

CAA AERO CENTER



"BEACON"

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

JULY 23, 1952

OKLAHOMA CITY, OKLAHOMA

Vol. III, No. 7

ALL REGIONS REPRESENTED IN AIRWAYS OPERATIONS CONFERENCE AT CENTER

Attending the first conference of its kind to be held in recent years, representatives from all Regions and Washington assembled at the Aeronautical Center June 18-20, inclusive. The purpose of the conference was to inspect Airways Operations training facilities, discuss regional training problems and consider the use of the Aeronautical Center in solving these problems. The meeting served to highlight several training areas which constitute a common problem to most Regions at the present time. These include indoctrination training for new airways operations personnel, "integration" training for personnel with communications backgrounds trans-

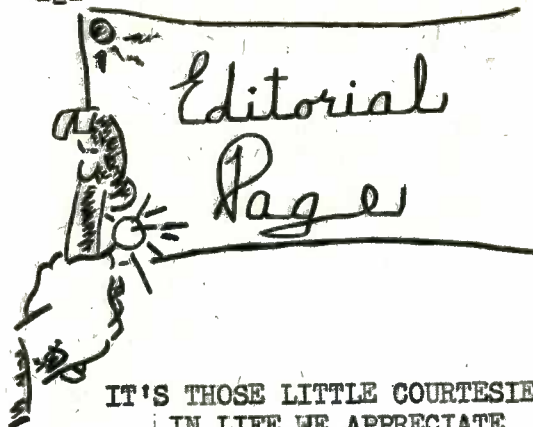
(Continued on Page 5)

PROJECT MATERIALS DIVISION LEADS BOND DRIVE AT AERONAUTICAL CENTER

Since July 1, Federal Airways Project Materials Division here at the Aeronautical Center has turned in 42 new bond applications. This brings the total number of employees participating to 49 out of a possible 71 which is 69%. This is the kind of cooperation we need.

We might add that 82% of the employees are below Grade GS-9. If they can do it, surely we can also.

With this example, let's drive toward 100% participation for the Center. Comparative standings of divisions will be published in the near future.



IT'S THOSE LITTLE COURTESIES IN LIFE WE APPRECIATE

How often do we remember to say "thank you", or ask someone to complete a project for us, rather than telling some person to do it?

Have you noticed how much more cooperation in a group, or from one person, when you say, "Will you do this report for me, please?", instead of, "Here, you can do this report". Most employees will be more than cooperative when asked to do a job, regardless of the fact that they would have to do it anyway, whether asked or told to do it. It's just that we all enjoy being treated as a human should be treated. Then when a job is complete, two words show our appreciation in having a project completed. "Thank you". How often have these words meant so very much to us all?

With some of us, those little courtesies slip by, when, with being only a little watchful of ourselves, we gain the cooperation and friendship of these around us, as well as the good will of many.

Why shouldn't we remember to be courteous to others when we ourselves enjoy it. Our scripture at the top of page 3 is one we should all adopt as a code. If we are courteous and appreciative, then we can expect it from others and receive it from most everyone.

Some people in this world seem to believe gruffness or demanding is the only way to gain an object or a goal.

How wrong they are. If you know such a person, observe the lack of true friends he or she collects among their so-called friends,

A job becomes routine, monotonous, and almost unbearable when those little courtesies are left off. It becomes so routine, that a pay check is all that matters. Even a routine job can be enjoyed if the employees with whom we work, or superiors for whom we work show just a minimum of courtesy.

Many of our best friends in life come out of those "thank you's" and being asked to assist instead of being told. Those small considerations that happen to come at a time when we feel everyone is against us, or what difference does it make, it won't be appreciated anyway.

If you appreciate the completeness of a report, or the neatness of it, or a card during an illness, or just the general assistance of fellow employees, don't be afraid to say "thank you", or to tell them how much you appreciate their efforts. An employee will "bend over backward" to do anything asked of them for a fellow employee, or a superior who shows his appreciation.

Maybe you are afraid of being walked on by showing too much appreciation, which can and does happen in some cases, but careful and proper handling will cope with such a person. The manner of accomplishment in such cases depends on the person. A general understanding of people, especially of fellow workers, is a must, if cooperation is to prevail. What better way is there to gain a knowledge and understanding of fellow workers than by observance? How many confidences do you gain by small courtesies? Isn't it worth a try?

By being courteous and considerate to others, you receive courtesy and consideration, and in receiving appreciation, you realize from your own feelings how another feels.

Therefore, all things whatsoever ye would that men should do unto you,
do ye even so unto them.--Matthew 7:12.

-3-

SWEARINGEN PERFORMS MEDICAL RESEARCH IN WASHINGTON

The Aeromedical Laboratory has been engaged in preparations for a series of confirmatory tests in Washington to measure the drag coefficient (wind resistance) of the human body in various attitudes and aspects. These tests are intended to check on the results of previous measurements made here at Center (by means of wind blasts produced with the altitude chamber) of the wind force on the human body as compared with flat plates of various sizes. The current measurements are being carried out in a wind tunnel made available through the cooperation of the U. S. Navy and are expected to continue throughout the greater part of July.

Early in June, Mr. Swearingen spent several days in Washington making plans for the wind-tunnel tests and designing equipment for use therein to support the human subjects within the particular wind tunnel employed. By a concerted effort on the part of all personnel, this equipment was constructed here at the Center and shipped to Washington by the middle of June. Mr. Swearingen returned to Washington at that time with one Assistant, Ocie B. Bradshaw, in order to set up apparatus for the tests; another technician, Harold L. Cooper, followed at the end of the month.

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FOREIGN-NATIONAL TRAINING

Mr. Santokh Singh, New Delhi, India, completed his assignment to the Aeronautical Center. The new class of foreign-national ATC students is scheduled to arrive at Oklahoma City University about the middle of July and will commence training at the Aeronautical Center about September 1, 1952.

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TRAINING ACTIVITIES - FLIGHT INSPECTION

On June 27 Air Force Flight Inspector Class 52-F was completed with a total
(Continued next column)

of six students receiving certificates of completion. The students were:

Doyle K. Chapman, 1st Lt.
John T. Coker, Jr., S/Sgt.
Kenneth I. Gunnarson, Capt.
Harold A. Jensen, Capt.
Harold W. Morgan, 1st Lt.
William R. Shaffer, S/Sgt.

Class 53-A will begin on July 14.

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J.S.MARRIOTT, REGION 6, PICKS UP N-78

Mr. Marriott, Regional Administrator of Region 6, arrived at the Center the latter part of June to pick up standardized Beechcraft N-78.

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PUT IT THIS WAY-By Franklin P. Jones
A smart man never gives the same advice once.

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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:

Editor.....?
Acting Editor.....Asia Krause
Assistant Editor.....Lois Bodine
Sports Editor.....Ann Martin
Assembly & Distribution.Bill Johnson
Photography.....L.E.Shedenhelm
Staff Artist.....Hattie Reeder
Printing.....Edwin Frame
Bill Montgomery

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AIRWAYS CONFERENCE(Cont'd. from Page 1)
ferring to air traffic control, and training in radar techniques and procedures. While there was general agreement on the desirability of handling this training at the Aeronautical Center, a number of details remain to be worked out between the Regions and Washington before classes can be scheduled. However, the representatives were hopeful that some training could be conducted during Fiscal Year 1953. Of special interest to the group was the radar simulator layout which closely resembles actual tower equipment in appearance and operation. Pictured on Page 4, upper photo, (left to right, top row) Charles Dowling, Center, Lester R. Shipp, Region 2, A. C. Blomgren, 4-545, L. M. Ballard, 2-550, Frank E. Shivers, W-385, Sidney Doroff, 1-550, John Knoell, 5-550, Gordon H. Pascoe, Region 7, Robert A. Riedel, Center, Maurice J. Mitchell, Center; Second Row (left to right) Grover J. Fulkerson, Center, J. Ray Scott, W-387, H. J. Townsend, 4-550, G. J. Gessner, 3-547, L. W. Jewell, 4-547A, John A. Garrison, 3-547, L. W. Jewell, 4-547A, John A. Garrison, 6-547, Kenneth Kulm, Reg. 8, W. H. Hill, Center, Ray Okerlund, Center; Third Row(Left to right) George A. Hall, 6-550, C. J. Stock, 1-547, E.B. Olson, Center, Joseph J. Tippetts, W-340, F. M. Lanter, Center, W.E.Cruse, Center, L. H. Putnam, 3-550, Charles Antweiler, Center, and Jack Grewell, Center. Not shown, but also in attendance was Richard S. Roose, Chief, Airways Operations Division, Region 2.

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EDGERTON RETURNS FROM SYRACUSE, N. Y.

On July 5, Arthur Edgerton returned from Syracuse, New York, where he had been "on loan" to W-357D Electronics Establishment. He was witnessing systems tests on USR-2 Radar being produced by G. E. Company at Electronics Park-near Syracuse, N. Y. During month of June production was quite slow, so his time was spent through most of June in correcting schematics in the final instruction book.

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EXPERIMENTAL TURBOLINER VISITS WRF ON EPOCHAL CONTINENTAL FLIGHT

Vernon Ford Engineering Test Pilot and crew, J. May co-pilot, R. E. Reed, Senior Experimental Engineer, and A. A. Butterfield, Flight Engineer, stopped overnight at Will Rogers Field, July 2nd. Left to right in photograph, Lower page 4, Ray Matthews, Elwyn Rowe, Max Kincaid, Chester Shimp, "Murph" Shedenhelm and Vernon Ford. It is reported that Mr. Ford and Murph are old friends (Murph says he is the old one) and that he called to arrange a get-together. Murph alerted Aeronautical Center personnel and Mr. Ford and his crew graciously opened the engine cowling and pointed out cockpit and other features. They also presented a folder containing a gold key ring with miniature Turboliner commemorating the first Continental flight of an American Turboprop Transport.

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EISENBACH SENDS GREETINGS TO FORMER ASSOCIATES AT CENTER

Marvin Eisenbach, former Chief, Radar Section, Facilities Branch, now Chief, Radar Maintenance, Seventh Region, was in Syracuse and Detroit March to July assisting in the ASR-2 program. He devised several successful modifications to the ASR-2. Mr. Eisenbach sends greetings to all of his former associates at the Center.

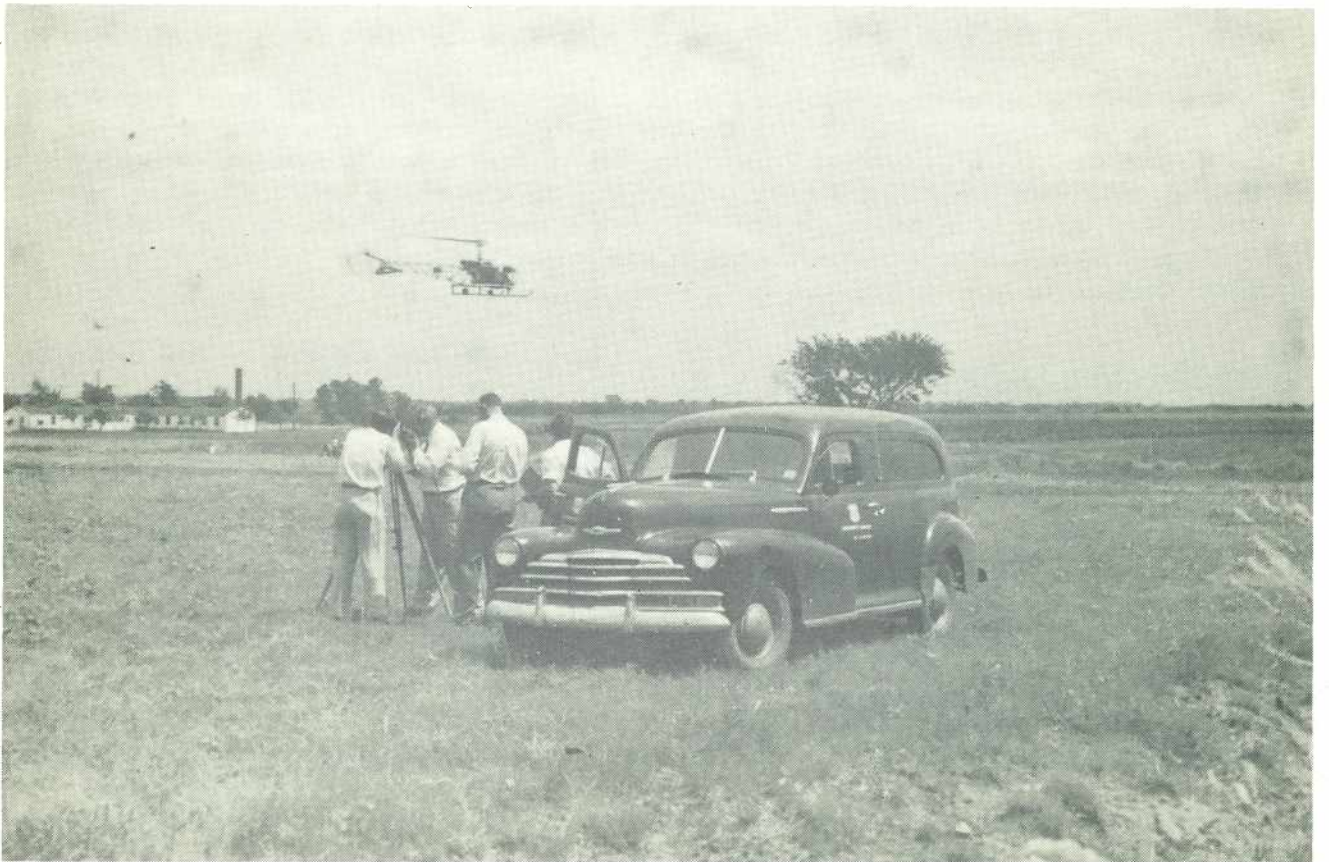
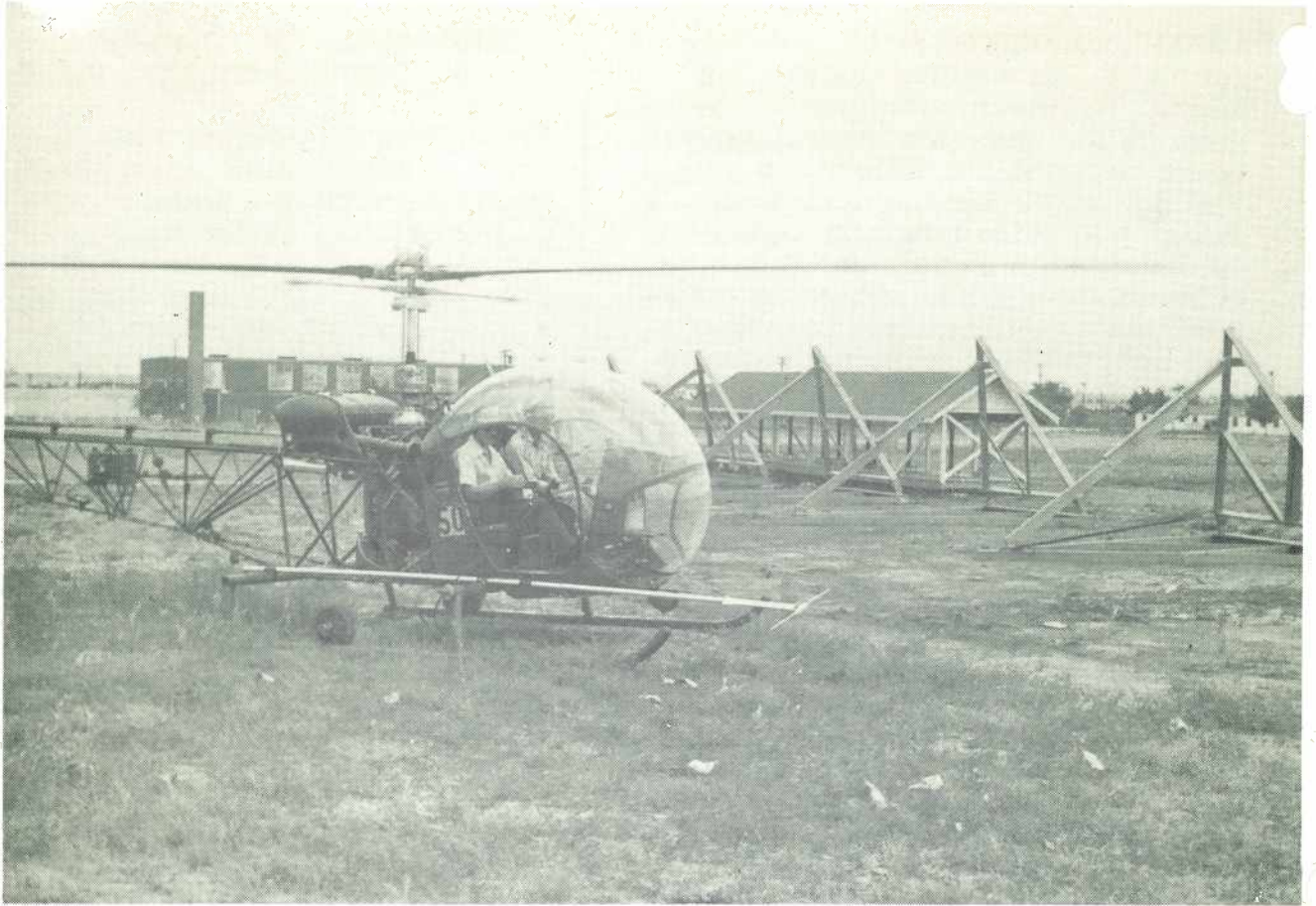
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VOTE OF THANKS TO MR. SCHOLTZ ASDO #10, TULSA, REGION 4 OFFICE

We want you to know your letter to the Beacon staff is certainly appreciated. Thanks a million. A letter of appreciation, such as yours, tends to boost the moral of a cooperative group 100%. Thanks again from the Beacon staff. We hope everyone will enjoy each edition as much as you do.

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PUT IT THIS WAY-By Franklin P. Jones
Experience is the best teacher. And, considering what it costs, it should be.



HELICOPTER IS USED TO CHECK ILS LOCALIZER AT FACILITIES

Through the cooperation of the Fort Sill Artillery Center, an H-13 Bell Helicopter was used during the week of June 16-20 as a vehicle for measurement of radiation characteristics of a newly installed ILS Localizer training facility which has been equipped with a special reflecting screen behind the antenna array.

The picture, upper, page 6, shows the helicopter parked, but ready for take-off, behind the screen and antenna array with Capt. E. R. Lucas of the Artillery Center, Fort Sill, Okla., at the controls. On the near side in the "bubble" is C.S. Bartholomew, Washington, radio engineer from Establishment Engineering Division who conducted the radiation tests with the aid of various Facilities Branch radio engineer-instructors.

Some of the Center employees present at the time are shown in the lower photo, page 6, grouped around the transit measuring vertical land horizontal positions of the aircraft and recording data received by radio from Bartholomew in the helicopter. In the group are, at left, F. G. Smith, Chief Instructor of the ILS/VOR school; C. W. Mueller, Radio Aids chief; J. T. Cupp, Jr. and J. P. Lindsay, ILS/VOR instructors.

FACILITIES ENGINEERS RECEIVE REGISTRATION

H. A. Todd, Radar Instructor, F. G. Smith, Chief of ILS/VOR Unit and C. W. Mueller, Chief of Radio Aids Section of Facilities Branch have recently received their certificates of registration as Professional Engineers from the State Board of Examiners for Oklahoma.

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WASHINGTON, STATE, AND LOCAL OFFICIALS CONFER ON GENERAL AVIATION MATTERS AT OKLAHOMA CITY

Left to right around table - Messrs. Ed Hudlow, Chief, General Safety Division; Burleigh Putnam, Jr., Deputy; K. R. Aldrich, General Operations Branch; Mrs. Irene Smith, Secretary; William B. Davis, Deputy Director, Office of Aviation Safety; John H. Burke, President, Aerial Applicators Association; Fay Linehan, ASDO, Oklahoma City; G. H. Weitz, Chief, General Maintenance Branch; Eldon Stout, Director, Oklahoma State Aviation Commission; and George D. Childress, Aviation Extension Division, Office of Aviation Development.

Present at meeting, but not shown in photograph were Joe McLaughlin, Director, Illinois State Aviation Commission; Norman McCoy, Aeronautical Advisor to the Governor of Illinois, and Dr. William Shanner, University of Oklahoma.





GERMAN AERONAUTICAL REPRESENTATIVES VISIT CENTER

Five representatives of German Aeronautical organizations visited the Aeronautical Center on July 3-7, inclusive. Upper photo, Page 4, (left to right) Werner Loebermann, Manager, Tempelhof Airport, Dr. F. Werner G. Treibel, Manager of ground facilities, traffic, engineering, Stuttgart, Fred M. Lanter, Director, Aeronautical Center, Max Wachtel, Manager, Hamburg Airport, Dr. Karl Emil Gerlach, Scientific Institute for Traffic, Technical College, Stuttgart, Wulf-Diether Graf zu Castell, Manager, Munich-Riem Airport, and W. H. Hill, Chief, Federal Airways Standardization Division.

Although primarily interested in airport management, they explained that the concept of such management included maintenance and operation of all terminal aids such as towers, ranges, instrument landing systems, etc. Policies and standards are established and enforced by the Government and enroute aids, which are very limited in number, are operated by this agency. During their visit, Mr. Coleman, Manager of Oklahoma City Airport, was their host for a visit to the annual Assembly of the Five Civilized Indian Tribes where they had the opportunity to see tribal dances and costumes.

One of the most impressive features of their visit was the vast distances encountered in this country as compared with those of the European countries.

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TO ALL PERSONNEL OF PROJECT MATERIALS DIVISION

As Chairman of the Payroll Savings Bond Campaign at the Aeronautical Center, I wish to congratulate you and express my appreciation for your most encouraging response. It has served, not only to establish a very creditable record for your Division, but as a goal for others at the Center to strive to attain. Thank you--and again Congratulations!--

W. H. Hill, Chairman, Payroll Savings Bond Campaign

JAPANESE STUDENTS AND INSTRUCTORS GUESTS OF CESSNA

June 30, the six Japanese students undergoing training in the Safety Operations Branch, together with their instructors were guests of the Cessna plant at Wichita, Kansas. The entire group was taken on a tour of the factory and served luncheon. The students were interviewed by reporters of the Wichita papers.

Lower photo, page 8, (left to right) back row: J. F. Kempf, J. F. Hann, R.L. Jacobs; second row: Mr. Tominaga, Mr. Kawata, T. K. Hutchins; Front Row: Mr. Nishimura, Mr. Kimura, Mr. Itonaga, and Mr. Kameyama.

One of the interesting sidelights of the trip was the fact that this picture was taken just before the group went to lunch and the finished picture handed to them almost immediately after their lunch.

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PULLING AND WELLS FRIENDLY COMPETITORS

Jack Wells, Bond representative for Facilities Flight Inspection Branch, brought in 17 new applications, bringing their participation to 100%. Jack said he held a gun in their back, which, no doubt, is an exaggeration, but nevertheless, he has given Federal Airways Standardization Division an excellent start to 100% participation. Let's make it 100%.

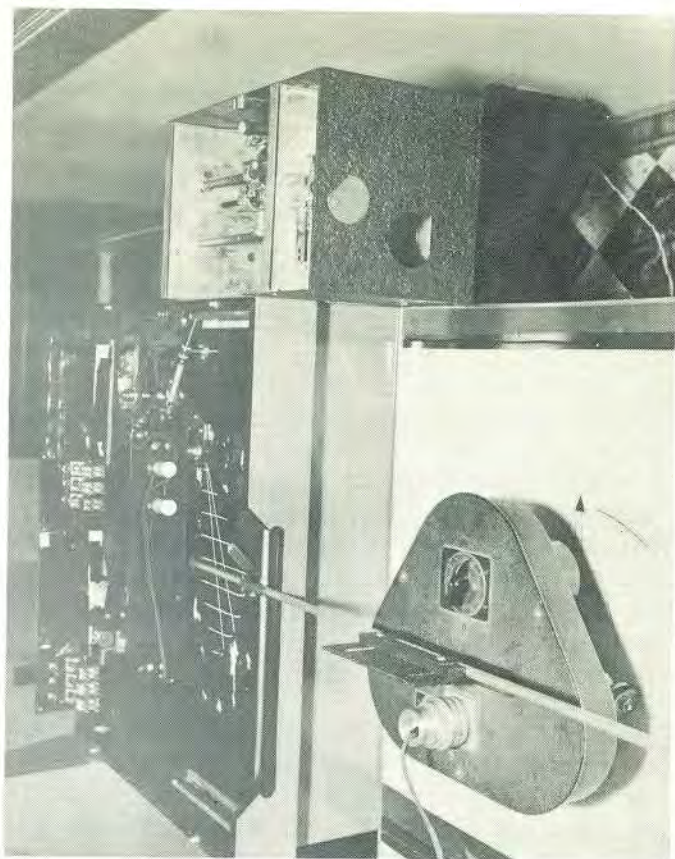
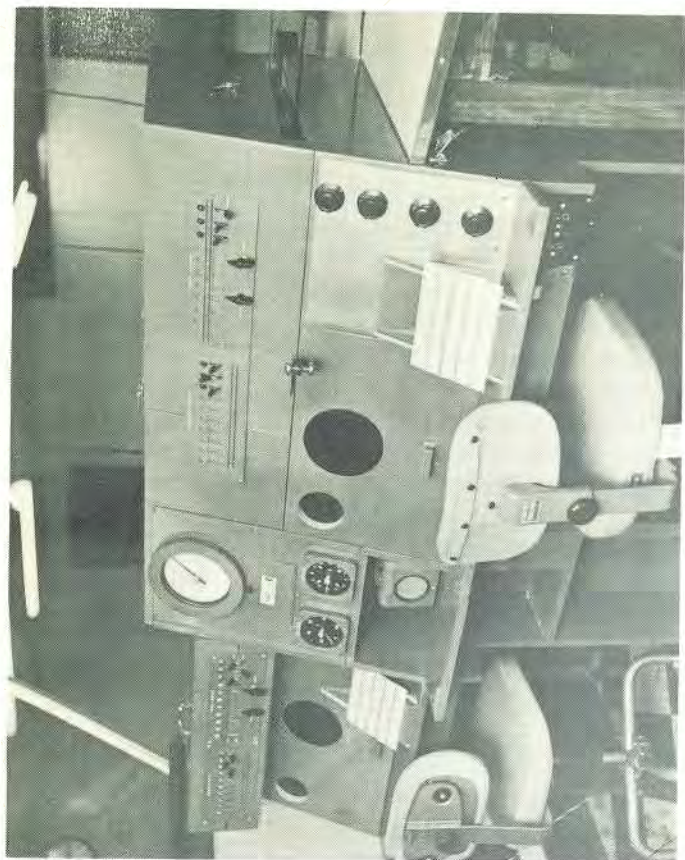
Mr. Pulling has increased participation in his Division to 69% as you will note on Page 1.

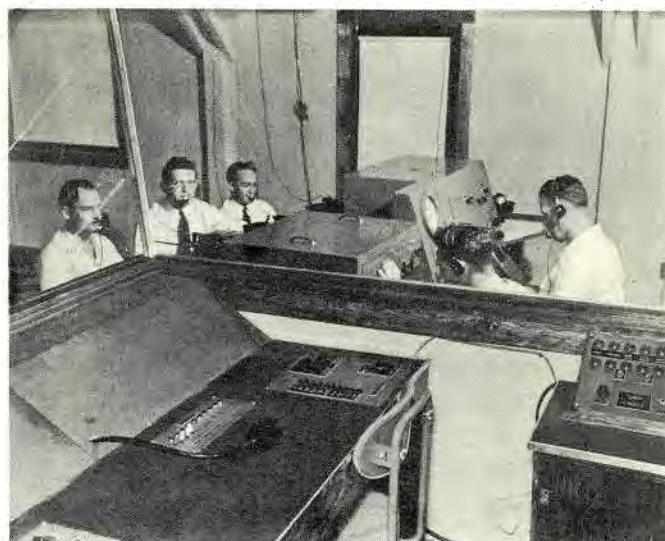
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GENERAL SERVICES BRANCH

Mr. Lower departed for Charlotte, N.C., July 14 to inspect the overhaul of our aircraft engines at American Air Service, Inc.

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RADAR TRAINING NOW OFFERED AT CENTER

GENERAL: These radar trainers are devices which simulate the scope or visual presentation of actual radar equipment in operation. The method of producing the scope "picture" is adapted to two types of presentation, the precision approach radar (Azal) and the surveillance (PPI) scope with ranges from five to sixty miles. The unit is used with the crab of the link trainer to provide motion for the moving targets which represent aircraft.

The "scopes" are viewed through circular apertures in the sloping front panels. The ASR observer sees a twelve inch "Scope" face with the ionic sweep rotating at normal rate, the scope retentivity simulated closely, and four target "blips" which fade with the scope picture and appear to move in the jumpy fashion characteristic of the actual scope images. The PAR observer sees an Azal-type display with two targets, one representing the aircraft's altitude and the other, the aircraft's position with respect to a center line of the runway.

Airways Operations Branch now offers radar traffic control training in their air traffic control school. The pictures on page 10 and above show the initial installation for this phase of training which is to become a permanent part of
(Continued next column)

the air traffic control training program at the Center.

Upper left photo, page 10, shows a general view of the radar-equipped Airport Traffic Control Laboratory. In the foreground, four "pilots" are seated around the airport table and behind them, three controllers can be seen in the control tower cab. Four "pilots" controlling link "crabs" at the radar site and two controllers standing at the ASR and PAR scope position are shown in the left background.

Upper right photo, page 10, shows the scope setup with the PAR control position to the left and the ASR to the right. The receiver and transmitter selector panels, used to allow the controllers to communicate with the pilots are located at the top of the console. The altimeter, clock, wind direction and wind velocity indicators plus the inter-communication squawk box between the radar position and the control tower cab are mounted between the two scope consoles.

Lower left photo, page 10, is a view of the radar control positions when in use. The man to the left is viewing the ASR scope. The man to the right is observing the PAR scope and the observer in the middle occupies the supervisory position.

Lower right photo, page 10, shows the
(Continued Page 13)



Grover J.
Fulkerson

and



Charles R.
Myers



MYERS AND FULKERSON OF AIRWAYS OPERATIONS JOIN ICAO

Charles R. Myers and Grover J. Fulkerson of Airways Operations Branch were released late in June to accept positions with the International Civil Aviation Organization.

Myers will join Crowley and Bridges who left early in June for duty in Djakarta, Indonesia. Fulkerson has been assigned to duty in Cairo, Egypt.

Myers first reported for duty at the Aeronautical Center in 1947, and has been here continuously except for a two-year stint in Germany operating civil (Continued on Page 13)

HONDURANS VISIT CENTER

Photo at left, left to right, L. Roberto Galvez B, Director of Civil Aviation for Honduras, Don Church, Airways Operations, and Jamie Flores, Assistant to the Commander of Nicaragua Air Force. Mr. Galvez and Mr. Flores are studying Civil Aviation Administration in the states, and visited the Center to observe up-to-date training methods. Mr. Galvez is in U. S. on a Training grant sponsored by MSA, and Mr. Flores on a training grant sponsored by ICAO. Their training is planned and supervised by International Region.

Mr. Flores will continue his training in Montreal, Canada; Mr. Galvez was to return to Honduras.

AVIATION SAFETY PILOTS TRY NEW FLIGHT SYSTEM

Mr. Morgan is seated at the controls of the Collins Integrated Flight System Simulator. He is making an instrument approach on the Instrument Landing System (ILS), the results of which are being recorded by the gadget shown in the lower left of the picture, properly called the "tracer".

(Pictured left to right: D. L. Baker, M. C. Morgan, and W. C. Jones, all of Safety Operations)(Cont'd. page 13)

NEW FLIGHT SYSTEM(Cont'd. from page 12)
The flight system simulator, on loan to the Center by the Collins Radio Co. for a period of one week, gave all pilots of Safety Operations an opportunity to become familiar with the new system changed intended to simplify instrument flying, especially the operation of omni and ILS.

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JOIN ICAO(Continued from page 12)
air traffic control facilities and training German personnel to man various air traffic control towers and centers. Prior to 1947, Myers spent two years in Mexico during which time he set up approach control at Mexico City and trained personnel for the Mexico City and other Mexican and Central American traffic control facilities.

Myers entered on duty with the CAA in January 1939, in the administrative division at Kansas City, Missouri and transferred to Air Traffic Control in 1942 in the Fifth Region.

Fulkerson first reported for duty at the Aeronautical Center February 12, 1951, reporting to the Center from the Denver Tower where he was Senior Controller. He reported for duty with the CAA early in 1942 at the Denver Center where he spent three years before entering on duty with the U. S. Navy during the war. After being discharged he returned to the Denver Center and later transferred to the Denver Tower.

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MR. SMITH GOES TO WASHINGTON

Warren W. Smith, Chief of the Aviation Safety Standardization Division, has just returned from a trip to Atlanta and Washington. He stopped at Atlanta for several days where he attended an Aviation Safety meeting.

He then went on to Washington and visited the Office of Aviation Safety.

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PUT IT THIS WAY-By Franklin P. Jones
The main idea in public speaking is to drive home the point, not the audience.

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RADAR TRAINING (Cont'd. from Page 11)
equipment necessary for simulation of a PAR scope operation. The crab in the foreground projects two plastic arms with phosphorescent marks along the localizer and glide path courses. Control of the glide path target altitude-wise is obtained by use of the wind drift mechanism mounted at the upper right side of the unit.

Upper left photo, Page 11, shows a view from the rear of the two control positions. The four crabs on the left are used to put a target on the ASR scope. Each crab has a lucite arm extending into the scope console. Each of these extension arms is provided with an unobstructed area above the scope by means of a glass tray having four panes of glass. Full control over the movement of these crabs is obtained by means of a speed control, which is on top of the crab unit. The fifth crab, on the far side is used to provide a target for the PAR scope. The control panel at the side of the table allows speed control and altitude control, with the heading control mounted on top of the crab.

Upper right photo, page 11, shows a view of the radar equipment taken from the associated control tower cab and shows two controllers and three pilots at the radar unit.

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ALL PERSONNEL FACILITIES FLIGHT INSPECTION BRANCH

Not only as Chairman of the Payroll Savings Bond Campaign, but in particular, as Chief, Federal Airways Standardization Division, I wish to express my sincere appreciation for your wholehearted response to the appeal relayed by Jack Wells!

While, as Chairman of the Campaign, I am interested in the progress of all organizational units, I am, as Chief of this Division, deeply and personally interested in our standing.

Your immediate and full cooperation is most gratifying--Thank you and congratulations on the impressive score you have achieved.-- W. H. Hill

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DEAN S. ANDERSON PASSES BAR EXAM

Andy successfully passed the Oklahoma Bar examination and was sworn in by the Supreme Court on July 15.

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REPRODUCTION AND MAIL ROOMS MOVED

Two of our very busy offices have been moved. The reproduction shop has been moved around the corner and across the hall from the personnel office and the mail room is now located in the space which was previously used as the entrance hall to Building 217.

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ALFRED BONE TO NAVY SOUTH BASE

Alfred Bone is the new storekeeper at the Navy South Base, Norman, Okla.

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C. E. GARDNER BRINGS THE RAINS IN JULY

In case anyone is interested in the real reason behind all this uncommonly cold weather and rain in the middle of an Oklahoma July--we can tell you the actual, factual, scientific reasons. To wit: Seems in the Claude Gardner estate there was a snake that made the mistake of proceeding across the front of said lawn. After much bush-beating and chasing the poor creature was killed, and it being a hot day, Mr. Gardner proclaimed to his household that he could make it rain by placing the snake bottom side up on the fence. His offspring scoffed loud and long, and to prove that Papa still knows best(?) Mr. G. Proceeded to follow his witch-doctor rituals and, this is a quote "within one hour the clouds had gathered and shortly thereafter the rains came." End of quote. Seems maybe Papa does know what he's talking about, but please, isn't it time to turn that poor snake right side up again so the sun will shine?

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NEW CAR

That brand new blue Buick that everyone sees on the Flight Line these days belongs to Pop Nuckolls.

CANADIAN DEPT. OF TRANSPORT REQUESTS STANDARDIZATION OF DC-3

Recently the Department of Transport in Ottawa, Canada (the Canadian counterpart of U.S. CAA) made inquiries of Washington CAA concerning the possibility of having their C-47-A cargo type Douglas DC-3 standardized in the same manner that the Aeronautical Center has standardized its own Federal Airways aircraft for the Regions.

Mr. Cowley, Director of Air Services, stated that this aircraft is urgently needed in connection with some omni-range experimental work and to flight check the sites for their first omni-range airway.

Accordingly, arrangements were made with Washington and Center personnel to work with Federal Airways in preparing estimates, and on July 15, the plane was delivered to Oklahoma City. Lee Britney, electronics engineer, remained a few days to confer with aircraft and electronic engineers concerning details relative to the performance of the Douglas standardization.

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WHO DID IT?

Some rumors have been going around the hangar that Paul Fast, Aircraft Standardization, isn't such a good driver. That is, from the looks of his two front fenders, but naturally he says (his wife did it).

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ILLNESS

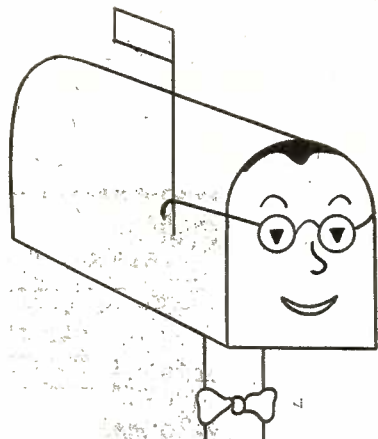
We are all glad to hear that Vernon Wilson's wife is recuperating nicely from her recent operation. Vernon is employed at Motor Pool.

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CELEBRATE BABY SON'S BIRTHDAY

Don Butler's family will celebrate Donald William's 5 months birthday soon. Baby Don was born February 27, 1952.

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DIRECTED STUDY

The long planned Chapter 7, "Introduction to Electronics", along with its examination is now in the hands of the printer. This Chapter, which completes the revision of Course I, should be ready for mailing by the time this goes to press.

We are pleased to report that those among our Course II students, who have completed the sixth group of lessons which deals with transmission lines, have been very complimentary concerning our treatment of the subject material. We must confess, though, that the excellent coverage of the Smith Chart was "ghost written" by Mr. J. P. Lindsey of the IIS/VOR Resident School.

Annual leave this past month really broke into Mr. McKinley's stride - he came limping back (actually he fell on a willow slash at the edge of a beaver pond, at elevation 8600 ft. on Fall River in upper Colorado, where he vacationed and visited with his brother).

The stack of examination papers and questions from IS-1 enrollees which awaited him, gave ample evidence of the growing interest in this phase of the Directed Study program. The total IS-1 enrollment figure is now 583, of whom 94 have submitted at least examination No. 1.

COURSE I GRADUATES

Region 2

Wm. L. Leaming

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

COURSE I

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

COURSE II

	No. of Enrollment
Region 1	2
Region 2	1
Region 3	2
Region 4	1
Region 8	1

IS-1

	No. of Enrollment
Region 1	13
Region 2	6
Region 8	2
Region 9	12
Other	1

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Whoso neglects learning loses the past and is dead for the future.--

Euripides

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PUT IT THIS WAY-By Franklin P. Jones
He who always watches the clock is never the man of the hour.

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WELCOME TO NEW EMPLOYEES
June 28 through July 18, 1952

ELECTRONICS INSTALLATION

Herman Irwin - return from Military Service.

AIRCRAFT SERVICES BRANCH

John McKinley
Glyndon Parsons - return from Military Service.

PROJECT MATERIALS DIVISION

Charley W. Curry

AIRWAYS OPERATIONS BRANCH

Iola McElderry
Robert C. Moore - transfer from Region 1.
Darwin T. Maurer - Temporary detail from Region 5.

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GENERAL SERVICES BRANCH WELCOMES GEORGE BELL back, after a long absence while he was with Aircraft Service Branch. Good to have you back, George.

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AIRCRAFT SERVICES BRANCH WELCOMES JOHN C. MCKINLEY and are glad to have **GLYNDON W. PARSONS** back at ASB.

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GRISSOM TAKES OVER BROWN'S DESK

The pleasant voice that answers on telephone station 224 and the mild mannered young man you see occupying Vernon E. Brown's old desk in the Contracts and Orders Unit is none other than John W. Grissom. John is our new procurement clerk; so when in need of service of this nature, he will gladly assist you in any way possible.

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NEW BABY

Lennie Magerus, General Services Branch, is proud papa of a baby girl born July 1, 1952, and named Barbara Jean.

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GOODBYE TO FORMER EMPLOYEES

ELECTRONICS INSTALLATION

William D. Eikenberry - return from Military Service and accepting employment with IDAO.

SUPPLIES & SERVICES

Mary Jean Thompson

PERSONNEL STAFF DIVISION

Beverley Von Werder
Iola McElderry

AIRCRAFT STANDARDIZATION

Eula Steenerson
Anita Lauderdale
Doris Ellison
Ruby Loper
Beulah Freemon
Joel Cleveland
David Penner
Roy Vickrey
Jack Woodruff - to Military Service

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NEW BABIES

Marion F. Wade, Aircraft Services Branch, is the proud father of a new boy, Charles Edwin, born July 8.

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Mr. & Mrs. Cyrus E. Hutcherson are the proud parents of a girl, Cynthia Ann, born Friday, July 18, and weighing 8 lbs. 8 oz. Mr. Hutcherson is employed by Aircraft Standardization.

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Mr. and Mrs. Glendon Muse were blessed with a girl also, Debra Lynne, weighing 7 lbs. 10 oz. on July 10. Mr. Lynne is also employed by Aircraft Standardization.

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A feminine touch was added to the family of Charles Wallach, well-known former instructor at Facilities Branch. The little one, Tia Gertrude, was born July 25, and commands the devoted attention of all.



VISITORS

- 7-3 - Capt. R. D. Johns, 1800 AACS, Tinker Air Force Base visited Air Traffic Control.
7-3 - Col. B. N. Perry, 1800 AACS, Tinker Air Force Base visited Air Traffic Control.

Those listed below are German Aviation Experts who visited the Center and are pictured on page 8.

- 7-3 - Dr. Karl Emil Gerlach, Scientific Institute for Traffic, Technical College, Stuttgart.
" Wulf-Deither, Graf zu Castell, Manager, Munich-Riem Airport.
" Mr. Werner Loebermann, Manager, Tempelhof Airport.
" Dr. F. Werner G. Treibel, Mgr. of ground facilities, traffic, engineering, Stuttgart.
" Max Wachtel, Manager, Hamburg Airport.
7-3 - Stanley U. North, W-356, visited in Flight Inspection and PMD.

Following came in with N-12 for work to be performed on Douglas N-12, and visited ATC.

- 7-6 - Norm Hodgkinson, W-344
Ed. Hamlin, W-344
7-7 - Miss Lois Heinrichs, W-356, visited Facilities Flight Inspection.
7-9 - Art Beeton, Chief, Facilities Flight Inspection Branch, Region 4, visited Facilities Flight Insp.
7-10 - Harry Gray, Chief, Facilities Flight Inspection Branch, Region 5, visited Flight Inspection.
7-10 - M. B. Bernhard, Aviation Safety, Region 1, visited Flight Inspection.

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Yesterday's fame has no memory.--John M. Carlisle, "A reporter About Town"

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VISITORS (Continued)

- 7-14 - C. E. Wise, Chief, Structural Materials Section, Establishment Engineering Division, W-354, visited Air Traffic Control Section.
7-14 - The following visited from Washington, D. C.
Miss Mary Healy, W-200
Miss Alice M. Kosobucki, W-76
Mrs. Minnette M. Rodriguez, W-375
Richard L. Schlegel, W-77
William E. Murphy, W-203
John H. Gilbert, W-201
Harry Doyle, W-212
Howard Simcox, W-212
Chester A. Bush, W-210
Charles Pfrommer, W-210
Joseph L. McKeogh, W-135
Lawrence P. Lathrop, Office of Secretary of Commerce
7-15 - Lee Britney, Canada, visited Flight Inspection.
6-19 - Roberto Galvez, Director General of Aeronautics, Honduras and
Lt. Jaime Flores of Nicaragua visited Air Traffic Control.
6-26 - LCDR Herschell Fortner and Lt. Earl J. Turner, Training Officers Air Controlman School, Olathe, Kans. visited Air Traffic Control.

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VISITOR TO AIRCRAFT SERVICES BRANCH

Robert A. Bridges came by for a short visit and says he'll be back with us as soon as Uncle Sam gives him that discharge.

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Said a Foreman to one of his workmen:
"When I hired you two weeks ago, you told me how good you were. Now tell me all over again. I'm getting discouraged." -- Coronet

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EFFICIENCY

An efficiency expert is one who is smart enough to tell you how to run your business and too smart to start one of his own.--Speaker's Desk Book.

FACILITIES

ARRIVALS

DME #15
6/30/52 - 8/29/52

Region 1

William W. Pegues Charleston, W. Va.
R. Eugene Shanholtzer Wheeling, W. Va.

Region 2

Ralph W. Bickham Tampa, Florida
Edward T. Knotts Tampa, Florida

Region 3

John L. Gunther Peoria, Ill.
Franklin W. Shrack S. Bend, Ind.

Region 4

George O. Perkins Marathon, Texas
Jesse F. Wheeler Abilene, Texas

Region 5

Mathew R. Frampton Omaha, Neb.
Fred M. McBride, Jr. Anita, Iowa

Region 7

Virgil F. Willey Pendleton, Ore.

INDOCTRINATION #38
7/11/52 - 10/3/52

Region 3

Harvey A. Boyles Corbin, Ken.

Region 7

John H. McTigue Seattle, Wash.

Region 8

Lyndol L. Pruett Anchorage, Alaska
Edward B. Steinberg Anchorage, Alaska

SPECIAL CLASS RADIO TELETYPE
July 11 - 25, 1952

Abdul Rauf Pakistan
John D'Cruz Pakistan

DEPARTURES

RADAR 13
3/31/52-7/3/52

Region 1

Frederick V. Leyden Boston, Mass.
Bernard Weinstein Ildewild, N.Y.
David Wasserman N.Y. Int. Air,
New York

Region 5

Glenn Allen Kansas City, Mo.
Elden Buel St. Louis, Mo.

Region 7

George Malone Helena, Mont.

Region 8

Charles Young Anchorage,
Alaska

Washington

Patrick Ahern Washington, D.C.
Arthur Wetter Washington, D.C.

IR

Rabindra Chatterjee New Delhi, Ind.

DME 13
5/12/52-7/11/52

Region 1

Raymond E. Jenkins Hartford, Conn.

Region 3

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

Region 4

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

Region 5

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

Departures - Continued

DME 13

Region 7

William O. Butz Spokane, Wash.

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

Region 1

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

Region 2

Robert F. Hartin Hapeville, Ga.

Region 3

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

Region 4

George W. Cave Albuquerque, N.M.

Region 5

Harvey S. Monasmith Wichita, Kans.
Orin F. Novak Aurora, Colo.

Region 6

Edward J. Ball Phoenix, Ariz.
Eugene Mathews Menlo Park, Colo.
Malcolm C. Nickerson Red Rock City,
Calif.
Clarence A. Reid 1000 Palms,
Calif.

Region 7

Harry A. Baker Ulm, Montana

NOTE TO DANCE LOVERS

The CAA Dance held July 18 will be written up next month with pictures. From all reports everyone had a wonderful time, especially Jimmie Albert and Owen Highfill at Aircraft Standardization. Seems they had to leave the party early.

CENTER ELIGIBLES TAKE FATAL STEP

SYBIL GETTING USED TO A NEW NAME

A new name is hard to get used to, is the explanation given around Facilities when Sybil Gowing fails to respond to her name. When she is addressed as Mrs. Gowing, there is usually a moment of utter silence before the name penetrates. After all, it's only been since July 3, and that's hardly any time at all. Bill and Sybil took a honeymoon trip to Colorado Springs after the candle-light ceremony Thursday evening July 3 at Wesley Methodist Church. Nan Jenkins from Facilities was the maid of honor, and Juanita Prentice, also from Facilities presided at the table at the reception which followed in the new home of the couple. Randy and Stevie, Sybil's six year old twins, were in charge of the guest book, announcing loud and clear to each guest to please sign their names. During their trip to Colorado Springs, the Gowings drove to the top of Pike's Peak, ate filet under glass at an old wayside inn, got dizzy at Royal Gorge and came home to be lazy for awhile before returning to work.

JACK WELLS TAKES FINAL STEP

Jack Wells, Facilities Flight Inspection, took that final step July 3 at Ardmore. Betty Snell became Mrs. Sheard (Jack) Wells on that date, so the dreamers here on the field will have to pick someone new now. CONGRATULATIONS JACK.

HARRY GLASGOW OFF ELIGIBLE LIST

Harry Glasgow, Aircraft Standardization and Perry Sebbert were married Friday, July 18 at 8 p.m. They were married in the First Baptist Church, 11th and Robinson and are now residing at 225 N.E. 10. Mrs. Glasgow is employed by the Adams Engineering Company. Congratulations Glasgow.

VACATIONS

PFREHMS TAKE HONEYMOON AFTER 7½ YEARS AND 2 CHILDREN

Bill and Shirley Pfrehm finally found the time to take their honeymoon. Of course, it had to be Niagara Falls. Where else? They left here, going by way of Michigan City and Flint, Michigan and stayed on the Canadian side of Niagara Falls. They found the falls to be quite a beautiful sight at night with all the lights turned on them, and in the morning with the rising sun. From Niagara Falls, they drove on to Buffalo, N.Y., and down through the Blue Ridge Mountains, through Illinois and Indiana, by way of the Lake of the Ozarks which is also a beautiful sight, through the Wheat State to Home Sweet Home. "Be it ever so Humble, there is no place like home". Most people agree on this favorite old saying.

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SHIVELY SHIVERS IN NEW MEXICO

Paul Shively, Supplies and Services Sec. who is vacationing at Eagle Nest, N.M. Lake, tells us the temperature at that Rocky Mountain resort is 37° at day-break -- the bars and casinos there open at 8:00 p.m., and the fish start biting at 5:45 a.m. We wonder, when does he sleep.

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VACATIONS AT GENERAL SERVICES BRANCH

Don Brown and family recently spent a week at Platte National Park, Sulphur, Oklahoma.

Buster Davidson and family were recently on vacation in California.

Wilbur Lynn and his wife are currently on vacation at Mobile, Alabama.

Charlie Phillips, Scotty Sell, and Russell Kiggins, playing it smart and avoiding the hot, crowded highway, spent their vacations at home.

GENERAL SERVICES (Continued)

Mr. and Mrs. Peterman visited their son at Russell, Kansas, over the weekend of the 4th.

Glen Browning recently spent a week in Dallas, Texas.

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VACATIONS AT FACILITIES

C. W. Mueller and family returned from a three-week vacation trip July 16. About one week was spent in Yellowstone Park and the remainder of the time traveling and visiting relatives in South Dakota. While in Yellowstone, they caught some nice trout and visited many points of interest including a trip to the Teton National Park south of Yellowstone.

W. E. Lucey departed on two weeks leave, July 12. He and his wife, Gladys, are visiting relatives in Iowa.

The Carl C. Drumeller family left 19 July for a three-week vacation in Colo., visiting relatives and just plain loafing. That loafing is needed to recover from the strenuous work of moving radio station W5EHC into a new room just added to the family dwelling.

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MARTINS VACATION VIA YELLOWSTONE

Ann and Larry Martin drove to Yellowstone. They stopped in the Black Hills of South Dakota and made other stops of interest. One of the most beautiful sights was Shell Canyon, Shell Creek running through it, passage being through Big Horn Mountains just west of Sheridan, Wyoming. They visited Crippled Creek, the one time ghost town, 30 or 40 miles west of Colorado Springs, which is now being brought back to civilization. It seems that years ago there was a railroad running through the mountain there, handmade after much blasting and it has since been made into a road. The sides of the passage still show the black (Continued on page 21)

MARTINS (Continued from Page 20)
coating caused from the trains having run through it so many years. At Lander, Wyoming, they stopped to view the Sinks underground river which looks like a cave where the river goes in and then drops 200' coming out a short distance away into a huge lake full of trout. Two disappointed people (the Martins) learned they are not allowed to fish there.

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VACATIONS AT AIRCRAFT SERVICE BRANCH

Vacationers this month at Aircraft Services Branch were Lurman A. Neal, Dayton L. Parker, George B. Hudson, and Odessa Hughes.

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EUREKA SPRINGS, ARKANSAS BY WAY OF WILL ROGERS MEMORIAL

Early Sunday Morning, June 29th, five girls departed on a weeks vacation, namely, Ava Wells, CAA, Claudine Harrell, Tinker Field, Ida Lee Smith, CAA, Maggie Roland, Telephone Company, and Asia Krause, CAA. Wouldn't you say having the car loaded and being on your way before 4:30 a.m., early.

First stop, Will Rogers Memorial, Claremore, Oklahoma.

Upon arriving at the Crescent Hotel, Eureka Springs, Arkansas, the fun really began. The food was out of this world and fattening too (so Asia says). There was swimming at the hotel pool as well as Lake Leatherwood and Lake Lucerne, tennis, horsehoes, ping-pong, dancing, Bingo, shuffleboard, and a hayrack ride.

Naturally there would be sunburns and on the first day too. Course, wearing shorts and halters, or bathing suits, the full week, what could be expected.

Course, when you go downtown, it's all downhill, but when you return to the Crescent, it's uphill. What a climb. EARLYBIRD WELLS made at least one trip a day and sometimes three trips. Those hills are steep too. (Cont'd.next col.)

EUREKA SPRINGS (Cont'd.)

An interesting feature of the trip was Inspiration Point. Here, we made a tour of a castle built by a German who picked this particular spot because the view from the Point overlooking the White River resembled the German's homeland overlooking the Rhine. He built the castle of heavy stone making a wall thickness of 18". The beading between the stone was painted a different color in each room. As you entered the living-room, the beading was painted gold, into the hallway, it was blue, and each room was named in accordance with the color of the beading. After having put \$80,000 into the castle, the depression came and the German lost his fortune making it impossible for him to complete the castle. He drove away one day and left it stand. Two years later the courts sold the castle to Dr. Scoville, a minister, who completed the castle and lived there 7 years. After his death, Mrs. Scoville gave the castle to Phillips University for use by students in their training.

The castle contains a good many antiques brought back by the Scovilles from a world tour. A beautiful handmade desk and a lamp from China; a Bible dated 1803, and a chaise lounge from China over 200 years old, yet our modernistic furniture patterned on the same line isn't as comfortable.

The Crescent Hotel was wonderful enough that we all hope to return for another wonderful week.

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QUOTATION FROM THE WRITINGS OF HORACE MANN

An educated people is always a more industrious and productive people. Knowledge and abundance sustain to each other the relation of cause and effect. Intelligence is a primary ingredient in the wealth of nations.--From Tenth Annual Report.

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PUT IT THIS WAY-By Franklin P. Jones
Not all wives suspect their husbands.
Some have the goods on them.



"I've been misbehaving and my conscience is bothering me, Doctor." "I see, and since I'm a psychiatrist you want something to strengthen your will power."
"No, something to weaken my conscience."

Then there's the one about the girl from the big city who thinks a bare lie is something you do to get a sun tan.

When a guy can read a girl like a book, he's usually just pouring over her lines.

Love's Old Sweet Song - And then there is the one about the two brooms that wanted to be broommates so that they could sweep together.

New definition of an executive: "A big shot who hasn't been fired."

You can't believe everything you hear -- but you can repeat it.

Glasses have a profound effect on a person's vision, especially when they have been filled and emptied too many times.

On the race to the altar, some girls cover more laps than others.

"My leg's a pretty stockingfull,"
Said Tessie, with a laugh.
And we'll agree that that's no bull,--
It's just a little calf.

A good girl always sticks to "No!"
A bad girl always yesses;
A smart girl makes 'em sound alike
And holds 'em all on guesses.

Think twice before you speak, especially if you intend to say what you think.

If a gal lets a fellow get too fatherly, she soon has two paws around.

A girdle manufacturer ought to prosper.
He lives off the fat of the land.

There was a young fellow from France
Who waited ten years for the chance--
He muffed it!

Life is so uncertain it is half if.

In all literature there's no pleasanter reading than a complimentary paragraph in a newspaper about yourself.

Little Mary: "Mother, they are going to teach us domestic silence at school now."

Mother: "Don't you mean domestic science?"

Father: "There's a bare hope our little girl means what she is saying."

To damage some men's brains you'd have to hit their wives on the head.

"That's the guy I'm laying fer", muttered the hen as the farmer crossed the yard.

If the course of true love isn't running smoothly, it may be a good idea to stop and park a while.

Coed: "I'd like to see the captain of this ship."

Sailor: "He's forward, Miss."

Coed: "That's all right. This is a pleasure trip."

Pa: "I think I'll have to go downstairs and send Mary's young man home."

Ma: "Now, Timothy, don't be hasty. Remember how we used to court."

Pa: "For gosh sakes, I hadn't thought of that. Out he goes."

"If you try to kiss me, I'll call mother."
"What's the matter with your father?"
"Oh, he's not as deaf as mother is."

"Are you keeping a hope chest?"
"With a chest like mine there 'aint no hope."

The main reason they never give a prospective groom a shower is that he will run into plenty of storms after the bride begins to reign.