

# CAA AERO CENTER



## "BEACON"

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

April 23, 1952

OKLAHOMA CITY, OKLAHOMA

Vol. III, No. 4

### TELETYPEWRITER REPAIR SHOP WILL BE SET UP AT PROJECT MATERIALS DIVISION

Plans for establishing a teletypewriter repair shop for major servicing of such equipment for all Regions have been approved by Washington, it was learned last week from Clyde Daniels, Chief of PMD Engineering Branch.

The repair shop will be set up in the Electronics Section in Bldg. 123 and will be under supervision of E. H. Vaughn, Electronics Section Chief.

The position of teletypewriter specialist has been filled by Eugene Hill who will enter on duty at the Center about May 1 in a transfer from Region 4.

The repair program will begin with reconditioning of surplus teletypewriter units now in PMD stock, and will be followed by equipment received under Region repair schedules. Special test equipment required for major repairs and a stock of replacement parts have been ordered for equipping the shop.

### ILS/VOR AND DME SCHEDULES COORDINATED TO PROVIDE CONTINUOUS SESSIONS

Starting on Monday of this week, the ILS/VOR and DME training schools of Facilities Branch are so integrated that CAA personnel associated with electronic ground equipment may attend the resident schools and move from one to the other without interruption, it was announced by C.E.Gardner, Facilities Branch Chief.

The four sections of the ILS/VOR school and three in the DME school are arranged in three-week blocks repeated continuously. In both schools a new class begins every three weeks, except that every twelve weeks a week of administrative training convenes. The new scheduling arrangement had been held in abeyance for several months pending arrival of additional laboratory equipment. A saving of travel funds is expected to result from the more flexible schedules, since in many cases students have attended one school only to return later for additional training.





# APPEAL IS MADE IN AVIATION CIRCLES FOR AID IN STIMULATING PUBLIC INTEREST

Recently, Eldon Stout, Director of the Oklahoma Aviation Commission, has been making an economic survey of the impact of aviation property, payrolls, equipment, and numerous activities. According to preliminary figures on Oklahoma City, the impact of Aviation on the welfare and progress of our community, and the potential effect on our personal careers and fortunes is amazing.

Recent revitalization of the Aviation Committee of the Chamber of Commerce, the Oklahoma Aviation Club and other civic groups, warrants our individual attention and help in fostering a more progressive attitude toward aviation for the mutual benefit of all concerned.

Recently the Gaylord Publishing Company has approved the reinstatement of an aviation column written by Mather Eakes who has always been one of the foremost promoters of sound aviation interest. When the column was formerly discontinued, there were very few complaints received by the Gaylord Publishing Company. On the other hand, it has come to our attention also, there have been very few written complimentary comments. If you feel it is important to maintain an aviation column, we suggest you so express your views in a letter to the Gaylord Publishing Company.

...

Always do right. This will gratify some people and astonish the rest. --

Mark Twain

...

## CAA RECEIVES COMMENDATION FOR TRAINING GIVEN WALTER WATZEK OF AUSTRIA

A letter received in the Office of the Administrator, Charles F. Horne, from Francis Deak, Chief, Aviation Policy staff of the Department of State commending the CAA for its part in the training provided Walter Watzek of Austria has been distributed to administrative offices throughout CAA.

Mr. Watzek spent approximately three months in the U. S. and from January 7 to 19 at the Aeronautical Center. We quote, in part, from the letter:

"I am sure you will be interested in the comments quoted below from a letter recently received from our Civil Air Attache in Vienna, Mr. Milton M. Turner, with regard to the recently concluded training program of a ranking official of the Austrian Civil Aviation Department.

'Engineer Watzek returned to Vienna February 7. I have had two visits with Watzek since his return and it is very evident his visit to the States was completely successful. Austrian civil aviation will realize many and continued benefits with the knowledge Watzek gained. Further, Austria's reorientation towards western ways with respect to civil aviation can be assured. The cooperation and the effort extended by the Civil Aeronautical Authority to assist and assure the success of Watzek's activities were perfectly handled.'

I should like to take this opportunity to express to you the Aviation Policy Staff's appreciation for the splendid cooperation we have received from the Civil Aeronautics Administration in connection with this training program which obviously will prove to be a good investment."

...

## QUOTATION FROM WRITINGS OF HORACE MANN

When the money expended for education shall be viewed in its true character, as seedgrain sown in a soil which is itself enriched by yielding, then the most parsimonious will not stint the sowing.. --From Fifth Annual Report, page 82.



## LETTERS FROM FOREIGN STUDENTS TELL OF DEEP APPRECIATION-KINDNESS AND TRAINING

Three friends from Greece write:

"We are three Greek students, who have recently arrived from Greece, and represent Civil Aviation of Greece.

We arrived in Oklahoma City on February 23, 1952, to study the subject of Radio Elements, which is presented by the CAA of the United States. Even though we have been here only a short period of time, we are greatly enthused and appreciative for the kind and helpful assistance that we have received from the officials of Washington, Mr. Frank, Mr. Earp, and Mr. Tevis, and also, our present instructors of the school. We wish to offer our especial thanks and appreciation to Mr. Gardner, our supervisor, for assisting us in our school-work and personal welfare.

In closing this letter, we have only to say, that we will do the utmost on our part in making you proud of us. We are most grateful for the opportunity of coming to the country of the United States.

In kind appreciation to the United States Government, we remain.

Panayiotos Constantinidis  
Demetrios Hajdidimetriou  
John Vallianatos"

A friend from Lebanon writes:

"Gentlemen: I wish to express my deep appreciation to the Civil Aeronautics Administration for having had the opportunity to train at the Oklahoma City Aeronautical Center. My training was complete in all respects, and my instructors extended every courtesy and consideration. The training I received will be most helpful to me and to my country when I return to Lebanon to carry on aeronautical activities there. In addition to the technical knowledge acquired in the training course, just the pleasant, every day associations with the instructors and students gave me such a wonderful understanding of the peoples of the United States which I shall long remember.

My sincerest gratitude to Mr. Cruse, Mr. Okerlund, and all of the instructors in communications and air traffic control for their assistance during my training period.

Sincerely, Michel Anbar"

## FOREIGN LETTERS (Continued)

Another Lebanese sends this letter:

"I arrived in Oklahoma City October 17, 1951 and since that time have enjoyed my stay very much.

I was particularly impressed by the friendliness of the people here in Oklahoma City. It seems that all of the people are your friends and wish to help you in some way.

The manner in which the CAA took care of us during our stay in Oklahoma City will not soon be forgotten. They did everything possible to help us achieve what we came to this country for. They gave us excellent instructions and even went beyond instructions in helping us.

I would like to say that Mr. George Crowley, Acting Chief of Air Traffic Control, and Mr. Charles Dowling, Instructor, certainly did their utmost to make our instruction excellent, as indeed it was. Of course, all those instructing us were excellent and I would like to take this opportunity to thank them.

Again, I'll say that I liked Oklahoma, Oklahomans and the United States.

I will always speak of the United States as the truly Great Country that I thought it was, and which I now know it is.

Antoine Bedran from LEBANON"

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Editor . . . . .	Arthur Schmitt
Assistant Editors . .	Lois Bodine
	Asia Krause
Sports Editor . . . .	Ann Martin
Assembly and Distribution .	Bill Johnson
Photography . . . . .	L. E. Shedenhelm
Staff Artist . . . . .	Hattie Reeder
Printing . . . . .	Edwin Frame

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## BEACON GETS DATES MIXED AND CHANGES STYLE

It may have been noted by BEACON readers that the March issue, dated February 21, appeared in April.

It is with regret that the BEACON staff discontinues the use of Varitypers in preparing masters for printing. Although this means a less attractive appearance, less available space, and detracts from readability, the work of getting the paper out on time each month will be much easier.

We hope the BEACON will be received with as much interest as it has in the past. Since distribution is limited PLEASE PASS YOUR COPY ALONG TO OTHER CAA PEOPLE.

. . .

## JUST TESTING

What to say--

When you are given an objective test:

"It doesn't let you express yourself."

When you are given an essay test: "It's so vague. You don't know what's expected."

When you are given many minor tests:

"Why not have a few big ones? This keeps you on edge all the time."

When you are given no tests: "It's not fair. How can he possibly judge what we know?"

When every part of the subject is taken up in class: "Oh, he just follows the book."

When you are asked to study a part of the subject by yourself: "Why, we never even discussed it!"

When the course is in lecture form: "We never get a chance to say anything!"

When the course consists of informal lecture and discussion: "He just sits there. Who wants to hear the students? They don't know how to teach the course."

When detailed material is presented:

"What's the use? You forget it all after the exam anyway."

When general principles are presented:

"What did we learn; we knew all that before we took the course."

--NEA Journal.

## OPERATIONS PERSONNEL PARTICIPATE IN DEVELOPMENT OF INTERNATIONAL LANGUAGE FOR AVIATION

Dr. Thurston Griggs of the Education Research Corporation, Cambridge, Mass., visited the Aeronautical Center for three days, March 26 through March 29. This corporation is under contract to the CAA to develop an International Language for Aviation. This amounts to the development of English words and phraseologies that can be used on radio telephone without the hazard of misunderstanding between the man on the ground and the pilot in the air. It is also to be a communications language for aviation that can be easily learned and readily adapted to world wide use.

Dr. Griggs explained that one of the tests that recommended phraseologies and words undergo is that of audibility. As an example, he cited the phonetic alphabet. Twelve of the twenty-six words in the alphabet that went out of date on April 1, 1952 did not pass the audibility test. He pointed out that the international alphabet adopted in its place was an improvement in that only one of the newer words did not pass the test. It being the phonetic word "whiskey."

The purpose of Dr. Griggs visit to the Center was to conduct controlled experiments in the first phase of the project. This phase involved the establishment and maintenance of air-ground radiotelephone communications. The Air Traffic Control laboratory facilities were used to simulate aircraft, communication stations and an approach control facility. Five controlled experiments were run to calculate and demonstrate the effect of recommended phrases in voice communications.

Arrangements were made for the experiments through the offices of W. E. Cruse, Chief, Airways Operations Branch and his sections headed by Mr. Crowley and Mr. Okerlund. Mr. Dowling, ATC instructor, worked closely with Dr. Griggs in establishing the actual settings for the various experiments. Instructors who participated as pilots, communication

(Continued Page 6)





Front row: D. B. Stevenson, M. J. Brown, J. D. Judwig, W. R. Haldeman  
 Second Row: N. H. Rudasill, G. W. Haldeman, R. M. Gross, R. E. Peterson, S. Hinton, R. E. Boak  
 Back Row: J. R. McCarthy, D. D. Murphy, W. Gadzos, H. H. Hermes, R. B. Maloy, H. C. Faller, A. G. Heimerdinger.

#### FLIGHT TEST SECTION CHIEFS COMBINE CONFERENCE WITH A-11 COURSE AT CENTER

The Washington Flight Test Engineering Branch held their Annual Conference at the Aeronautical Center March 31 through April 11. Chiefs of the Flight Test Section from all Regions combined their conference with the Aeronautical Center A-11 Course during the two weeks. The meeting was very successful with many problems being ironed out.

Aircraft N-500, a completely instrumented DC-3, was used by the group to demonstrate the new methods of determining stall characteristics in accordance with certain new Civil Air Regulations which became effective March 5, 1952, as well as new performance concepts under consideration by ICAO. N-100 was used to demonstrate the methods for flight testing and approving auto pilots and flight path couplers. (Continued Page 6)

#### AIR TRAFFIC CONTROL SECTION

SECCION DE CONTROL DE TRANSITO AEREO  
 SECTION DE CÔNTRÔLE DU TRAFIC AERIEN  
 مراقبة الحركة الجوية  
 ΤΜΗΜΑ ΕΛΕΓΧΟΣ ΕΝΑΕΡΙΟΥ ΚΥΚΛΟΦΟΡΙΑΣ  
 แผนกการควบคุมการจราจรทางอากาศ  
 SEÇÃO DO CONTROL DO TRAFEGO AEREO  
 KUSUM CONTROL HAWA YOLLARI

#### "UNITED NATIONS AT AERONAUTICAL CENTER"

A new sign has been posted in the lobby of Building 25, Air Traffic Control Section of the Airways Operations Branch which will make eight different nationalities feel right at home.

The sign, pictured above, says "Air Traffic Control Section" in the eight different languages, spoken by students who have received training in air traffic control procedures at the Aeronautical Center.

From top to bottom, under the English caption, they are Spanish, French, Arabic, Greek, Thai, Portuguese and Turkish; the "United Nations" of the Aeronautical Center.

#### CHIEF AIRWAYS OPERATIONS SPECIALISTS AND SUPERVISORS TAKE 10-WEEK COURSE

On April 14, a group of GAA Chief Airways Operations Specialist (Communications) and District Supervisors convened at the Aeronautical Center for a 10 week course in air traffic control. This course is designed to give the men a comprehensive working knowledge of air traffic control procedures as well as to evaluate this (Continued Page 6)



## OPERATIONS PERSONNEL (Continued)

specialists or controllers were Messrs. Mars, Mitchell, Bridges, Okerlund, Myers, McFarland, Kennedy and Williams.

Dr. Griggs was pleased with the results of the experiments and hopes to return here sometime this coming summer to conduct tests in other phases of the language development.

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## FLIGHT TEST CONFERENCE (Continued)

Tests recorded by photo panel on morning flights were analyzed and plotted by the group for afternoon discussions.

D. D. Murphy, Chief Test Pilot, Department of Transportation, Canada, and his Assistant, Walter Gadzos, also participated in the course.

During the first week, the conference was conducted by R. B. Maloy, Chief, Flight Test Branch, Washington, and W. R. Haldeman, Aircraft Division Chief, Washington participated in the flight Demonstrations and discussions the first week of the conference. J. R. McCarthy, also of the Washington Office, participated in the entire conference and conducted it during the second week. Both were assisted by N. H. Rudasill.

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## SUPERVISORS TAKE 10-WEEK COURSE (Continued from Page 5)

type of training. The course is similar to the highly successful training given to some 200 USAF officers during the past year. It is directed toward qualifying the men for airport and air route controller certificates and offers a substantial amount of practical experience in the Center's traffic control labs. Nearly every region is represented as follows:

Howard H. Bates, District Supervisor,  
Region 2  
John A. Busby, CAOS, Region 2  
Elbert M. Lindsey, Jr., District Supervisor, Region 2  
(Continued next column)

## 10-WEEK COURSE (Continued)

### Region 3

Richard A. Carmen, CAOS  
Grant F. Jacobsen, CAOS

### Region 4

J. C. Chestnut, Jr., CAOS  
John F. Donahoe, Jr., CAOS  
Voice A. Jones, CAOS  
Dell G. Russell, CAOS

### Region 5

Russell M. Woodson, District Supervisor

### Region 6

Robin R. Boughn, CAOS,  
Charlie M. Tate, CAOS  
Ralph J. Vroman, CAOS  
Clarence H. Willhoite, CAOS

### Region 7

Louis S. Yates, Jr., CAOS  
Henry M. Bray, CAOS  
George E. Corning, CAOS

...

## NEW GLIDE PATH (TUS) TRANSMITTER ARRIVES AT FACILITIES BRANCH FOR TRAINING

The new ILS Glide Path transmitter, type TUS, arrived at Facilities Branch two weeks ago and is temporarily being used for inspection only pending suitable location.

Principles of the new type Glide Path, termed Null Reference, have been taught for several years as part of the ILS course and, as development progressed to actual production, more and more instruction has been given. For the past year, in anticipation of its use in replacing entirely the "Equisignal" Glide Path, there has been equal emphasis on the Null Reference facility.

The equipment received, complete as required of a training facility, includes dual transmitters, antenna transfer unit, and complete antenna system as manufactured by Federal Telephone and Radio, Inc. plus the new glide path, CA 1363, produced by Wilcox Electric Company, Inc.

...

Plenty of men can do good work for a spurt and with immediate promotion in mind, but for promotion you want a man in whom good work has become a habit. ----  
Henry L. Doherty



## CENTER OFFICERS ATTEND RTCA CONFERENCE

Visiting Washington for coordination of problems affecting Center operations and for familiarization, three representatives of the Aeronautical Center, L. E. Shedenhelm, Chief, Technical Assistance Division, Jack W. Grawell, Instructor, ATC Section, Airways Operations Branch, and W. H. Hill, Chief, Federal Airways Standardization Division, took advantage of the opportunity to attend the conference of the Radio Technical Committee for Aeronautics held in Washington, D. C., March 25-26.

The CAA was host member. The theme of the conference was Radar Traffic Control. Representatives of the CAA lectured on existing and proposed radar traffic control facilities and procedures. Members of the Military Services and industrial organizations discussed the potentialities and problems of radar traffic control as it affects their representative groups.

The second day of the conference was devoted to a tour of Washington National Airport facilities with particular emphasis on radar installations.

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## SECOND OF SPECIALLY DESIGNED DOUGS DELIVERED TO ALASKA

The delivery of Douglas N-14 to Anchorage by Jack Jefford, Chief of Flight Inspection Branch, marks the second of two such aircraft to be accepted by Region 8. The fuselage is bright orange, the same as N-19 which was delivered in November 1951, so colored for easy identification in case of forced landing in the snow covered areas of Alaska.

These Dougs are used primarily for transporting cargo or medical patients over great distances, necessitating the installation of a floor material in the plane used particularly for this operation, and a wall and window lining material valuable in the resistance to abrasion or damage. N-14 is also equipped with fittings for litter seats, desirable in the performance of rescue work.

## C. W. MUELLER WILL VISIT SECOND REGION

C. W. Mueller, Radio Aids Section Chief, Facilities Branch, will leave Monday April 28 for a one-week visit to the Second Region for training evaluation discussions with regional office supervisors at Atlanta and with maintenance-technicians-in-charge at various airports.

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## SHORT ITEMS FROM FACILITIES

The new localizer equipment installation is nearly complete and was very neatly done by several Facilities instructors. After an initial tuneup by R. S. Lee, Localizer Instructor, the facility was given a preliminary flight check last Thursday. Some special investigations will be conducted using this facility before regular training sessions are held at the site.

\*

Work is progressing on the installation of a second VOR (modernized) for training purposes. The building to be used is the one formerly occupied by Glide Path. The new counterpoise is being erected under the direction of engineers of the Project Materials Division and will be located just west of the present VOR in the area north of the Aero.Center.

\*

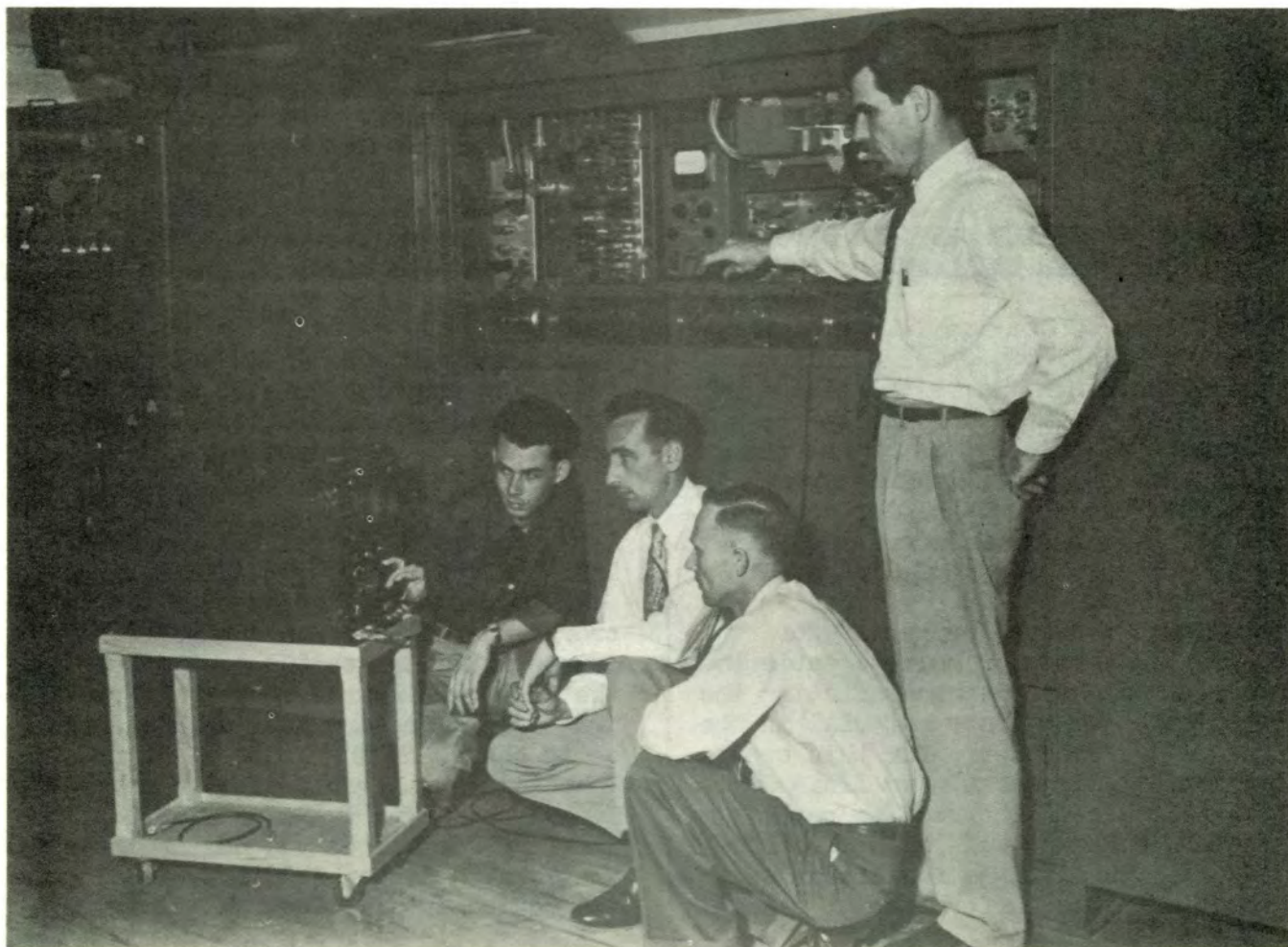
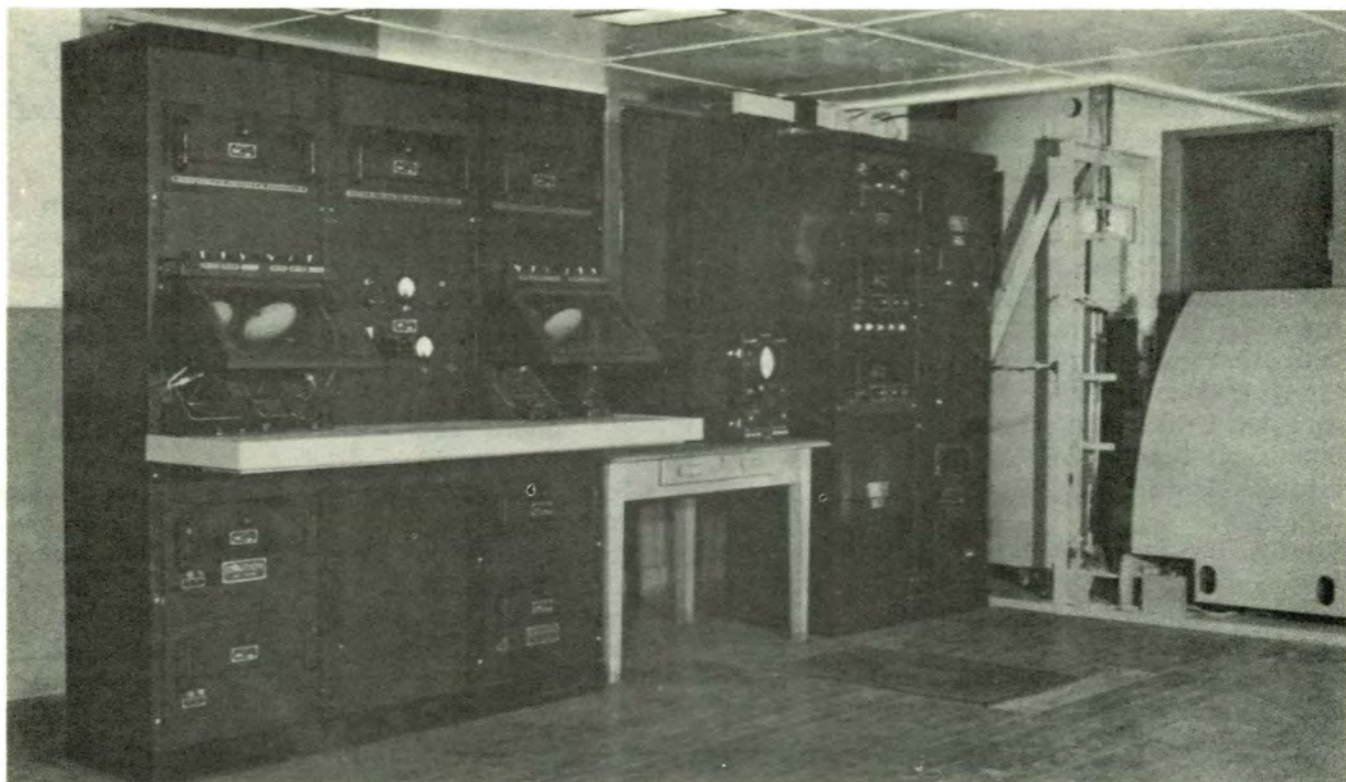
Indoctrination school classes are expected to increase in size again soon as new trainees arrive for service in Region 8.

\*

A. D. Edgerton, Indoctrination Chief left on Monday this week for Syracuse, N. Y. where he will take over the temporary radar inspection duties of R. W. Swinney who has for two months been at the General Electric factory. Mr. Swinney will return next week and will be in charge of the Indoctrination School during Edgerton's absence. M.E. Eisenbach, formerly Radar Aids Section Chief at Facilities and now engineer in the Seventh Regional Office, is also on inspection duty at General Electric.

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**RADAR SCHOOL STAFF INSTALLS GCA PRECISION RADAR SYSTEM FOR LABORATORY  
DEMONSTRATION, AND PRACTICAL TRAINING. MILITARY TYPE GCA  
TRAINER IS DISMANTLED.**

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A major step in the improvement of training aids at the Facilities Branch Radar School has been recently made with the installation of a precision radar system in the north end of building 499. This system was removed from one of the military GCA trailers which are located north of the Facilities Branch. The trailers were originally built for the Air Force and contained a search system, precision landing system, and communication equipment. These trailers were made available to the CAA when the radar school was started in 1948, where the equipment was used for laboratory demonstrations and experiments.

From the technical standpoint, the trailers filled the requirements of the school fairly satisfactorily, but they have many drawbacks which affect their useability as a training device. Heating and air conditioning the trailers is a major obstacle, and the amount of space within the trailer for personnel is extremely limited. Some of the adjustments to the precision antenna system must be made from the outside of the trailer, and during inclement weather this imposed an additional hardship on the students and instructors. These disadvantages led to the decision to move the precision system to an inside laboratory where better working conditions would be available. During a few weeks lull between classes in the fall of 1951 the move was made, with instructor personnel from the radar school performing the entire job.

The installation is shown in the top photograph on the left. The three racks on the left side of the picture are the indicator racks, which contain the azimuth and elevation scopes used by the operator to determine the approaching aircraft's position with respect to the runway and glide path. Also contained in this set of racks are the synchronizer and power supplies. The two racks located toward the rear of

the room contain the precision transmitter, receiver, high voltage supply and the control unit. In addition to the precision equipment installed in these racks, the search system radar transmitter and receiver were installed for the purpose of conducting laboratory work not directly related to the precision system. At the back of the room is located the precision antenna assembly. The elevation antenna is on the left projecting up through the ceiling and the azimuth antenna is mounted horizontally across the rear of the room. A cupola was built on the northwest end of the building to accommodate the elevation antenna, which extends fifteen feet above the floor.

The precision radar transmitter operates on a frequency of 10,000 megacycles. The transmitter is pulsed 2000 times per second, each pulse lasting for one-half microsecond. The transmitter pulse is fed through a rectangular pipe, or waveguide, to a radio frequency switch which alternately feeds the energy into the azimuth and elevation antennas. The antennas radiate this pulse energy in a very narrow beam, approximately one-half of one degree in width. The azimuth beam scans in a horizontal direction and the elevation antenna beam scans through a vertical angle, the scan sectors covering the normal approach path to the runway. The reflected signal from an approaching aircraft is picked up by the radar receiver and applied to the cathode ray tube indicator. From the position of the signal on the indicators the operator can determine the aircraft's position with respect to the runway and glide path, and also the distance of the plane from the touchdown point.

Cost was a primary factor in the installation and every effort was made to keep this to a minimum. The entire installation, except the modification to the building to accommodate the elevation antenna cost less than two



## 10 RADAR SCHOOL (Cont'd )

hundred dollars. The antenna base was made of sheet steel and channel iron with angle iron supports for the elevation antenna. The racks were reinforced with angle iron to support the units. The racks were then cabled and the waveguide connected. Finishing touches consisted of a coat of black crackle paint on the rack equipment and gray enamel on the antenna system to cover the olive drab paint. The men who worked on this project are radar instructors, R. G. Erwood, L. V. Thompson, Harry Todd, Ralph McClung, Byron Looney, Josh Nessmith, (the last two named are no longer with CAA), and radar technician, Don Baker.

The equipment is now in use and is working out very satisfactorily in its new location. The complete search system was not included in the installation, as the school has a modern ASR-1 radar system on which all laboratory work concerned with the surveillance radar is performed. This equipment is shown in the lower photograph on page 8, with Ralph McClung demonstrating an adjustment on the moving target indicator equipment. The men in the picture, reading from left to right, are students, Patrick Ahern, Washington Office; Elden Buel, Region 5; Glenn Allen, Region 5; and Instructor McClung. The students are now enrolled in Radar Class #13.

### LOCAL BOARD OF U.S. CIVIL SERVICE EXAMINERS ESTABLISHED AT AERO CENTER

The Aeronautical Center has been authorized by the United States Civil Service Commission to establish a local board of U.S. Civil Service Examiners. Certificates of Designation were presented to the Board members by Mr. W. H. Hoppers, Board Advisor of the Ninth Regional Office of the Commission at a meeting April 21.

The board will be primarily concerned with the announcement of appropriate examinations for filling certain positions in our overseas regions. An examination announcement will soon be

released for Airway Operations Specialist (Communications), GS-5, positions in the CAA Eighth and Ninth Regions.

Membership of the Board is as follows:

Charles Mueller, Chairman  
Loren Cameron, Executive Secretary  
Charles Myers  
Ray Okerlund  
Hilda Aaron  
Arthur Edgerton  
Chester Shimp  
Joe Bailey

### SECOND DISTANCE MEASURING EQUIPMENT (DTB) ARRIVES AT FACILITIES FOR TRAINING

The second Distance Measuring Equipment ground transponder (DTB) arrived at Facilities Branch last week and will be in operation for training purposes by the end of April, according to W. E. Lucey, DTB instructor in the DME school.

The new unit, Serial No. 8, completes the laboratory training set up and permits more time to be spent by each student on the equipment during the three weeks of DTB instruction in the nine-week DME course.

This latest unit will be operated simultaneously alongside the one already installed in Building 192, which was shown and described in the March issue of the BEACON. The new unit transmits at 1211 mcs. and receives at 963.5 mcs.

DME chief instructor, Kenneth Jenkins, announced also that the old Hazeltine CA1364, an original experimental unit now obsolescent, will no longer be used for training as a complete unit, but will be disassembled for circuit demonstrations. A DTA transponder and DIA airborne interrogator are also used for training.

...

When I'm getting ready to reason with a man, I spend one-third of my time thinking about myself and what I am going to say--and two-thirds thinking about him and what he is going to say.

-- Abraham Lincoln.



## MEDIS AND SECO COURSES TO BE OFFERED AT FACILITIES BRANCH

The first course in SECO (Sequential Control) and MEDIS (Message Diversion) equipments will convene May 19 at Facilities Indoctrination, according to Walter Zuhn, instructor.

Tentative schedule for FY 1953 is as follows:

SECO, 4 classes of 7 men for a one-week course.

MEDIS, 3 classes of 7 men for a four-week course. The first class will consist of Facilities instructors interested in such equipment and a few men from the Washington office.

These courses are available to any CAA personnel and are not part of the regular Indoctrination curricula.

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## 7th REGION MAINTENANCE TECHNICIAN FIRST TO ATTEND ALL FACILITIES TRAINING SCHOOLS

George Malone, Region 7, Maintenance Technician, recently assigned to the Seattle Airport, will be the first to attend all four of the resident training schools of Facilities Branch, it was revealed by C. W. Mueller, Radio Aids Chief.

Mr. Malone attended Class #1 when the Indoctrination course was set up in September 1949. He returned to Oklahoma City again for the ILS/VOR training course in April of 1951.

In February of this year he returned once more to attend the DME course which he completed on Friday of last week. He now enters the current class in training on ASR-PAR radars.

Throughout his training, Mr. Malone has maintained a high standard in the theory and practices associated with CAA electronic equipment.

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An ounce of appreciation is worth a pound of pressure. -- Annie Howard Waters in Good Business.

## ZERO READER CALIBRATED AT SPERRY

Messrs. M. C. Morgan, W. D. Jones and J. F. Kempf of the Safety Operations Branch and Mr. C. W. Walcup of the Aircraft Service Branch made a flight to New Orleans, La., April 14 to have Zero Reader, installed in aircraft N-400, checked and calibrated at the New Orleans Branch Office of the Sperry Company.

While in New Orleans, Mr. Walcup spent his time with the Sperry Service Engineers running checks on the Zero Reader, and it was flight tested by Messrs. Morgan and Kempf.

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## STANDARDIZED AIRCRAFT DELIVERED TO THREE REGIONS

In last month's Beacon we mentioned that W. M. Robertson from Region 2 was the first Regional Administrator to come personally to the Center to accept delivery of a standardized aircraft. Since that time, Leonard Jurden, Regional Administrator from Region 5 has been here to personally accept Beech N-45. He brought in Beech N-105 for standardization.

Jack Jefford, Chief of Flight Inspection Branch and Johnny Freeland, Flight Inspector from Region 8 came in to pick-up Douglas N-14, the second of two specially designed Dougs for Anchorage. They brought in old Douglas N-14. Morgan Davies, also from Eighth Region, brought in Beech N-389 for standardization and picked up Beech N-90579.

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IT WAS GEORGE WASHINGTON WHO SAID: We ought not to look back unless it is to derive useful lessons from past errors, and for the purpose of profiting by dearly bought experience.

...

## QUOTATIONS FROM WRITINGS OF HORACE MANN

"If ever there was a cause; if ever there can be a cause, worthy to be upheld by all of toil or sacrifice that the human hand or heart can endure, it is the cause of education.--From the Common School Journal, 1842.

...



## PUBLIC SPEAKING CAN BE FUN

The gavel falls. The buzz of conversation is peremptorily disrupted.... "This meeting will please come to order!" crackles through the silence. ..And thus another member of the Will Rogers Toastmasters Club, who has been duly elected President embarks on a six month's tour of duty. During that time this member will learn by actual experience the duties which a President of any club is called upon to perform. At the end of this period, he is not eligible for reelection, but must give way to one of the other members. All other offices are filled in the same manner. In this way all members have an opportunity to become familiar through actual experience with the duties required of a club officer.

But a knowledge of parliamentary procedures and the duties that go with officership are not the only objectives. The primary purpose of the Will Rogers Toastmasters Club is to make every member capable of speaking and feeling at ease in any gathering. To this end each participant at each weekly meeting is required to arise and give vocal expression to his thoughts.

It might be a member's turn to declaim a five minute formal speech. Or he might be asked to comment for one minute on a subject which has just been tossed at him by the Topic Master for the evening. It will be his good fortune to also on occasion take charge of the complete program as Toastmaster. Then too, he will be asked to take his turn as a critic.

Toastmasters Clubs are conducted in a manner similar to what you would find in any other club. An excellent dinner comes first. This is immediately followed by a short business meeting. After that comes the highlight of the meeting, the speaking program. This varies from week to week as the ingenuity of the members might dictate.

Just listening proves to be an education. Topics and ideas range far and wide. For instance, at the last meeting speakers discussed subjects as widely separated as television and conditions in the stratosphere.

There is, however, one notable aspect in which a Toastmasters Club differs from other clubs. And the Will Rogers Toastmasters Club is no exception. Here you are performing before your friends. Their constructive criticism will enable you to recognize and eliminate your faults. You will increase your ability to think on your feet. You will learn to express your ideas fluently. Speaking perfection results. No matter what position you now hold, you will immediately discover this training to be invaluable.

The Will Rogers Toastmasters Club has presently a few vacancies. The cost is nominal. If you are interested, please contact the Chairman of the Membership Committee, Mr. Bill Jackson. To paraphrase a current advertising slogan, "You will be glad tomorrow, that you joined today!"

...

The nations of the world look to the people of this country for leadership. They have seen our youth in action. They have seen their courage and their strength. Off the battlefield, they have seen and admired the human kindness and the tolerance of the men who went overseas for us and for them. May we stand firm in our conviction that America has achieved a way of life that we can all cherish--and cherishing, strive ever to guard and improve. -- George A. Sloan

...

There are two ways of being happy: We must either diminish our wants or augment our means--either may do--the result is the same and it is for each man to decide for himself and to do that which happens to be easier. --

Benjamin Franklin

...





TEN AND TWENTY-YEAR SERVICE PINS  
AWARDED TO CENTER OLD-TIMERS

In spite of their youthful appearance, nine of the "old timers" pictured above with Mr. Lanter, the Center Director, received Department of Commerce ten year service awards, while the tenth received a twenty year award.

The group pictured are left to right, front row, George Downs of Aviation Safety, Steve E Inan of Electronics Installation, Mr. Lanter, Elbert Bailey of Accounts, Harry Hill of Federal Airways, and Dick Collier of Airways Operations. In the back row are Morris Fowler of Project Materials Division, Chet Shimp of Facilities Flight Inspection, M. J. "Mitch" Mitchell of Airways Operations, George Hudson of Aircraft Service and Al Krag of Aircraft Standardization. Dave Baker of Aviation Safety has his ten year award waiting for him when he returns from an extended trip to the West Coast.

Harry Hill, Chief of the Federal Airways Division received the twenty year service award.

Mr. Lanter made the presentations at a ceremony in his office on April 11. He presented each of the recipients with a letter in which he told them "This emblem is conferred with a deep awareness that employees such as you, who are devoting a substantial portion of their working career to the service of the flying public, are the life blood of our organization. It is only through the efforts of employees such as you that CAA has been able to establish and maintain the high standards of service the public has come to expect of us."



TOASTMASTER AWARDED  
PAST PRESIDENT'S PLAQUE

Hope Biggers, outgoing President of the Will Rogers Toastmasters Club, was honored with a plaque during the installation of officers at the regular Tuesday meeting of the Club on April 8, 1952. The new President, Paul Young, made the presentation. It was an expression of appreciation by the members for outstanding and meritorious service. Mr. Biggers was primarily responsible for bringing about the organization of this club. In the photo at left, he is shown handing the gavel to the new president.

Besides Mr. Young, the other new officers installed at this meeting were, Will Jackson, Vice-President; Loren Cameron, Secretary; Charles Myers, Treasurer; and Elwyn Rowe, Sergeant-at-Arms. They replaced Enar Olson, Vice-President; Clark Affleck, Acting Secretary for Ron Pulling during the latter's absence from the Center; Ted Graber, Treasurer; and Will Jackson, Sergeant-at-Arms.

After installation of the new officers, the club proceeded with its regular speaking program. It was quite evident that the Will Rogers Toastmasters Club has become a tremendous success. All members are to be commended for their unremitting efforts in making this possible.

.....

"Be ashamed to die until you have won some victory for humanity. -- Horace Mann.

.....



## VISITORS

- 3-27 - Dr. Thurston Griggs, Research Associate of the Educational Research Corp. called at Airways Operations Branch.
- 3-28 - Peter Avadias called at Director's Office.
- 3-31 - Jerome Lederrer, Flight Safety Foundation called at the Medical Branch.
- 3-25 - Chas. F. Patterson, Engineer, Bendix Aviation Corp., called at Flight Inspection Branch with reference to flight path computers.
- 3-25 - Glen Goudie, ICAO, Montreal, Canada, called at Facilities Branch to discuss procurement of equipment.
- 3-25 - Mr. Richardson, Director, Housing, WRF, visited Airways Operations Branch with reference to Air Force housing.
- 3-27 - Lt. Col. Thompson and Mr. Charles Clift, Deputy for Operations 33rd Air Division, made a tour of Airways Operations Branch.
- 3-27 - Dr. Thurston Griggs, Rep. Associates of Education Research, Cambridge, Mass., conducted experiments to develop an international aviation language working with Federal Airways Standardization Division employees.
- 4-1 - Capt. R. D. Johns, Training Officer, 1800th AACs Wing, Tinker Air Force Base, and M/Sgt. T. A. Painter, 1800th AACs Wing called at Airways Operations Branch with regard to Air Force classes.
- 4-3 - Leonard Jurden, Regional Administrator, Fifth Region, called at Director's Office and Federal Airways Standardization Division to discuss training problems.
- 4-3 - Harry Gray, Facilities Flight Inspector, Region 5, called at Flight Inspection to pick up Beech N-45.
- 4-3 - The Air Knockers, Group of pilots from Norman, visited Air Traffic Control to view operations.
- 4-7 - Gerhold Fitz, Austrian Student, visited Airways Operations Branch making an Austrian Good Will Tour.

- 4-8 - F. E. Shivers, Chief, Program Requirements Branch, Airways Operation Division, W-385, called at Director's Office and made tour of Airways Operations Branch.
- 4-8 - Clyde Defibaugh, W-366, called at Director's office and discussed training methods with Facilities Branch.
- 4-8 - Geo. Rand, Deputy Chief, Airways Operations Division, W-380A, called at Director's office and made tour of Airways Operations Branch.
- 4-9 - Maj. J. B. Stapleton, Air Operations and Training, 1800th, AACs Sq., Tinker Air Force Base, called at Airways Operations Branch to discuss Air Force classes.
- 4-9 - N. B. Frank, W-365, called at Facilities Branch with reference to VOR studies.
- 4-11 - Yaro Stropmicky called at Budgets and Accounts Section.
- 4-11 - E. A. Phillips, GAO, Audit of Payroll.
- 4-15 - J. P. Morris, Chief, Aircraft Control Division, W-210, visited at Director's Office, Aircraft Services, Facilities Flight Inspection, and Aircraft Standardization Division.
- 4-18 - Lewis Bayne, Director, Office of General Services, W-170 visited Center.
- 4-18 - H. G. Zaritsky, W-153 visited Director's Office, and Air Traffic Control Section.
- 4-18 - Harold Weatherly, Oklahoma State Aviation Commission accompanied Mr. H. G. Zaritsky.

. . .

## ARCHER ATTENDS CONFERENCE

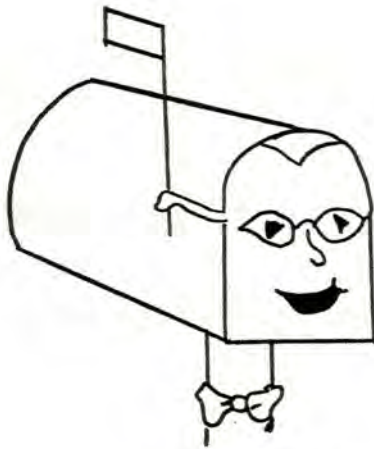
T. K. Archer, Chief, Airman Standards Section, attended a one-week conference beginning March 31 held in Washington, D. C. relative to the new Accident and Violation which will be given at the Center at a later date.

. . .

## TRANSFER FROM REGION 5

W. D. Crawford reported for duty at the Center March 31 as Airman Standards Specialist. Mr. Crawford transferred from Region 5.





### DIRECTED STUDY

Initial assignments of Directed Study Course LS-1 have been distributed to a total of 499 individuals to the close of business April 15. Scattered reports from regional offices indicate substantial interest from not only the Airways Maintenance Technicians but from General Mechanics Relief technicians, construction foremen and others in the Engineering and Construction branches of the regional offices. Still to be heard from with an initial list of applicants is Region Three.

Some delay in the actual receipt of the textbooks by the enrollees has no doubt retarded the submission of examination papers, one of the activity indices on the part of the field personnel. Examination papers have been received from men in Regions 1, 4, 5, 7 and the Washington office, with Region 4 having the maximum number of participants (7).

As indicated in this column last month, some of the first examination papers received indicate that enrollees are attempting to prepare their examinations without study of the lesson assignments or to follow the instructions on the examination face sheet. Greater individual benefit will accrue to the student if he reads again the text materials before attempting to send in an examination, if only for the review thus provided.

-15-

Mr. Ashby has sent preliminary ditto copies of Lessons 16-17-18 and exam 6 to students who have submitted exam 5. This will permit these men to continue their studies while this material is being printed. With only two lessons to go, the material for Course II will be complete before too long - - how about you, the student? Are you consistently studying the lessons and submitting examinations?

### COURSE I GRADUATES

<u>Region 1</u>	C.A. McCullough
H. B. Stewart, Jr.	Roger P. Matheson
Otis P. Turney	<u>Region 3</u>
<u>Region 2</u>	Frank T. Stefonek
Paul C. Epps	L. E. Webber
Albert Lipman	

The following enrolment by region has been made since the last issue of the Beacon:

### COURSE I

	No. of Enrolment
Region 1	4
Region 2	3
Region 3	3
Region 5	1
Region 6	5
Region 7	1
Region 8	9
Region 9	7
Other	4

### COURSE II

Region 1	1
Region 2	5
Region 3	10
Region 4	3
Region 5	4
Region 6	3
Region 7	3
Region 8	2
Region 9	1

### LS - 1

Region 2	35
Region 4	1
Region 6	64
Region 7	3
Region 8	8
Region 9	32



# WELCOME TO DIRECTED STUDY

Mrs. Erma Breedlove reported in to the Directed Study Section on April 7 to take up her new duties as clerk-typist. It is expected that she will be of great assistance in speeding the release of much of the backlog of lessons, practice exercises, new chapters, and the like for the several Directed Study Courses.

Mrs. Breedlove came to her new job via the Civil Service register and immediately prior to her employment here, worked for Barada & Page, Inc., dealers in Agricultural and Industrial chemicals. Some of their chemical products are used by those flying specialists known as "dusters". Prior to that, she served five years with the Brown manufacturing company, which fabricates various aluminum and steel louvered products. Typing, filing and record keeping are no new problem to her.

Erma was initiated into the multiple duties of her job with the added chore of making collections for Red Cross subscriptions. By that assignment, she learned the names and locations of several of our people that otherwise might have taken months.

A resident of Oklahoma City for some 14 years, Mrs. Breedlove has two daughters, graduates of Oklahoma City schools, were then students at O. U. She fits nicely into our group and the Beacon gladly extends to her this wider spoken welcome.

## FACILITIES CLASS SCHEDULES POSTED

Class	Starts	Ends
INDOCTRINATION		
35	April 21	July 11
36	May 19	August 8
37	June 16	September 5
ILS/VOR		
42	April 21	July 18
43	May 12	August 8
44	June 2	August 29
45	June 30	September 26

## DME

12	April 21	June 20
13	May 12	July 11
14	June 2	August 1
...		

## CALL MOTOR POOL-RAY'S OFFICE ANSWERS

Most of the personnel here at the Center have been quite surprised to get Mr. Ray's office when calling for the Motor Pool. We are taking this opportunity to explain the situation in the Beacon.

The Motor Pool is in the process of acquiring a new clerk, but during this time until a new clerk arrives, there is not sufficient personnel to pull the mechanics out of the shop to answer the phone.

Therefore, the switchboard operator has been requested to refer all calls for the Motor Pool to Mr. Ray's office, which in turn, screens the calls and relays the information to the Motor Pool. We hope everyone will bear with us until the new clerk arrives.

...

## NEW INSTRUCTOR TO SAFETY OPERATIONS

William D. Crawford, Aviation Safety Agent, reported for duty at the Aeronautical Center March 31. Mr. Crawford, who was stationed in the St. Louis Fifth Regional Office, will now serve as Airman Standards Specialist (Instructor) with the Safety Operations Branch.

...

## FOUR INSTRUCTORS MAY JOIN ICAO

Pending approval of Washington office, Airways Operations Branch may lose four instructors to ICAO (International Civil Aviation Organization). We would hate to see them go, yet wish them the best of luck. The instructors are: George Crowley, Herbert Bridges, Charles Myers, and Grover Fulkerson.

...

You can't escape the responsibility of tomorrow by evading it today. --  
Abraham Lincoln



**WELCOME TO NEW EMPLOYEES**  
March 18 through April 16, 1952

**AIRCRAFT SERVICES BRANCH**

Willard Shea                  Charles Becker

**AIRCRAFT STANDARDIZATION**

Greama Tettleton      Roy Vickrey  
Doris Ellison          Albert Staats  
Rex Childers          Cyrus Hutcherson  
Ruby Loper

**PROJECT MATERIALS DIVISION**

Chester Hubbard      John Baird

**AIRCRAFT BRANCH**

William Crawford - Transfer from Navy  
Dept., Washington, D. C.

**FACILITIES BRANCH**

Erma Breedlove

**SUPPLIES & SERVICES BRANCH**

Billy Montgomery

**TRANSFERS BETWEEN BRANCHES**

William Merrill from General Services  
to Budget & Accounts.

James Pinkley from General Services to  
Project Materials Division.

**GENERAL SERVICES DIVISION**

Alfred K. Whitacre - Transfer from  
Region 5

**FACILITIES FLIGHT INSPECTION BRANCH**

Clark Chamberlain, electronics technician  
stationed at Perrin Field, Texas  
has transferred into the Flight Inspection  
Branch at the Center.

...

Said the porcupine as he nestled up to  
a cactus in the dark, "Is that you,  
mommy?"

**GOODBYE TO FORMER EMPLOYEES**

**FACILITIES FLIGHT INSPECTION**

Cornelius Talbot

**AIRCRAFT STANDARDIZATION**

Neva Ashworth                  John Kern

**BUDGET & ACCOUNTS**

Alta Taylor

**GENERAL SERVICES BRANCH**

Garold Tessman

**MEDICAL BRANCH**

Ida Mayers

**SAFETY OPERATIONS BRANCH**

Juanita Rose - called back into military  
service.

...

**FIREMAN, SAVE THAT PLANE**

On a routine test hop for N-14 last  
week (with several VIP's aboard) a  
small fire originated in the companion-  
way resulting in a sudden burst of  
bright flame. Jack Wells, co-pilot,  
successfully extinguished the flame  
by (you guessed it!) just blowing. No  
damage was done.

...

**COWBOY BOOTS AND STEPLADDER HIS MATCH**

Mr. D. Gordon Post, whose mastery of a  
Link Trainer has never been questioned,  
finally met his match the other day in  
a pair of cowboy boots and with a step-  
ladder.

The boots were on Gordon and Gordon was  
on the stepladder - an eight-foot one.  
We're not sure what happened and neither  
is Gordon, but the descent from the top  
of the ladder was so rugged that he now  
sports a broken left wrist and two  
broken ribs.



### MUM'S THE WORD

If they know, they're keeping "mum" about it over at Facilities. We mean the dates for the wedding bells among several young ladies . . . . One of 'em still has cold feet.

. . .

And if you believe these TV fans, the world moves on its coaxis.

. . .

### CELEBRATE NEW ARRIVAL TO FAMILY

J. F. Hann was passing out cigars and candy recently to celebrate the arrival of his new son, John Franklin, Jr.

. . .

### NEW CAR DEPARTMENT

Hi! peasants! The hard-top Cadillac that graces the front lawn at Headquarters belongs to Esther Woods.

It seems Mr. Ray's employees are really in the market for cars. Shirley Pfrehm is sporting a two-tone green 1947 Chevrolet; Kate Hawkins, a dark blue 1949 Plymouth; Bill Thompson, a grey 1950 Plymouth; and Bob Ray, a brand new dark green 1952 Mercury.

A. D. Edgerton, Facilities Indoctrination Chief, is driving a new Plymouth sedan. He had to buy it for his wife as a bribe to keep her home while he took his latest trip to Syracuse, N.Y.

Walter Zuhn, as tentatively announced in last issue, did trade off his Pontiac for a new DeSoto. Walt is an Indoctrination school instructor.

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### PHILLIP VAN OSTRAND WINS TV SET

Van Ostrand, PMD, tells us he was just plain lucky to win the TV set as a result of our Red Cross Drive. Since he already had a set, he gave the set he won to his folks.

. . .

"Minds are like parachutes. They only function when they are open."

### COACHMAN SUGGESTS SEEING SALLY RAND

It has been suggested that when the Navigators studying flights in the Celestial Navigation Trainer have lost their bubbles, Mr. Coachman, upon discovering that he does not have the bubble himself, suggests they see if Sally Rand has their bubble.

. . .

### SALESMAN USES OWN PRODUCT

Mary Frances Lane really believes or shows loyalty to her work. She has even started taking instructions in flying. In working for CAA, she should remember salesmen never use their own product. Ha!

. . .

### PERSONNEL EMPLOYEES TOUR WITH COACHMAN

Daisy L. Dovell, Hilda Aaron, Cleo Allred, and William Jackson, members of the Personnel Branch, made a tour of the Policies & Procedures Branch and then were given simulated day and night flights in the Celestial Navigation Trainer with Charles R. Coachman in charge of the tour and Norman P. Jessup as assistant.

. . .

### FACILITIES FLIGHT BRANCH VACATIONERS

Off on an early vacation this year is Frank Pickens, Flight Inspection Branch, who is taking a trip to Asheville, No. Carolina to visit with homefolks. He plans to stop enroute and re-visit scenes of his school days at Auburn.

Bruce Mackay, VOR Data Processing Center, has just returned from a trip to Bangor, Maine where he and family spent a few weeks with his father, who has been very ill.

Thomas Gale, electronics technician from Flight Inspection, returned Monday from Memphis, Tennessee where he spent a few days taking physical examinations in accordance with orders from his Uncle Sam.

Roy Caldwell, Flight Inspector, has been detailed to Washington Flight Inspection Division for a five weeks tour of duty.



Charles W. Mueller, Chief of Radio Aids Section, Facilities Branch, added another to his collection of amateur operator licenses. Formerly holding Novice and Technician Classes, he now has added General Class. Look for W5UEK on any of the amateur frequencies now!

#### TALK DELAYED

Unforeseen circumstances compelled the delay of Louis R. Clements' talk on the electronic semi-automatic key scheduled for last month's meeting of the Aeronautical Center Amateur Radio Club. It will be given 2000 hours Friday, May 2, in Building 10 and will be well worth the attention of any radiotelegraph operator.

#### MYSTERY OF THE MISSING MOBILES

What has become of the forest of mobile antennas that used to dot the Facilities Branch instructors parking lot? Can it be mere coincidence that W5AGM, W5ECA, W5EHC, and W5HXT are all rebuilding at the same time?

#### VHF SLOW-DOWN

Single-handedly, Bob Ashby, W5HXL, continues to fight the "Battle of the Grid Mills" with W5PAA's 114 Mc transmitter. When he has licked that, he'll be looking for aid in getting up an antenna and reworking the speech amplifier system.

...

#### VISITORS TO AIRWAYS OPERATIONS

Mr. Leonard Jurden, Regional Administrator of the Fifth Region, visited the Airways Operations Branch on April 3. Mr. Jurden showed considerable interest in the technical laboratories which are used in training USAF, USN, Foreign Nationals and CAA personnel in air traffic control procedures.

George Rand, Deputy Chief, Airways Operations Division, Washington, D. C., and F. E. Shivers, Chief, Programs Requirements Branch of Airways Operations Division, Wash., D.C., visited the Center on April 8. Visit included inspection of Center's ATC training facilities.

Harry Gray, Chief of Flight Inspection Branch, Bill Miller, Flight Inspector and Vic Morrison, Electronics Engineer from Kansas City, visited with Flight Inspection personnel at the Center for a few days this month to conduct tests on V-109 antennas.

...

#### RAY AND SHIVELY MAKE INSPECTION TRIP

Robert W. Ray and Paul H. Shively spent some time in Charlotte, North Carolina recently inspecting the engine overhaul facilities of American Air Service, Inc.

...

#### ANDERSON AND HUDSON ACCOMPANY N-150

Dean Anderson and George Hudson accompanied N-150 to Glendale, California, for a pre-contract conference with representatives of the Grand Central Aircraft Company.

...

#### DAVE BAKER AT TEST PILOT SCHOOL

Dave Baker, Chief of Engineering Flight Test Section is currently at Edwards Air Force Base, Muroc, California, attending a course at the Experimental Test Pilot School. He is expected to return to the Center approximately April 30.

...

#### DOWNES AND HUTCHINS GO TO BURBANK

Pilots George M. Downes and T. K. Hutchins delivered DC-4 aircraft N-150 to Grand Central Air Terminal, Burbank, Calif., for extensive maintenance and repair. The pilots returned to the Aeronautical Center by airline.

...

#### TRAVELERS OF GENERAL SERVICES BRANCH

Don Brown is on a three-week business trip to visit Naval Bases at San Diego, Los Angeles, Oakland, San Francisco, Stockton, Sacramento, and Salt Lake City, and expects to return May 2 to Oklahoma City.

Vernon Wilson has made several trips to Topeka, Kansas, in the past month to pick up surplus material at Forbes AFB.



### SCOTTY SELL RETURNS TO DALLAS

Scotty has returned to Dallas as CAA Representative at Southwest Airmotive Company and Dallas Airmotive Company for a period of two weeks. He expects to return to Oklahoma City April 25.

. . .

### RAY IN AUTO ACCIDENT ENROUTE TO CHANUTE TRAINING BASE

Bob Ray is on military leave to return to active duty for a period of two weeks at Chanute Air Force Base, Ill. Enroute, he was involved in an accident on the highway, and, although he was slightly injured, his injuries were not critical enough to keep him from enrolling and attending school at Chanute. According to latest information, he is getting along fine, which we were all very glad to hear. His car was badly damaged. It is probable Mr. Ray will return to Oklahoma City with Bill Hielscher of PMD, who is also attending school at Chanute.

. . .

### NEWS FROM SUPPLIES AND SERVICES

You don't have to coax Shively to get him to show you the fin-marks and scars on his left hand--the crappie are running at Mountain Lake.

Thank goodness - the Girl Scout cookies are gone. Seems like all of Supplies & Services' daughters had 'em for sale this year and as usual--mamma and papa were the big Buyers.

Bill Montgomery joined our Branch recently as multilith and mimeograph operator.

. . .

### BOB GARDNER'S SCOUTS WIN RIBBON

Scout troop #89 (Bob Gardner, Scoutmaster) took a blue ribbon at the exposition. Their booth showed the different bandages made with a scout neckerchief, and displayed neckerchiefs from several foreign countries.

### LIFE IN SAFETY OPERATIONS BRANCH

A couple of weeks ago, T. K. Archer, Chief of the Airman Standards Section, preparing to jump astride his desk for a day's work, found a note stuck on his pen - "Kempf ill. Will not be out". He mentally reassigned Kempf's class to another instructor - just as Mrs. Moss walked in to announce "Soehner has the flu"!

While this news was sinking in, the phone rang. It was Mrs. Hutchins. T. K. had been fiddling around with a piece of electrical equipment and had been somewhat jolted by between 600 and 800 volts of electricity. He was destined to be out for several days.

The remaining Airman Branch Instructor, W. D. Crawford, came in at noon with the announcement that he had the mumps and was going home. He isn't back yet!

Archer resigned himself to trying to handle three classes by himself--no mean job, even for a man of his ability. He mentioned his predicament to Warren Smith, who thought it was most humorous--and who promptly came down with the three-day measles the following day.

All have recovered at this writing except Crawford...and Archer. Archer nearly worked himself to death!

. . .

THANKS FOR KINDNESS: "Please accept our sincere appreciation for your thoughtful kindness." "Signed Mr. Frank Dombek and Children, N.Y., N.Y. Our sympathy to L. P. "Duke" Dombek and family. Duke recently lost his mother.

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### ASSOCIATION ACTIVITIES

The check writing service offered by the employees' association finds it necessary to make a charge of 8¢ to members, 10¢ to non-members for each check written to cover the cost to the association of the checking account.



# SPORTS

All hosses drinkin at the wata trough will please pull part of the load." All members of C.A.A. teams who expect the Association to pay part of the bill for equipment should pay their dues and boost the Association.

...

Bob Gardner with the help of Monroe Ebner threaded surplus stainless steel airplane control cable through the top of the tennis net and put said net up on the V.A. court about 100 yards west of the V.A. softball diamond. That same night somebody pulled the cable in two. The net is still upheld by its ropes for anyone who wishes to play and when we get some more steel cable heavier than control cable, we will reinforce it. Loosen the net each time you are through playing and it will last longer. Cost of the new reel for tightening the net was paid by the Employees' Association.

...

It would be difficult to determine in this issue what has happened to our bowlers. However, one news item for the women was the Oklahoma Women's Bowling Association Breakfast held at Blackwell Country Club, Blackwell, Oklahoma, April 20. Course, each State Tournament is followed with the breakfast and open meeting of Board Members and Delegates who represent each city in the State Association. Usually there is a great deal of wrangling, but this year we are proud to report the meeting ran very smoothly and was out at 2:15 p.m. Last year, it was 4 p.m.

Officers for the coming year were elected as well as old and new business being cleared up for another year.

The Women's Bowling Association has increased to a membership of over 3,000 from the 1500 membership of 5 years ago. It's a great sport and one you

# SPORTS (Continued)

are sure to enjoy once you take part in it. Until you take an active part, you can't begin to realize the thrill of the game -- win, or lose. You see, "it isn't whether you win or lose, but how you play the game that counts".

...

Since we do have a tennis court and a net, why don't we organize a tennis club within our own organization? It's a good sport--active--and if enough employees are interested, we'll have our own tournaments. If interested, fill out coupon below and mail and we'll see what we can dream up.

TO: AC-634

Interested in playing Tennis.

---

(Signature)

...

Too, girls, do you like to play Softball? Now is a good time to get started if you do. A schedule would be arranged that would not conflict with the men's schedule if enough girls are interested, so think it over. If you are interested, mail the coupon below, and we'll go to work on this activity too. We'll notify those who reply as to whether there are enough interested or not.

TO: AC-634

Interested in playing Softball.

---

(Signature)

...

The bigger a man's head gets, the easier it is to fill his shoes. --  
Henry A. Courtney

...



# AVIATION SAFETY

## Course C2-53 (Air Navigation Aids & Operations Inspection Training & Refresher)

3-24-52 - 4-4-52

Adams, Browning	Atlanta, Ga.
Tribbett, Gilbert V.	Washington, D.C.
McEliece, James H.	Kansas City, Kan.
Parker, William H.	Ft. Worth, Tex.

## Course D1-26 (General Flight Refresher)

3-31-52 - 4-11-52

Blanchard, Robt. G.	Washington, DC
Clark, William E.	Kansas City, Mo.
Hayden, Samuel	New York, N.Y.
Quinn, John J.	Washington, DC

## Course A-11(9) (Flight Engineering Chiefs Conference)

3-31-52 - 4-11-52

Brown, Morton J.	Los Angeles, Calif.
Faller, Henry C.	Fort Worth, Tex.
Gadzios, Walter	Ottawa, Canada
Gross, R. M.	Atlanta, Ga.
Haldeman, G.W.	Washington, DC
Haldeman, W. R.	New York, N.Y.
Heimerdinger, A.G.	Los Angeles
Hermes, Harold H.	Chicago, Ill.
Hinton, Sam	Kansas City, Mo.
Ludwig, James D.	Kansas City, Mo.
Maloy, R.B.	Washington, DC
Murphy, D.D.	Ottawa, Canada
Peterson, Roy E.	Seattle, Wash.
Stevenson, D.B.	Washington, DC

## Course B5-27 (Airline Transport Pilot Certification Refresher)

4-7-52 - 4-18-52

Dewey, A. J.	Burbank, Cal.
Johnson, Robert T.	Seattle, Wash.
Poteat, Jack L.	Memphis, Tenn.
Ravenstein, R. F.	Houston, Tex.

## Course A-10(16) (Flight Testing Fundamentals & Aircraft Limitations)

4-14-52 - 4-25-52

Commander, C.A.	Ft. Worth, Tex.
Eakins, Howard W.	Chicago, Ill.
Hixon, Arden E.	Kansas City, Mo.
Ross, George M.	Washington, DC

## Course B1-13 (Flight Instructor Rating Refresher)

4-14-52 - 4-25-52

Christenson, Carl J.	Spokane, Wash.
Clabaugh, C. L.	Louisville, Ky.
Marchand, Jack L.	New Orleans, La.
Moor, Norwood C.	Dallas, Tex.
Stathers, George D.	Washington, DC
Witter, A.G.	

## Course C2-54 (Air Navigation Aids & Operations Inspection Training & Refresher)

4-14-52 - 4-25-52

Barner, R. L.	LaGuardia, N.Y.
Gates, Robert F.	Washington, DC
Petrakis, Antonios	Athens, Greece
Rutherford, John E.	Miami, Fla.

## Course A3(3) (Helicopter - Principles, Operation & Maintenance)

4-7-52 - 4-18-52

Cecil, James A.	Wichita, Kan.
Boyle, Bernard C.	Washington, DC
Hughes, John P.	So. Bend, Ind.
Messick, William H.	Dallas, Tex.
Minott, Albert W.	Los Angeles
Pahl, John F.	Washington, DC
Rock, Ben F.	Baltimore, Md.
Taylor, Frank	Washington, DC
Willett, Norman L.	Los Angeles

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JUANITA PRENTICE TO RETURN: Juanita is expected back at her desk in Directed Study after an absence of several weeks. Between her, Maurine Peaden, and Asia Krause, we'll have some juke box music on all coffee breaks.

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ASSOCIATION MEMBERS SINCE LAST ISSUE:  
E.W. Peterman, 622 - Erma Breedlove, 636.1  
Geo. Dennis, 623 - Cyrus Hutcherson, 623

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## CREDIT UNION NEWS

Deposits, shares, guarantee	
fund and undivided earnings	\$38,411
Loans (outstanding)	\$37,093
Net profit, Jan. Feb. & March	\$560

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ARRIVALSILS/VOR 41

3/31/52 - 6/27/52

Region 1

Frank Hursh Squantum, Mass.

Region 2Ralph W. Bickham Tampa, Florida  
Glenn T. Greenamyer, Jr.,  
Miami, FloridaRegion 3Daniel Ely Chicago, Ill.  
Franklin Shrack So. Bend, IndianaRegion 4

Billy Jones Columbus, N. M.

Region 5Ralph Bolick Kirksville, Mo.  
Walter Glotzbach Burlington, IowaRegion 6

Irving Astmann Sacramento, Calif.

Region 7

Virgil Willey Pendleton, Ore.

Region 8James Landess Annette Is., Alaska  
Chester Longman Fairbanks, AlaskaRegion 9

William Olson Lanai, T. H.

A.F.S.

Ralph W. Rea Ft. Worth, Texas

RADAR 13

3/31/52 - 7/3/52

Region 1Frederick V. Leyden-Boston, Mass.  
Bernard Weinstein Idlewild, New York  
David Wasserman N. Y. Int. Air., N.Y.Region 5Glenn Allen Kansas City, Mo.  
Elden Buel St. Louis, Mo.Region 7

George Malone Helena, Mont.

Region 8

Charles Young Anchorage, Alaska

WashingtonPatrick Ahern  
Arthur WetterWash., D. C.  
Wash., D.C.IR

Rabindra Chatterjee New Delhi, Ind.

DME 12

4/21/52 - 6/20/52

Region 1Ambrose F. Collins Absecon, N. J.  
Louis W. Collins Wappingers Falls,  
N.Y.Region 3Robert F. Curn Dickinson, N.D.  
Ernest E. Thompson Grand Rapids, Mich.  
John E. Trinko Chicago, Ill.Region 4Jack S. Beers Pineville, La.  
Floyd Y. Corpus New Gulf, Tex.  
William A. Hankins Little Rock, Ark.  
William A. Starr Van Horn, TexasRegion 5James E. Austin Ferguson, Mo.  
John A. Robbins Omaha, NebraskaRegion 7Lowell E. Carpenter Boise, Idaho  
Paul A. Schmidt Seattle, Wash.ILS/VOR 42

4/21/52-7/18/52

Region 1Bernard J. Geary Arnok, N. Y.  
Lewis C. Kidd Sackett Harbor,  
N.Y.Region 2

Robert F. Hartin Hapeville, Ga.

Region 3Ellison A. Latimer Louisville, Ky.  
Frank T. Stefonek Jamestown, N.D.Region 4

George W. Cave Albuquerque, N.M.

Region 5Harvey S. Monasmith Wichita, Kans.  
Orin F. Novak Aurora, Colo.Region 6Edward J. Ball Phoenix, Ariz.  
Eugene Mathews Menlo Park, Colo.  
Malcolm C. Nickerson Red Rock City, Cal.  
Clarence A. Reid 1000 Palms, Calif.



ARRIVALS (Continued)

ILS/VOR 42  
4/21/52-7/18/52

Region 7

Harry A. Baker Ulm, Montana

DEPARTURES

INDOCTRINATION 32  
1/28/52 - 4/18/52

Region 6

Edward Cian Blythe, Calif.

ILS/VOR 38  
1/21/52 - 4/18/52

Region 1

Ernest Kopf Wellsburg, W. Va.  
Wm. McLaughlin Salisbury, Maryland

Region 2

Maxene Harris Dallas, Georgia  
Joseph Walsh, Jr. Atlanta, Georgia

Region 3

Robert Curn Dickinson, N. D.  
John Trinko Chicago, Illinois

Region 4

Edward E. Smith Palacios, Texas

Region 5

Elmer C. Cottle Huron, S. D.  
George Hadorn Topeka, Kansas

Region 6

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

Region 7

Donald Kelsey Portland, Oregon  
Hubert Minchow Portland, Oregon

Region 8

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

IR

Rabindra Chatterjee Calcutta, India  
Juan A. Pauvif Chile

DME 9

2/11/52 - 4/18/52

Region 1

Bass, Elvie J. Washington, D. C.

DME 9 (Continued)

Region 1 (Continued)

William L. Holt Pittsburgh, Pa.  
Theodore H. Levine Philadelphia, Pa.  
LeRoy W. Powell Danville, Va.

Region 2

Thomas S. Baker Memphis, Tenn.  
William C. Berry Key West, Fla.  
Jack E. Denman Charleston, S.C.  
Robert W. Griffith Fayetteville, Ga.  
Troy R. Hight Greensboro, N.C.  
David T. McAnally Alcoa, Tenn.

Region 3

Robert E. Blair LaCrosse, Wis.  
Ralph W. Bugg Wayne, Mich.  
Richard F. Frakes Willow Run, Mich.  
Joseph C. Hayden Lexington, Ky.  
Howard V. Horton Two Harbors, Minn.  
Samuel G. Jones Redwood Falls, Minn.

Region 4

Wayne H. Goff Lafayette, La.  
Otis W. Stewart Lubbock, Tex.

Region 5

Leon M. Athey Pierre, S. Dak.  
Raymond E. Baldrige Centralia, Mo.  
Frank E. Goodlive Denver, Colorado  
M. G. Hicks Cheyenne, Wyo.  
William F. Smith Rock Springs, Wyo.

Region 6

Laurence R. DeWolf Blythe, Calif.  
Ernest A. Hopkinson Las Vegas, Nev.

Region 7

Ralph D. Berkman Seattle, Wash.  
Luther J. Cummings Seattle, Wash.  
Philip E. Jemison Pendleton, Ore.  
Marvin E. Leisy Seattle, Wash.  
George L. Malone Helena, Mont.  
Russell L. Miller Mullan, Idaho  
James S. Nichols Marysville, Wash.  
E. Devont Stowell Livingston, Mont.

IR

Varma, Ravi A. R. New Delhi, India

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All other knowledge is hurtful to him  
who has not honest and good nature.--

Inspection News

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QUICK THINKING

His secretary was just comfortably ensconced on his lap when the boss looked up and saw his wife entering the office. "Brown Furniture Company," he dictated rapidly, "Gentlemen: Strikes or no strikes, how long do you think I can run my office with only one chair?"

She was built like the First National Bank -- everything deposited in the right places.

Bachelors know more about women than married men. That's why they're bachelors.

How the average woman reacts to the sight of an expensive dress in a store window:

OH!

OWE.

#### GONE TO WAIST

I used to hold her on my lap  
When I was just a youthful chap.  
We'd occupy the self-same chair;  
A most devoted, loving pair!  
Her arms about me she would wreath,  
And down my neck would gently breathe.  
She'd lay her damask cheek 'gainst mine,  
And kiss and coo till half-past nine,  
But now--if she should sit upon  
My lap, as in the days bygone,  
Alas! The chair would splintered be,  
For now she weighs two-twenty-three!

On the blackboard at Facilities the following:

Texas ↔ Kansas

Ashes to ashes and dust to dust,  
Only two more days in Oklahoma for us.

Congresswoman is the title  
I've pinned on my spouse.  
She's always introducing  
New bills into the house.

She: "Can you drive with one hand?"

He(eagerly): "You bet."

She: "Have an apple."

Will you sail with me on the sea of matrimony?

Yes, after you've made a raft of money.

#### FOUR LOST SOULS

There were four inquisitive brothers.  
Walter stepped on the gas to see if he  
could beat a train to the crossing. He  
couldn't.

George struck a match to see if the  
gasoline tank on his automobile was  
empty. It wasn't.

Henry patted a strange bulldog on the  
head to see if the critter was affec-  
tionate. He wasn't.

Now, Frank, the lone surviving brother  
swore he would never let his curiosity  
get the better of him--but he did. He  
asked a girl to marry him just to see  
if she was engaged. She wasn't.

May West's auto license plates is merely  
S X.

Sign on phone booth wall at Navy Base:  
"Kindly limit your calls to four girls".

Husbands with joint bank accounts  
Look on their wives with awe,  
Because the women are so fast  
Upon the draw!

Most women can keep a secret, but the  
only trouble is -- the women they tell  
it to can't.

Hayfoot: "What would you say was the  
greatest war song ever written?  
Strawfoot: "Here Comes the Bride".

Alimony is the fee for untying a knot that  
only cost two dollars to tie.