

CAA AERO CENTER



"BEACON"

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

May 23, 1952

OKLAHOMA CITY, OKLAHOMA

Vol. III, No. 5

ACCIDENT AND VIOLATION INVESTIGATION COURSE

A trial run of the Accident and Violation Investigation Course was held at the Aeronautical Center from April 28 through May 9. This course was jointly conducted by the Safety Operations Branch and the Aircraft Branch, with the able assistance of D.D. Dalby, Chief, Enforcement and Litigation, W-60, who handled the Violation portion of the course; Dr. J.M. Latimer, University of Oklahoma, Norman, who conducted the Witness Interview portion of the course; and Dr. J.J. Swearingen of the Center who conducted the Injury Reports of the Accident Investigation portion of the course. (Continued page 3)

DUAL TRAINING EQUIPMENT WILL BE USED SOON AT FACILITIES ILS/VOR AND DME

Provision for dual training equipment to increase time actually spent by students in tune-up and special adjustment of equipments taught in the ILS/VOR and DME training units is gradually being implemented.

Two Distance Measuring Equipments, Type DTB, are in operation and will be used simultaneously for the first time beginning June 2 in the DTB section of the DME course. K. A. Jenkins is chief instructor of the DME school. W. E. Lucey and R. W. Brown are DTB instructors. (Continued page 3)

And they shall fight against thee; but they shall not prevail against thee; for I am with thee, saith the Lord, to deliver thee. Jer. 1:19.



BEST WISHES TO "PIP SQUEAK"

We note with great interest the appearance of "Pip Squeak", a news-style publication "devoted to technical news from CAA radar facilities" and prepared by co-editors John Zwaska and Bob Sorenson, of the Washington Office.

Judging by Vol. 1, No. 2 which is currently at hand, "Pip Squeak" is well written, newsy and interesting from front to back. It should definitely answer for radar people that question so many in CAA ask "What are the other fellows in my outfit doing?"

Congratulations from the **BEACON**! And by the way, John, Walt Hill's call is W5HXT 73 CUL.

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THE BUILDING OF A LIFE

Life is a building. It rises slowly day by day, through the years. Every new lesson we learn lays a block on the edifice which is rising silently within us. Every experience, every touch of another life on ours, every influence that impresses us, every book we read, every conversation we have, every act of our commonest days, add something to the invisible building.
---Selected-Quests and Conquests---

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Being everlastingly on the job beats carrying a rabbit's foot for luck.--
Quests and Conquests

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BEHIND THE NEWS

Many are the activities carried on by the Project Materials Division. Besides warehousing and storage facilities there are repair shops of many kinds, as well as metal and woodworking shops. On a later page some of the work of the metal shop is detailed with more to follow in next issue. Newspaperman Johnson and Engineering Chief Daniels prepare copy for the **BEACON**.

Short items ----- Paul Shively nearly missed deadline this time.....Hope Biggers too.....we wish Guy Forman would contribute or tell us what's new.....Murph Shedenhelm got his picture in the paper for once in the Parks Air College story.....anyone want to be Editor for a while??

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

| | |
|---------------------------|-----------------|
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| Staff Artist..... | Hattie Reeder |
| Printing..... | Edwin Frame |

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ACCIDENT COURSE (Cont'd. from Page 1)
This trial run was well received by the eleven Agents and Supervisors participating in the course. Albert Kehde, Assistant Chief Inspector, Safety Inspection and Accident Investigation, Bierut, Lebanon and Santokh Singh of India participated in this course as observers.

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DUAL TRAINING (Cont'd. from Page 1)
In the ILS/VOR training course a new Localizer installation is nearly complete and in a very short time will be used with the older equipment set-up for training sessions. The new Localizer facility includes latest equipment such as TUR transmitter, Type CA 1346 monitor unit, type CA 1347 ILS monitor and late type phasing unit.

Work on an additional VOR is progressing with the building for housing the equipment already installed at a proper location. The counterpoise and antenna shelter is now under construction according to C. W. Mueller, Radio Aids Section Chief.

Final arrangements for suitable housing and location for the new Null Reference Glide Path, type TUS, which was recently received, were not complete at press time, but are expected shortly.

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FLIGHT INSPECTION AIR FORCE CLASSES SCHEDULED

Air Force Class 52-E was completed for Flight Inspector Training on April 25 with seven students receiving certificates of completion.

Class 52-F commenced on May 12 for a seven weeks course. Capts. Kenneth I. Gunnarson, Harold A. Jensen; 1/Lts. Harold W. Morgan and Doyle K. Chapman enrolled as flight inspector students and Sgts. William R. Shaffer and John T. Coker as radiomen.

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CENTER HOST TO JAPANESE STUDENTS

Having received extensive training at the Spartan School of Aeronautics at Tulsa, six Japanese students arrived at the Aero Center on May 19.

These students will attend courses B2 and B4 under the direction of the Safety Operations. These courses are concerned with instrument ratings and Airline Transport Pilot Certification.

After completion of these courses, the students will then go to the Bell Helicopter School at Fort Worth, before their return to Japan.

The students in this class are:

Tadanao Kameyama
Yoshikazu Itonaga
Kiyoshi Nishimura
Hidemaro Tominaga
Kimura Masao
Yukiaki Kawata

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GREEK STUDENT AT CENTER

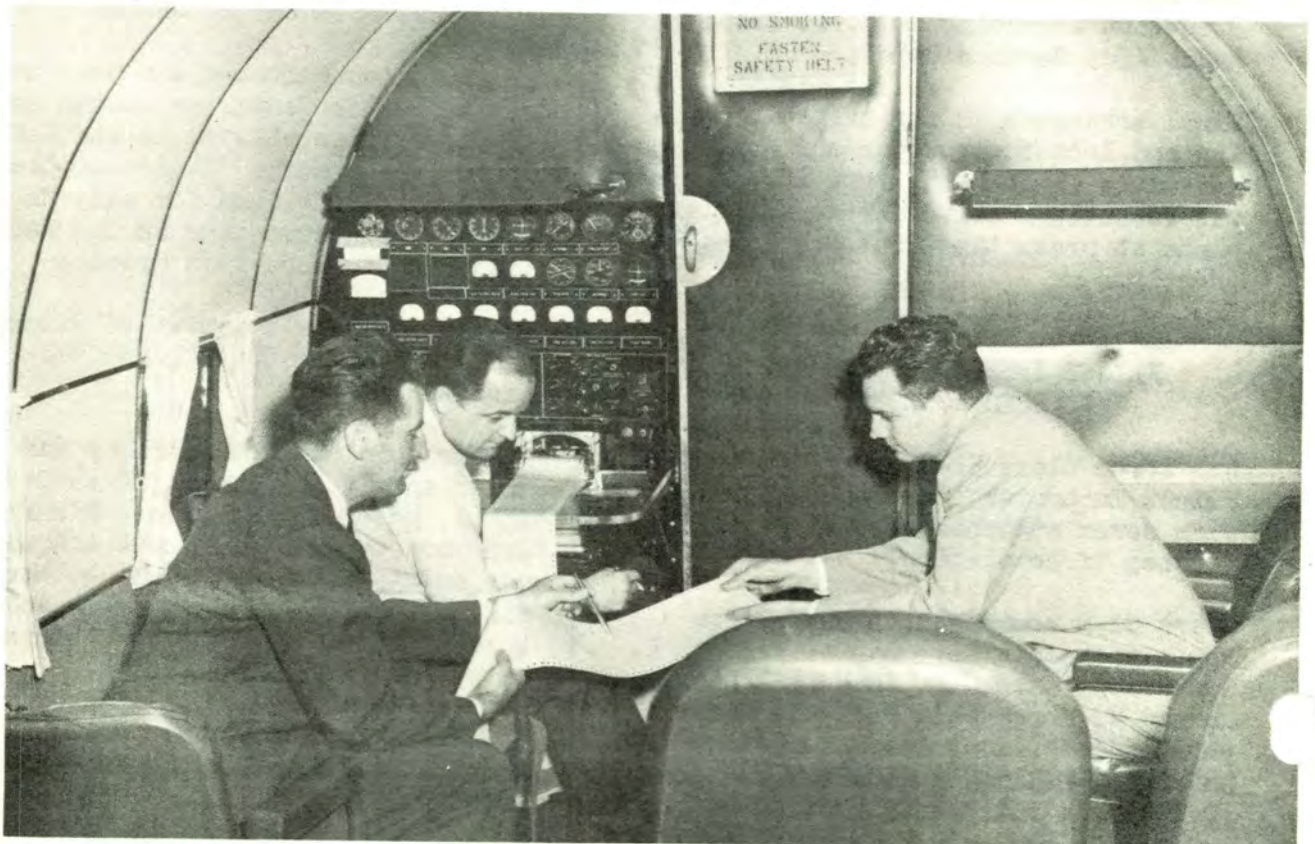
Mr. Antonios Petrakis has been assigned to the Center to attend some of the courses offered in the Safety Operations Branch. Having completed the courses outlined for him, he is now spending some time in the Facilities Flight Inspection Branch.

Mr. Petrakis is a native of Greece and a pilot for the Hellas Greek Airlines.

In our opinion, Mr. Petrakis has shown an amazing amount of ability in his bout with English. His first exposure to this difficult language was on his arrival in this country six months ago. Today, he is able to assimilate even the most technical of aeronautical terminology.

Mr. Petrakis has become further Americanized through the acquisition of a new Plymouth.

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CLIFFORD BURTON WELCOMES FIRST CAA AIR TRAFFIC CONTROL CLASS TO AERO. CENTER

Mr. Clifford Burton, Chief, Airways Operations Division, Washington, D. C. visited the Aeronautical Center on April 22. He addressed the CAA Air Traffic Control Class now in progress and held an interesting discussion on various aspects of the communications-air traffic control integration program.

The group pictured on page 4 represents the first CAA Air Traffic Control class to be held at the Aeronautical Center. It is comprised of 14 Chief Airways Operations Specialists (Communications) and 3 District Supervisors from nearly all of the domestic regions. They are as follows: Front Row (left to right) Messrs. Carmen from Indianapolis, Ind.; Bray, Boise, Idaho; Vrooman, Gila Bend, Arizona; Willhoite, Bakersfield, Cal.; Bates, Atlanta, Ga.; Burton, Chief, Airways Operations Division, Washington, D. C.; Lanter, Director, Aeronautical Center; Cruse, Chief, Airways Operations Branch, Aeronautical Center; Second Row (left to right) Messrs. Tate, Red Bluff, Cal.; Donohoe, Amarillo, Texas; Russell, Tyler, Texas; Jones, Shreveport, La.; Busby, Macon, Ga.; Boughn, Arcata, Cal.; Crowley, Chief, Air Traffic Control Section, Aeronautical Center; Third Row (left to right) Messrs. Dowling, ATC Instructor; Chestnut, Dalhart, Texas; Yates, Seattle, Wash.; Corning, Billings, Mont.; Lindsey, Atlanta, Ga.; Jacobsen, Chicago, Ill.; Woodson, Kansas City, Mo.; Myers, ATC Instructor; Bolyard, ATC Instructor.

The 10 week course will prepare the men to qualify for airport and air route traffic controller certificates and give them extensive simulated control experience in the traffic control labs.

The curriculum includes the study of Air Traffic Rules, FCC Rules and Regulations, Air Navigation Aids and Radio Procedures, Communications Facilities and Procedures, Air Route Traffic
(Continued next column)

CAA ATC CLASS (Cont'd.)

Control Procedures, Airport Traffic Control Procedures, Approach Control Procedures, Weather Reports and Forecasts, Radar Phraseologies. In addition, they will receive a total of one hundred and fifty hours of laboratory application of air route, airport and approach control problems and procedures. The laboratory equipment used at the Aeronautical Center is an extremely realistic reproduction of actual Centers and Towers.

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WILLIAM ROGERS VISITS FLIGHT INSPECTION

William Rogers, Aircraft Electronics Specialist, of Washington Office, W-210, visited at the Center recently for conferences relative to Flight Inspection planning for FY 1953.

Shown on page 4 at the radio engineer observer panel in N-10, a standardized DC-3, are (left to right) J. C. Shimp, Flight Inspection Branch Chief; Steve Brodnan, Electronic Engineer, and Mr. Rogers.

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USAF TRAINING CLASS TO INCLUDE FORMOSA STUDENTS

Classes TU-12 and 13, totaling 31 men, continued their training during April. The 4 U.S. Navy men who have been added to this group have caught up with the remainder of the class through much extra study and all are making satisfactory progress. We have been advised by Tinker Air Force Base that the next USAF Class, beginning May 26 will include 8 Chinese military traffic control trainees from Formosa. There is also a possibility this class will include a few women Air Force members.

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The smallest good deed is better than the grandest good intention. DUGUET--Inspection News.

Money doesn't talk these days, it goes without saying.--The Front Line



COLORFUL INDIAN STUDIES U.S. AVIATION

The smiling, distinguished looking individual with the turban who has created so much interest around the Aeronautical Center the last few weeks is Santokh Singh, Deputy Director of Civil Aviation of India. Wearing the traditional full beard, he is at the Aeronautical Center on a United Nations grant to study air traffic control, air navigation aids, aircraft accident investigation, and related subjects.

Singh, 44, started in aviation by becoming a private pilot in 1930 and shortly thereafter became the third individual in all of India to qualify as a commercial pilot. Both licenses are still current. He joined the Civil Aviation Department of India in 1935 as an Air Traffic Control Officer and in 1937 was promoted to Airport Manager of the Karachi Airport. In 1943, Mr. Singh was commissioned a Flight Lieutenant in the Indian Air Force and was released from active duty in 1946. In September of 1946, he was appointed to the position of Regional Aerodrome Officer which is equivalent in India to CAA Regional Administrator in the U. S. In January 1949, he was appointed to his present position as Deputy Director of the Civil Aviation Department of India. (Continued Page 7)



SAFETY AGENTS TAKE ADVANCED NAVIGATION

Shown in the picture above are two CAA Aviation Safety Agents of the B-9 Flight Navigator's Advanced Course operating the Long Range Navigation (LORAN) trainer in the classroom of the Policies & Procedures Branch. Practical LORAN experience is given to the agents on a flight scheduled to New Orleans and over the Gulf Coast area.

Seated at the LORAN Trainer are J. P. Riviere, Miami, Florida (foreground) and David H. Shroyer, Chicago, Illinois. Standing, left to right, Guy L. Arnold, Washington; Eric Arnholdt, Washington; J. L. Hollenbeck, Allentown, Pa.; and Charles R. Coachman, Aeronautical Center.

Upon successful completion of the advanced course, the agents are certificated as Flight Navigators. Their duties then will be two-fold: (1) to conduct written examinations and practical flight tests for the issuance of Flight Navigator Certificates to qualified airline personnel; (2) to make periodic route checks of airline navigators. This last phase may take the CAA Agent from New York to London and Paris; Miami to Madrid; or Chicago to Honolulu. In fact, these checks are made on all airlines which are required by the Civil Aeronautic Regulations to carry Flight Navigator (Continued Page 7)

SANTOKH SINGH (Cont'd. from Page 6)

Singh, who developed India's aviation program, is intensely interested in the training methods now in use at the Oklahoma City Aeronautical Center, as well as the certification of personnel in the U. S. He is doing considerable study on the new Air Route Traffic Control Certification Program which is now being prepared at the Aeronautical Center's Airways Operations Branch for the Washington Office. India's Civil Aviation Training Center has facilities for the training of pilots and air traffic control officers. Courses in communications and other aviation subjects are now being added.

India has more than 75 civil airfields. The majority of these have radio communications for point-to-point as well as air-ground. Air navigational facilities consist principally of non-directional radio beacons on the low-frequency band with a few low-frequency radio range stations. Bombay and Calcutte have ILS in operation. About 90% of the commercially-operated aircraft based in India is DC-3 equipment. The remaining 10% consists mostly of DC-4s, Constellations and Vikings.

Government subsidized flying clubs are responsible for initial flight training for all student pilots in India. Most of the additional training is accomplished at the Civil Aviation Training Center located at Allahabad. The majority of light aircraft used for training and for business are Tiger Moths, Chipmonks, Piper Cubs and Sentinel L-5s, with a few Beech Bonanzas, Navions and Piper Super Cruisers.

Singh, who will be in the U. S. six months, says one of the finest recent achievements of civil aviation in India is over-night mail service connecting Bomba, Calcutta, Madras and Delhi. This service carries all first class mail between these locations.

Singh holds the degrees of Bachelor of Law and Bachelor of Arts.

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SAFETY AGENTS (Cont'd. from Page 6)

The Flight Navigator courses are conducted by the Policies & Procedures Branch of the Aviation Safety Standardization Division and instruction is given by Guy L. Arnold, Airman Standards Specialist, Office of Aviation Safety, Washington, D. C., and Charles R. Coachman, Chief of the Policies & Procedures Branch.

In the advanced course approximately 30 hours are given in the Celestial Navigation Trainer and 35 hours of navigational flight in the DC-3. The remainder of the course is taken up in star observation and identification, octant practice and ground school classes.

One of the long range flights simulated in the Celestial Navigation Trainer is made on the route from Alaska to Tokyo. Flights in the DC-3 are 5 hours duration each, and with the exception of two day flights for sun observation, are made at night.

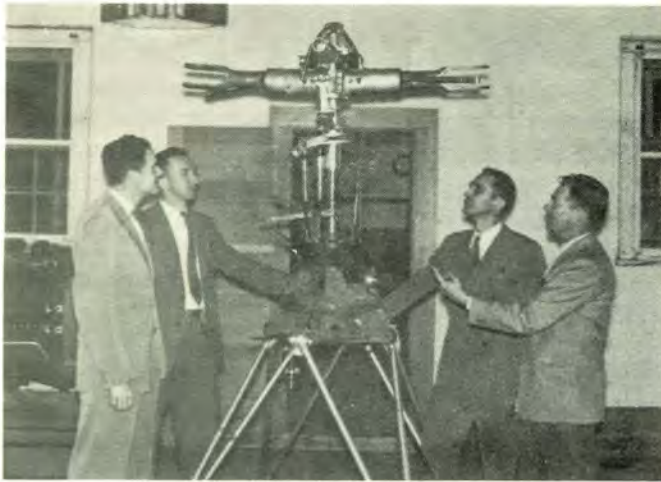
LORAN, which is a long range form of radio navigation, was brought about during WW II. It provided an accurate and reliable navigation aid to insure coordination and control in carrying out a myriad of military operations for offensive and defensive. It was used extensively by ships and aircraft in the movements across the Pacific.

An experienced LORAN operator can obtain an accurate fix within two or three minutes. Storms, gales, and other severe weather have no effect on the accuracy of the signal received. The effective range at which LORAN signals may be obtained is approximately 750 nautical miles in the day and 1,400 nautical miles at night.

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QUOTES FROM ABRAHAM LINCOLN: Most people are about as happy as they make up their minds to be.--I like to see a man proud of the place in which he lives; I like to see a man live so that his place will be proud of him.

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CAB PERSONNEL ATTEND HELICOPTER COURSE

Three technical personnel of the Civil Aeronautics Board recently attended a course on Helicopter Inspection and Maintenance conducted by the Aircraft Branch.

The photo shows Hope Biggers explaining the Hillter rotor mechanism to Bernard C. Doyle, Aeronautical Engineer; John F. Pahl, Asst. Chief, Technical Division; and Frank Taylor, Airworthiness Inspector.

The Aeronautical Center was pleased to have these CAB people and hope they obtained valuable information during their visit.



PARKS AIR COLLEGE ALUMNI GROUP VISITS CENTER FOR "OLD HOME" DAY

Friday, May 9, was "old home" day for old and new (nothing personal) Parks Air College Alumni at the Aeronautical Center. In the picture at left are: Back Row, Left to Right; Charles Eckhoff, Gerald R. Gillies, Harry D. Estey, Harold S. Wood, James Fritrell, Front Row; L. E. Shedenhelm, Elvert Vogelsanger, James W. Fellenz, Ferd Kelly.

Harold Wood, Director, Air Transportation Department (4th from left rear row) brought a Parks Senior Group from St. Louis to study the latest air navigation aids. (Continued Page 9)



THE GUILTY CULPRIT BROUGHT TO JUSTICE

The picture at left shows John F. Hann, Safety Operations Branch, being interviewed by Agents McPeeke, Eighth Region, and Borys, First Region, concerning an alleged violation which was conducted for the benefit of the Violation and Accident Investigation Course at the Aeronautical Center.

Agent McPeeke is shown requesting Mr. Hann's pilot certificate-which turned out to be an expired private pilot certificate showing single-engine sea-plane rating, with an out-of-date (Continued Page 9)

GUILTY CULPRIT (Cont'd. from page 8)
physical. Of course, the aircraft was temporarily uncertificated, overweight and out of center of gravity limits.

The interested bystander, R. L. Jacobs of the Simulated Flight Training Section was allged to have given John Hann \$10.00 for this flight, which included breaking out of traffic incorrectly and flight below the minimum altitude over a populated area.

From the foregoing, you may draw your own conclusions

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"OLD HOME" DAY(Cont'd. from Page 8)
Harold Wood, Director, Air Transportation Department (4th from left rear row) brought a Parks Senior Group from St. Louis to study the latest air navigation aids.

Charles Eckhoff and Harry Estey are former graduates of Parks. "Murph" Shedenhelm (on the receiving instead of the usual shooting end of the camera) was associated with the development of Parks Air College from its inception, serving in various capacities for approximately 11 years.

Merrill Morgan familiarized the group with modern airborne equipment including the Course Line Computer, Sperry Zero Reader, Distance Measuring, Omni-range and VHF Communications equipment. Jack Grewell explained and demonstrated the functioning of the Traffic Control Center and Airport Control Tower Laboratories and Mr. Gardner's instructors explained the Surveillance and Precision Radar and Ground DME equipment. A recent letter indicates that, although their time was limited they obtained considerable information and were very favorably impressed.

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The woods would be very silent if no birds sang there except those that sang best.--John J. Audubon, Inspection News.

ATC REPRESENTATIVE COMPLETES TOUR OF RADAR INSTALLATIONS AT MAJOR CITIES

On April 4, Jack Grewell, ATC Instructor, completed a ten day trip to Washington, D. C., New York and Chicago where he viewed the operation of radar equipment and the procedures employed in the control of air traffic by radar. He observed traffic control in the towers and centers of each location. While in Washington, D.C., he attended the RTCA Spring Meeting on March 25. The meeting dealt with traffic control equipment and procedures. The Hillyer Instrument Company of New York extended him the courtesy of explaining the functions of the electronic radar simulation equipment made by them.

The Hillyer equipment will lend itself to simulation of Radar air route traffic control when the procedures are developed in this field to a point which will make such training desirable. In addition, USAF RAD center simulation could be handled by this equipment.

The equipment allows electronic remote control over as many as twelve targets on a single radar scope. These targets can be controlled as to the heading and speed by the manipulation of two dials. The speed range can be controlled between 100 and 600 knots, and the heading through 360°. The initial position of the target, or the "starting" point on each run, can be quickly controlled at the remote position at any point within 120 miles of the center of the scope. Antenna sweep can be controlled from one to 30 sweeps per minute.

The wealth of information gained from the trip will be used in the formation of ATC laboratory procedures at the Aeronautical Center. Both Airport Surveillance Radar and Precision Approach Radar simulation equipment are being installed in the tower laboratories for traffic control training.

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DUPLEX BEACON COMPLETED IN PROJECT MATERIALS DIVISION SHOP

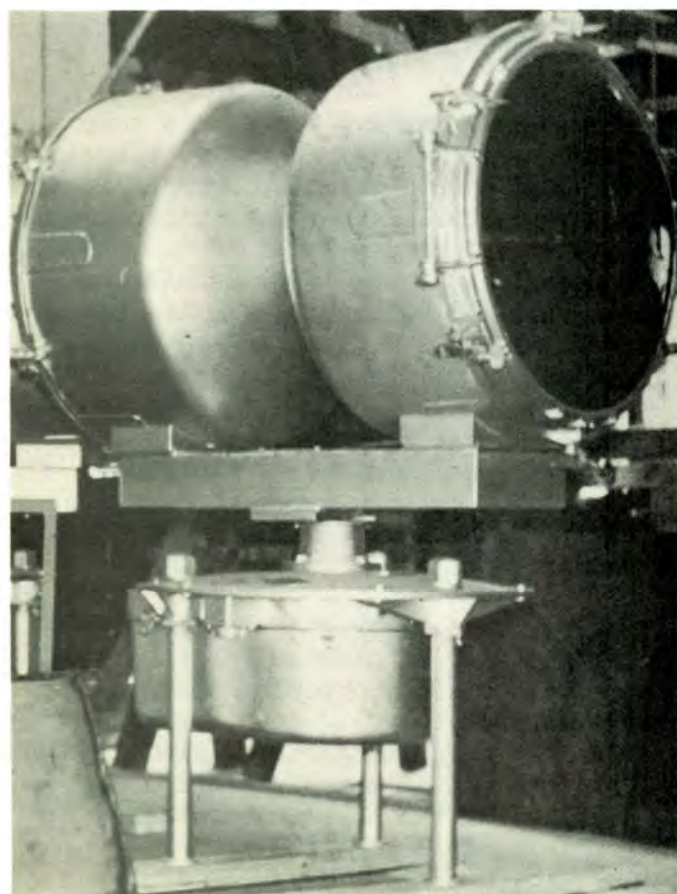
Twenty-five duplex rotating beacons with clear and green lenses will soon be on their way from Aeronautical Center to the 8th Region for special purpose installation in Alaska, thanks to the machine shop crew of Project Materials Division.

The duplex beacons were made from single beacons that had become surplus when their use was discontinued in parts of the United States.

Converting the single beacons into duplex beacons required the construction of a sub-base assembly. The top picture here shows a welder at work on the project, with several partly-finished items stacked in the foreground. The job required great skill and accuracy for two reasons: (1) Each beacon must have the same angle of light projection; and (2) Both beacons must be balanced for rotating on the shaft that had formerly supported only one single beacon.

The finished product in the bottom picture shows the rectangular box with the two single beacons mounted in place. Surplus 1/8" steel flooring was used for most of the construction, but some parts of the sub-base assembly were of 1/2" steel, and this presented a major difficulty: when pieces of different thickness are welded, the metal is very easily distorted in the process because of unequal heat distribution.

The sub-base assemblies had to be finished in a shaper in order that both beacons could be accurately mounted in the correct horizontal plane. The milling machine in the shop was not of adequate size, so there was much extra work moving the material around in the machine. It
(Continued page 11)



--CORRECTION--

We wish to correct a misimpression which appears to have resulted from the story on the front page of last month's Beacon concerning plans for establishing a teletypewriter repair shop at PMD.

This teletypewriter repair project is being established to facilitate the processing of a Washington approved work order which authorizes the overhaul and reconditioning of certain teletypewriter equipment in storage at PMD. This equipment will eventually be assigned to the regions in connection with new "E" projects.

It is not anticipated that this shop will perform any repair functions for the individual regions, as was possibly implied by our reporting in the April 23, 1952, issue of the Beacon

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CAA AMATEUR RADIO CLUB NEWS

Warr Acres amateur activity should pick up a bit since Ellard W. Foster received his call for this area, W5VRV; and J.J. MacAdam, W5UZG, is contemplating a vertical 14 mc antenna so he can contact friends on the west coast. The south end of town is getting its share of new activity, too. Charles W. Mueller, W5UEK, is stringing up an antenna preparatory to opening up with his 80 meter rig and his new General Class ticket. He was heard QSOing for the first time last week. Robert M. Bond, W5LXN, sports the only Extra Class license known to be held by Aeronautical Center personnel. Several others are rumored to be "boning up" for a crack at the top-grade license the next time the "RI" comes to Oke City. Ralph W. Rea of Airways Facilities Shop has one of those envied calls at the top of the alphabetical list of amateur call areas. He is the possessor of call, W5AA. Rea is currently attending classes in the ILS/VOR training section. Next CAA Radio Amateur Club meeting will be held on Friday, 6 June, at 2000 hours.

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SIGNS OF RELIEF FOR THE STUDIOUS

For a group of Center employees in the technical departments the end of May is a time of relief from studies taken in off-duty hours under extension activities of Oklahoma University. College engineering courses in Integral Calculus, Technical Report Writing, and Public Speaking end this week with final examinations. According to late information there will be no extension courses offered at Will Rogers Field during the summer months.

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FACILITIES CLASS SCHEDULES POSTED

| Class | Starts | Ends |
|-------|--------|------|
|-------|--------|------|

DME(Tentative)

| | | |
|----|-----------|--------------|
| 14 | June 2 | August 1 |
| 15 | June 30 | August 29 |
| 16 | July 21 | September 19 |
| 17 | August 11 | October 10 |

ASR/PAR(Tentative)

| | | |
|----|-------------|-------------------|
| 14 | July 21 | October 24 |
| 15 | November 10 | February, 13, '53 |

INDOCTRINATION

| | | |
|----|-----------|--------------|
| 37 | June 16 | September 15 |
| 38 | July 14 | October 3 |
| 39 | August 11 | October 31 |

ILS/VOR

| | | |
|----|-------------|-------------|
| 46 | July 21 | October 17 |
| 47 | August 11 | November 7 |
| 48 | September 1 | November 28 |

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QUOTATION FROM WRITINGS OF HORACE MANN

Teaching is the most difficult of all arts, and the profoundest of all sciences. In its absolute perfection, it would involve a complete knowledge of the whole being to be taught, and of the precise manner in which every possible application would affect it.--

From the First Annual Report, page 58.

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WELCOME TO NEW EMPLOYEES
April 17 through May 14, 1952

AIRCRAFT STANDARDIZATION

Walter C. Crews - transfer from Tinker
Field

Ed W. Tompkins
James W. King
Beulah B. Freeman

PROJECT MATERIALS DIVISION

Edward J. Simms
Mark E. Hood
Jack R. Horrocks
Orace E. Johnson
Jack Prentice
Hancel J. Lambert

FACILITIES FLIGHT INSPECTION

Clark A. Chamberlain - transfer from
Perrin AFB, Texas
John E. Pritchett

SUPPLIES & SERVICES

Texas Townsend

AIRWAYS OPERATIONS BRANCH

Mary M. McFarland

GENERAL SERVICES

Trudie R. Prater - transfer from
Tinker Field

PERSONNEL

Beverley Von Werder

**JUNE DONCEEL RETURNS TO SAFETY
OPERATIONS**

The Safety Operations Branch was happy
to welcome Mrs. June Donceel back to
her old position in the Branch.

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GOODBYE TO FORMER EMPLOYEES

AIRCRAFT STANDARDIZATION

Alva L. Enloe
Edward J. Hogan

PROJECT MATERIALS DIVISION

Woodrow E. Burris

MEDICAL BRANCH

Alvie L. McKnight

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EDGERTON TO SYRACUSE, NEW YORK

Arthur D. Edgerton left April 20 to
spend approximately sixty days at the
General Electric Corporation, Syracuse,
New York, for the purpose of inspecting
CAA radar equipment. He is on loan to
W-356 for this project. Robert W.
Swinney returned to duty here on April
28 from a similar assignment.

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SUPPLIES & SERVICES

Congratulations to Dean Anderson upon
his graduation from the Oklahoma City
School of Law - Orchids to Mrs. Anderson
for keeping Andy at it these past four
years! The bunch in Supplies & Services
presented Andy with a billfold as a
memento of the occasion.

Welcome to Jocelyn Burnett who joined
Supplies & Services on a temporary
tour of duty during year-end activities.

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'Seems like old times to have Harry
Donceel back to visit us. Harry has
just returned from overseas duty with
the Army. We hope he'll be joining
our forces again soon.

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SKIDMORE DISPLAYS YMCA TROPHY

Cecil R. Skidmore proudly displays the trophy that he and the other Oklahoma City YMCA Volley Ball team members won at the First Annual Open Southwest Area Volley-Ball Tournament at the new YMCA on May 10. They took first place here and also second place at the Dallas Southwest Area tournament on April 21, 1952. The trophies will be on display at the new YMCA building.

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FORMER SECRETARIES VISIT CENTER

Pictured left are two former Aeronautical Center Secretaries and their babies. On the left is Willadra Beard, formerly the Director's Secretary, and her daughter Mary Virginia; on the right is Lila Hermes, formerly secretary to Chief of Aviation Safety Standardization Division, and her daughter Diana.

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A & M STUDENTS VISIT AIRCRAFT BRANCH

A group of 40 engineering and mechanic students from Oklahoma A & M visited the Aircraft Branch laboratories on April 18, 1952. The students make several field trips each year to various industrial plants in Oklahoma. The visit to the Aeronautical Center was considered the most educational of all the installations visited this year.

Intense interest was created by the displays of new jet engines and the operating mock-ups of the complex electronic systems on modern aircraft.

Mr. Marshall Lakin, in charge of the group, stated the Aeronautical Center was on the "must visit" list and in the future more time would be allotted to enable the students to visit other branches at the Center

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BAKER RETURNS

D. L. Baker, Chief of the Engineering Flight Testing Section, Safety Operations Branch, has returned to the Center from an extended tour of duty at the Air Research and Development Center, Edwards Air Force Base, California. While at Edwards he attended the Test Pilot School, which divides training into Performance Testing and Control and Stability Testing. Mr. Baker attended the latter portion of the course.

This course was of a technical nature in making quantitative analyses of airplane characteristics and approved ways of testing to determine whether or not an airplane meets the Air Force and Navy requirements as set up for all military type aircraft.

Mr. Baker also made a three-day trip to Los Angeles to visit factories in the process of developing new type aircraft, and experimental aircraft in the various stages of development.

He says, all in all, the course was most interesting and informative, but Oklahoma looks mighty good after the Mojave Desert.

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SUPPLIES & SERVICES NEWS

Supplies & Services has taken on a new, (rather condensed) look. The alterations to present space were necessitated to provide a location for machine switching selectors for the new telephone system. If you don't think having your secretary in the office with you cramps your style insofar as "eloquence" is concerned - ask Shively. (He probably knows by now).

Let's don't forget defense efforts still need scrap metal. While the market might not be as favorable as it was awhile back, the metal is still needed--keep it coming in!

DUPLEX BEACON (Continued from Page 10) was necessary for both the top and the bottom of the sub-base to be parallel with the old base on which the single beacon rested. In order to eliminate a considerable amount of machine work, metal distortion during the welding had to be kept at a minimum.

To accomplish this, arc welding was used. The heat is practically instantaneous, and therefore, the metal reaches the melting temperature more quickly and in a more concentrated area than with oxy-acetylene.

However, the most important part of reducing distortion is skill on the part of the welder in applying a larger portion of the heat to the thicker metal.

After being welded, the steel boxes were galvanized to withstand the Arctic climate. This process, also, subjects the assemblies to possible distortion. A final check had to be made of the beacon drum base mounting plate.

In converting the single beacons into duplex beacons, it was also necessary to reduce the rpm's from 12 to 6, so the beacon would still give out the standard 12 flashes per minute. This was done in the PMD machine shop by changing a cam in the electric drive motor.

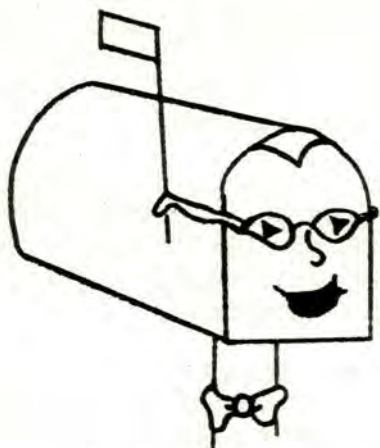
All of which takes a very short time to tell. It required a much longer time to execute the job.

No tentative delivery date has been set, but the beacons will be available for early installation.

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The test of good manners is to be able to put up pleasantly with bad ones.
WENDELL WILLKIE (Inspection News)

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GOOD STUDY HABITS PAY OFF!

In a field that is advancing as rapidly as aeronautical radio, we must study continuously to keep up. Individual study is often ineffective due to the lack of a definite program both with respect to subject material and time. A haphazard selection of subjects studied only when it strikes one's fancy will result in a very inefficient program and will seldom produce any real learning. A common failure of this method is the tendency to merely "review" what we already know rather than to study and learn something new.

On the other hand, an organized study plan that includes all the subject material necessary for the particular program, combined with a "study habit" that schedules particular times for study will, if consistently followed, result in a surprising amount of learning and an even greater satisfaction of accomplishment. Classroom attendance in a resident school is the most effective method of learning as it provides both the study plan and enforces a "study habit" through homework assignments. In addition, it offers guidance from the instructor to help through difficult spots.

Correspondence courses as afforded by the Directed Study program give the student a study plan to guide his studies through the proper subjects, and encourages him to develop a good

"study habit". It also offers individual help through correspondence with his instructor. The success of this type of study depends on the individual student fortitude in establishing and sticking with a study schedule.

At several stations the men meet one evening a week to work together on a Directed Study course. (We trust that the examinations are worked out on an individual basis!) This type of study is very helpful and is highly recommended.

We each know that improvement is possible. Why not take advantage of your Directed Study program?

COURSE I GRADUATES

Region 6

E. H. Becker

Edward C. Mahoney

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

COURSE I

| | No. of Enrollment |
|-------------|-------------------|
| Region 1 | 2 |
| Region 2 | 2 |
| Region 3 | 2 |
| Region 4 | 1 |
| Region 5 | 3 |
| Region 6 | 3 |
| Region 7 | 1 |
| Region 8 | 3 |
| Region 9 | 0 |
| Other | <u>1</u> |
| Total . . . | 18 |

COURSE II

| | |
|----------|---|
| Region 1 | 0 |
| Region 2 | 1 |
| Region 3 | 4 |
| Region 4 | 2 |
| Region 5 | 4 |
| Region 6 | 1 |

(Continued Page 16)

DIRECTED STUDY (Continued from Page 15)

| | No. of Enrollment |
|----------|----------------------|
| Region 7 | 1 |
| Region 8 | 3 |
| Region 9 | 1 |
| Other | 1 |
| Total | 18 |

IS-1

| | |
|----------|-----|
| Region 1 | 0 |
| Region 2 | 0 |
| Region 3 | 14 |
| Region 4 | 2 |
| Region 5 | 0 |
| Region 6 | 2 |
| Region 7 | 0 |
| Region 8 | 94 |
| Region 9 | 1 |
| Other | 3 |
| TOTAL | 116 |

.....

TWO NEW SUPPLEMENTARY COURSES ARE IN SESSION AT FACILITIES INDOCTRINATION

Two new courses supplementary to the regular curriculum at Facilities Indoctrination school began Monday May 19.

One is a one week course on VHF/UHF transmitting and receiving equipment centered around the TDZ transmitter and URR/13 receiver. The transmitter section lasts for 3 days and stresses proper tuning, precautions in use, routine maintenance, and a study of common failures, their cause and remedy.

The receiver section lasts for 2 days and stresses new processes and procedures for maintaining and aligning receiver equipment in this frequency range of 225 to 400 megacycles.

The other new course is a five week course on SECO (one week) and MEDIS (4 weeks). This course is not yet offered to regional personnel and the class starting May 19 was for a selected group of men chosen for a "shakedown" run. (Continued next column)

.....

The course covers operation from a maintenance standpoint, and practical service procedures to include frequently encountered troubles, their cause and remedy and actual practice in trouble shooting the equipment.

After this original class, changes and modifications to the subject material and procedures will be made before making the course available to regional personnel in general.

Lists of men currently in residence for the courses described above may be found on a later page.

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BRIEFS FROM FACILITIES

Many regions are taking advantage of the integration of the ILS/VOR and DME training courses into three-week sections and directing men in the resident courses to move directly from one to the other.

The new schedule arrangement in the ILS/VOR section whereby all training sessions are held in the equipment laboratories is working out well, according to F. G. Smitt, ILS/VOR chief instructor. Chief advantage is that more time is directed specifically to equipment studies.

A short course in technical report-writing has now been included in the ILS/VOR curriculum. Men in training have for several years been required to submit "formal reports" in the various equipment courses studied. Specific instruction in proper preparation of reports is now given and students are required to submit only one report on any pertinent equipment subject of their own choosing.

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CENTER MEN TAKE REFRESHER TRAINING

Robert A. Reidel and Maurice J. Mitchell of Airways Operations are to receive on-the-job refresher training as air traffic controllers at Chicago Tower and Center and Seattle-Tacoma Tower and Center respectively.



- 4-14 - Jack Jefford, Chief, Flight Inspection Branch in Anchorage visited Flight Inspection and Airways Operations Branches. Mr. Jefford was accompanied by Johnny Freeland, also with the Flight Inspection Branch in Alaska, and Mr. Peters, who is associated with the Alaskan Supply Division in Seattle.
- 4-16 - J. G. Shipman, pilot for Halliburton Oil Well Cementing Co., and "Doc" Maynard, WRF Tower, visited the Airways Traffic Control Section.
- 4-24 - L. G. Elias, W-375, visited the Facilities Branch.
- 4-22 - Maj. G. C. Welch, Hqs., MATS, Wash., D. C., visited the Air Traffic Control Section to confer with Aero Center personnel concerning Air Force Training Programs, and to observe laboratories, facilities and classrooms used in ATC instruction. Accompanying Maj. Welch were: Capt. C. E. Pietsch, 1800th AACCS Sq., TAFB, and Mr. Orren Cline, representative of Gilfillan Bros., TAFB.
- 4-22 - Clifford P. Burton, Chief, Airways Operations Division in Washington, visited the Aero Center to discuss matters pertaining to present and future airways operations training at the Center.
- 4-24 - Col. D. M. Crabtree, Director of Operations, 1800th AACCS Wing, TAFB, to observe training facilities, classrooms and laboratories, and to discuss matters concerning the training of Air Force personnel. Maj. J. L. Solomon, Chief, Air Traffic Control Section, 1800th AACCS Wing, TAFB, accompanied Col. Crabtree.

- 4-28 - Roy Yeltman, Airways Operations Specialist from Denver, Colorado, visited the Air Traffic Control Section.
- 4-28 - Dr. William Shanner, Vice President, University of Oklahoma, called at the Airways Operations Branch to tour ATC training facilities and to discuss the training program.
- 4-30 - James L. Rose, Air Controlman 2/C Naval Air Station at Corpus Christi, Texas, called at the Air Traffic Control Section to tour ATC training facilities and to observe the laboratories in operation.
- 4-30 - Capt. H. W. Brooks, EC&W, 33rd Air Division, TAFB, visited the Aero Center to observe operations of the air traffic control laboratories. Charles Clift, 33rd Air Division, accompanied Capt. Brooks.
- 4-30 - C. E. Planck, Office of Aviation Information Office in Washington, visited the Aero Center. Mr. Planck visited a number of the offices on the field in the Aviation Safety and Federal Airways Divisions to collect data and photographs on Aero Center operation.
- 5-1 Gordon Herrin, Airways Operations Specialist from Fort Worth, Texas, visited the Air Traffic Control Section to observe classrooms and laboratories in operation.
- 5-2 - Albert Kehde, from Lebanon, who is in training in the Aviation Safety Division, visited the Director.
- 5-2 - S. A. Kemp, Fifth Regional Administrator, visited the Director.
- 5-5 - Charles Pfrommer and Wm. Rogers, both from W-210 in Washington, visited the Aircraft Standardization Division and Facilities Flight Inspection Offices.
- 5-5 - Julian Cymbalski, Estimates Division W-77 in Washington, assisted Aero Center personnel in preparation of the 1953 Budget Estimates.
- 5-6 - D. A. McConnell, Controller from Fort Worth Center, visited the Air Traffic Control Section to observe training facilities and to discuss the instructional program of ATC.

VISITORS (Continued on Page 18)

VISITORS (Continued from Page 17)

- 5-6 - Paul Acree, Air Controllman 1/C Corpus Christi, Texas, Naval Air Station visited Air Traffic Control Section.
- 5-7 - Gordon Pearson, Chief of the Technical Services Branch in Washington, visited the Aero Center and conferred with ATC personnel on instructional facilities, classrooms and laboratories, and to discuss the classes of CAA personnel presently in training. Hal Carrick, International Region, accompanied Mr. Pearson.
- 5-9 - Harold Wood, Director of Department of Air Transportation, Parks College of Aeronautical Technology, East St. Louis, Illinois, and the following group of students toured the Aero Center: Jim Fellenz, Jim Frutrell, Ferdinand Kelly, Gerald Gillis, and Elbert Vogelsanger.
- 5-15 - H. L. Grandy, Cheyenne, Wyoming, and R. L. Barbee, Houston, Texas, who are attending an Aviation Safety course, visited the Air Traffic Control Section to observe training facilities, classrooms and laboratories.
- 5-15 - Art Beeton and H. R. McCullough, Airways Flight Inspection Division in Fort Worth, visited various offices in the Federal Airways and Aviation Safety Divisions.

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NAVY MEN VISIT CENTER

Lt. Commander J. M. Steadman and crew arrived via Navy DC-4 April 29 from the Navy MATS Four-Engine Transitional School to visit the Aeronautical Center and discuss the possibility of sending Navy flight personnel to the Center for training. They were particularly interested in training on the omni and other late navigational aids.

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AVIATION INFORMATION OFFICER VISITS CENTER

Charles E. Planck, Current Information Division Chief, Aviation Information Office, visited the Center during the week of April 28. During his stay he visited all Branches gathering data and information on current developments and projects. Much of the technical data was obtained through Technical Assistance Division Chief L. E. Shedenhelm.

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C. W. MUELLER VISITS REGION 2

C. W. Mueller, Radio Aids Section Chief in Facilities Branch, recently completed a one-week visit to the Second Region. Mr. Mueller reports a very worthwhile trip. He visited field offices in Memphis, Jackson, Nashville, and Chattanooga in Tennessee, and Montgomery, Alabama, and Meridian and Jackson, Miss. He also spent a day in Atlanta at the Regional Office and airport. Mr. Mueller reports a great deal of interest in training in the region and due recognition is being given to men who participate in training courses.

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C. S. BARTHOLOMEW TO VISIT CENTER JUNE 2

C. S. Bartholomew, of the Electronics Establishment Branch in Washington, will visit the Center's Facilities Branch June 2 to conduct a series of tests on the ILS Localizer.

A new localizer facility has been installed recently for training purposes in the ILS/VOR school, and will be used temporarily for the special tests involving the localizer antenna array.

Mr. Bartholomew is presently associated with the ICAO staff of the CAA in Washington. He was formerly a Facilities instructor and chief of the ILS/VOR school.

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AVIATION SAFETY

Course B-5-28 - Airline Transport Pilot Certification Refresher 4-28-52 - 5-9-52

| | |
|--------------------|--------------------|
| Canney, Wayne M. | Memphis, Tenn. |
| Jones, John P. | Ft. Worth, Tex. |
| Kalusche, Louis C. | Brownsville, Tex. |
| Skousen, Ervin M. | Kansas City, Kans. |

Course B-6-30 - Type Rating on Multi- Engine Equipment

4-28-52 - 5-9-52

| | |
|---------------------|-------------------|
| Krieger, William R. | Dallas, Tex. |
| Niemeyer, A. D. | Kans. City, Kans. |

Course B-9-2 - Flight Navigator Certi- fication (Advanced) 4-28-52 - 5-23-52

| | |
|-------------------|-------------------|
| Arnholdt, Eric | Washington, D. C. |
| Hollenbeck, J. L. | Allentown, Pa. |
| Riviere, John P. | Miami, Fla. |
| Shroyer, David H. | Chicago, Ill. |

Temporary Instructor

| | |
|----------------|-------------------|
| Arnold, Guy L. | Washington, D. C. |
|----------------|-------------------|

Course A-10-17 - Flight Testing Funda- mentals & Aircraft Limitations 5-5-52 - 5-16-52

| | |
|------------------|----------------|
| Dulin, Harry L. | Miami, Fla. |
| Hall, Charles F. | Camden, N.J. |
| Jordan, W. | Chicago, Ill. |
| Kostura, John J. | Amarillo, Tex. |

Course B-10-4 - Seaplane Ratings 5-5-52 - 5-16-52

| | |
|----------------------|-------------------|
| Cannom, Paul E. | Kans. City, Mo. |
| Moore, G. L. | Shreveport, La. |
| Myers, Earl E. | San Diego, Calif. |
| Plunkett, William J. | Springfield, Ill. |

Course C-2-55 - Air Navig. Aids & Oper. Ref. - 5-5-52 - 5-16-52

| | |
|-------------------|----------------|
| Barbee, R. L. | Houston, Tex. |
| Grandy, Harold L. | Cheyenne, Wyo. |

-19-

Course A-4 (2) - Aircraft Materials and Processes - 4-28-52 - 5-9-52

| | |
|--------------------|-----------------|
| Bockler, Robert E. | Boise, Idaho |
| Brower, C. S. | Chicago, Ill. |
| Driver, C. H. | Louisville, Ky. |
| Holzer, Otto H. | Camden, N. J. |
| Morey, E. N. | Albany, N. Y. |
| Silva, George I. | Nicaragua |

Course D-4 (1) - Accident & Violation Investigation - 4-28-52 - 5-9-52

| | |
|--------------------|---------------------|
| Borys, Frank | Buffalo, N. Y. |
| Capp, William C. | Honolulu, T. H. |
| Davis, Kent G. | Oakland, Calif. |
| Flanary, Paul N. | Kansas City, Mo. |
| Kehde, Albert | Bierut, Lebanon |
| Kemery, Fred B. | Washington, D.C. |
| McPeeke, J. Allen | Anchorage, Alaska |
| Miraldi, L. J. | Anchorage, Alaska |
| Mitchell, Hugh B. | Washington, D.C. |
| Rieger, Fritz | Rapid City, S. Dak. |
| Sackett, George C. | Ft. Worth, Tex. |
| Stophlet, R. B. | Denver, Colo. |

Course A-2 (5) - Aircraft Electrical Systems - 5-5-52 - 5-16-52

| | |
|---------------------|--------------------|
| Andrews, F. W. | Ft. Worth, Tex. |
| Beckelman, Ray K. | Houston, Tex. |
| Demaree, C. M. | Long Beach, Calif. |
| Gibson, John L. | Roanoke, Va. |
| Kiefner, John L. | Miami, Fla. |
| Keyzer-Andre, Henri | Kansas City, Mo. |
| Kristan, A. A. | Minn., Minn. |
| Sage, Victor E. | Wichita, Kans. |
| Silva, Jorge I. | Managua, Nicaragua |
| Wiant, H. W. | Chicago, Ill. |

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GENERAL SERVICES WELCOMES NEW EMPLOYEE

Motor Pool was more than glad to see Trudy Prater join their forces. Trudy transferred from Tinker Field recently. Hope you like us Trudy.

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AIRCRAFT SERVICES EXTENDS WELCOME

We would like to welcome Willard Shea and Charles R. Becker to ASB.

.

ARRIVALS

ILS/VOR 43
5/12/52 - 8/8/52

Region 1

Hugh B. Stewart, Jr. Sandston, Va.

Region 2

William L. Leaming Miami Springs,
Fla.
Donald C. Weber Melbourne, Fla.

Region 3

Scott B. Shockey Erlanger, Ky.

Region 6

Harold W. Pinnock Hanksville, Utah
Milon G. Whittier Palmdale, Calif.

Region 9

Aaron Brenessel Lanikai, Hawaii

IR

Demetrios Hadjidemetrious
Athens, Greece
Ramez Hatab Berent, Lebanon

DME 13

May 12-July 11
1952

Region 1

Raymond E. Jenkins Hartford, Conn.

Region 3

Beyersdorf, Daniel F. Madison, Wisc.
Frederick Levey Chicago, Ill.
Homer Weatherford L. Joliet, Ill.

Region 4

Robert H. Rudasill Childress, Texas
Jerome A. Spinato Ft. Worth, Texas
Cecil H. Taylor Dallas, Texas

Region 5

Robert Bannister Chadron, Neb.
John A. Hargrave Kansas City, Mo.

ARRIVALS (Continued)

Region 7

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

INDOCTRINATION

VHF-UHF Course 1
5/19 - 5/23/52

Region 1

Wm. J. Busching Old Town, Maine

Region 2

Millard Manwaring Atlanta, Ga.

Region 3

John J. Hanlon Chicago, Ill.

Region 5

Richard P. Klemme Des Moines, Iowa

DEPARTURES

ILS/VOR #39
2/11/-5/9/52

Region 1

Ralph E. Anderson Sandston, Va.
Raymond Jenkins So. Glen Falls,
New York

Region 2

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

Region 3

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

Region 4

George Leonard Port Arthur,
Texas

Region 5

Wesley R. Johnson Kansas City,
Missouri
John E. Shaw Sgt. Bluff, Iowa

Departures (Continued)

Region 6

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

Region 7

William O. Butz Spokane, Washington
Samuel Rankin Miles City, Montana

Region 8

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

ARRIVALS

INDOCTRINATION 36
May 19 - Aug. 8, 1952

Region 8

Earl L. Bartlett
Alpha L. Hull
James H. Maxwell

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ILLNESS of his mother called DeWitte (General Services Branch) and his family to Colorado recently. We hope she is recuperating and well on the road to complete recovery.

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BABY DEPARTMENT

Mr. and Mrs. Henry T. Shaw, Jr.'s newest arrival is a girl, born April 18, Brenda Dianne.

Mr. and Mrs. Calvin Floyd's new addition is Judith Ann, born April 19. CONGRATULATIONS!!!

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OUR FISHERMEN

The fishermen are still moaning about the high winds of a week or so ago followed by the floods. McVey and Glasgow traveled 140 miles for a catfish, squirrel and bull-frog and darned near drowned. Shively hasn't had his new motor in the water yet. Brown has given up in disgust and gone back to angling for "bugle-mouth" gass at Lake Hefner.

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RECENT VISITORS AT PMD --

Mr. Carl F. Boschert, Property Management Branch, Third Region.
Charles E. Wise, Chief, Structural Material Section, Washington, D. C.
K. P. Turner, GSA Inspector, Dallas, Tex.
R. E. Peters, Deputy Chief, Alaska Supply Branch, Seattle, Washington.
EANF Review Team consisting of Ronald W. Pulling, PMD, Okla. City, Okla.
William Burko, Chief, Program Engineering Branch, Office of Federal Airways, Washington, D. C.
V. David Sabin, Budget Office, CAA, Washington, D. C.

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SPORTS

Let's get our Tennis club going girls. We had two replys last month, how about filling out the coupon below. Doesn't matter whether you know how or not.

BOWLING is over for this season and it seems most of us are ready to give up 'til September. It's time now for a much needed vacation from this great sport. Ava Well's team took third in the Women's Classic League; Esther Wood's team took third in the Bowlarena Bowlers Mixed League, and in Ten-Pin Booster league, Asia's team took first place, Ida Lee's team took fifth place and Sybil's team took sixth place. Many of our girls will be looking for new spots to bowl next year, but when September arrives, bowling fever will arrive with it. If you want to have a CAA league next year, note coupon below. It will be a mixed league.

BASEBALL should be a summer sport, but where are our last year's ball players. Glasgow tells us no one has signed up yet. Where's our cooperative spirit. It's a great summer sport you know and good exercise too. Note coupon below.

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Check one of following, or those in which you desire to participate.

TENNIS ☐ BOWLING LEAGUE ☐ BASEBALL ☐

Mail to: AC-634

NEW CAR AND VACATION TOO

Elwyn Rowe, Flight Inspection Branch, has a brand new blue Buick to replace his practically new baby blue Buick (You say it). He has just returned from a two week vacation trip to Del Mar, California, undergoing a bout with the measles during the trip and is now wondering how to get that annual leave changed to sick leave.

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BUSINESS TRIPS

It fell Scotty Sell's lot to go to No. Carolina to carry on inspection work needed by the Center. Sorta miss him being around.

George B. Hudson, Ass't Chief, Aircraft Services Branch, was detailed to go to Grand Central Airlines, Inc., Glendale, California, April 18 through May 10. The trip was covering N150 (Douglas DC-4) which is being overhauled and resealed.

Carl Drumeller returned April 12 from a two weeks' visit to the Fourth Region where he worked on IIS field projects with regional inspectors.

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ILLNESS AND THANK YOUS--Kenneth A. Jenkins, chief instructor of Facilities DME school, returned to duty two weeks ago after undergoing an abdominal operation. Said Mr. Jenkins, "I would like to thank the members of the Employees Association for the flowers they sent while I was in the hospital."

We have a thank you note from A. B. Bone of General Services Branch. Mr. Bone is recuperating from an operation. Hope you're back real soon.

It's good to see Mr. Ray back at General Services again. We were sorry to learn of the accident.

Ronald Wood is home from the hospital after surgery. Be lookin' for you back real soon.

NEW CAR

Willis M. Williams of PMD is sporting a new Ford.

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WHY YOUR CANDY MACHINE WAS REMOVED

If you no longer have your candy and gum machine, the Canteen Service Company recently ask permission to take out certain machines because they were paying no profit at all. We're sorry this had to be, but guess too many of us don't want to gain weight. Suppose?

.....

NEW ASSOCIATION MEMBERS

Since the last issue of the Beacon, we have the following new members:

Clark Chamberlain, AC-634.4
Eugene Crippen, AC-636
L. R. Clements, AC-636
C. R. Coachman, AC-630

We always welcome new members, and we hope you who are not members will join our association before too long. The Association year is almost half over, and there will be something going on before the year is over that you won't want to miss, so JOIN TODAY.

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NEW HOMES

Mr. and Mrs. W. H. Hill have recently moved into their new home, 2241 Ashley Drive. They waited quite sometime for completion of their home, however, it seems the wait was well worthwhile from all reports.

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HAVE YOU RECEIVED YOUR FIRST BOND?

How does it feel? It's a good feeling to realize, at last, you have a savings started isn't it. Something to put away for the rainy day; the day no one knows when to expect, or when they may wish they had some reserve to fall back upon. If you haven't started your deductions yet, start them today. You won't regret it.



LET'S BE FAIR

Father came on little Nate,
Hid behind the garden gate.
A curl of smoke was flying high.
Father sniffed as he drew nigh.
As he pointed with his cane
He said, "I warn you once again.
Leave my cigarettes alone.
Next time take Mom's or buy your own!"

The WAC's who first went overseas
during the African invasion in 1942
didn't like the idea of calling their
life jackets "Mae Wests", so they
christened them "Second Fronts".

A fellow swaggered into a hotel elevator
and, as it moved upward, started trying
to impress the pretty young operator.
But she wasn't too friendly. Finally,
moving a little closer, he cooed, "I'll
bet all these stops and starts make you
mighty tired."

"No, I really don't mind the stops and
starts", she said icily. "But I sure
do get tired of all the jerks"!

PRETTY LARCENY

Service Station Attendant: "And now
I'm going to steal a little kiss.
Pretty Motorist: "Let the crime wave
begin"!

Give some husbands enough rope and
they'll skip.

A nut at the wheel, a peach on his
right,
A curve in the road, fruit salad
tonight.

PITY THE POOR.....

...Cook who never had anything pan out
as expected...Girl who knows all the
answers but is never asked...Playboy
who spent an entire weekend studying the
beauties of the countryside only to find
out most of them were married...Old maid
who feigned drowning, but couldn't get a
man to save her life...Guy who spent a
lot of money to rid himself of halitosis
only to find out that his friends didn't
like him anyway...Young man who had a
date with a hula hula dancer, but she
wiggled out of it...College student who
sent home for money to buy a study lamp
and his folks sent him a study lamp.

A little boy awoke at 4:00 AM and asked
his mother to tell him a story. "Just
be patient, dear", she said. "Daddy
will be home soon, and we'll hear a
honey".

"No more craps for me. I played last
night, and they cleaned me".

"How much did you lose"?

"Sixty cents".

"You weren't very dirty, were you"?

By the time a man can afford to lose a
brand new golf ball,
The guy's usually unable to hit it that
far at all!

He wipes off the glass,
A service to render,
And then lets the gas
Run over the fender!

He whistled at the homely young gal and
she asked him up to her apartment. After
they had seated themselves she spoke--
"You had the courage to whistle at me!
Now what?"

Ogling Oscar was about to ditch his gal
last month, but recently she passed him
in a thin skirt on a sunny day and he saw
things in a different light.

INFLATION

Ten years ago I used to dream
That I would earn some day
The same amount of salary
I can't live on today!