhand admitted,
"but boy I sure like to hold 'em while they do!"

The woman entered the meat market. "Have you any
chicken"? she asked.

"Just four left, ma'am," the butcher said.

"Well, I run a boarding house", she said. "Pick
out the two best, tender ones."

The pleased butcher complied willingly.

"O.K.," said the woman nonchalantly, "Now wrap
up the other two for me".

"If God hadn't intended us to listen more than
we talk, He would have given us two mouths
and only one ear."

Division Chiefs or Chiefs, Institutions.

(1) Requirements -

(a) Knowledge of total C.A.A.

(b) Program of Center - objectives - special projects.

(c) Organization of Center.

(d) Requirements of a Supervisor

(e) Knowledge of human side of Administration.

→ (2) Check with Hattie if we have handouts duplicated.

(2) Start out with series of talks - Not more than 30 to meeting.

(1) Also on hour - old copy.

(2) Lecture on role of Center.

(3) Division Chiefs on own line

(3) Some lectures on theory of Mgt. - Use course material from Prof. B. Pers. Office.

(4) Contact.

Notes -

- (1) On clinical question, Div. staff advised that they may have help on center - will ask
(2) Explanation of hearing device made by Smith. Various div. to bring supplies.
(3) Report made on contacts of C.S.C.