

CAA AERO CENTER



"BEACON"

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

October 22, 1952

OKLAHOMA CITY, OKLAHOMA

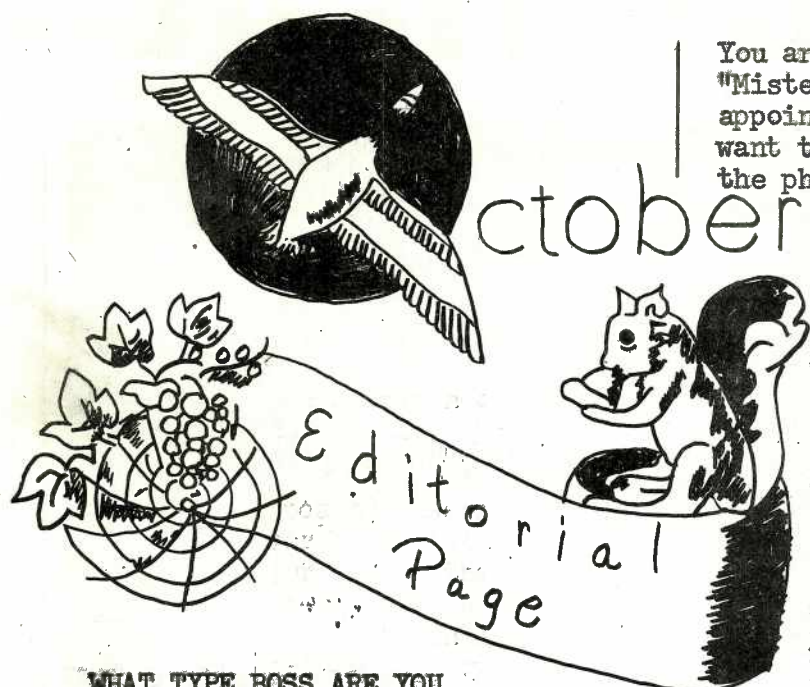
Vol. III, No. 10

AERONAUTICAL CENTER BECOMING WELL KNOWN FOR ATC TRAINING PROGRAM

The Aeronautical Center is becoming known all over the world for its training program. The following item was excerpted from a story run in the August, 1952, issue of **NAVAL AVIATION NEWS**, "TransPac flights putting into Midway Island will be guided into the gooney bird haven by four recently-arrived Naval officers. This quartet was the first Navy contingent to graduate from the Civil Aeronautics Administration Air Traffic Control School at Oklahoma City. They've now relieved CAA personnel formerly handling the air route traffic controller duties at Midway." (Cont'd. Page 3)

NAVY-AERONAUTICAL CENTER SET UP INSTRUCTOR EXCHANGE PROGRAM

John A. O'Shea, Jr., AGC(AP) USN, is spending a month at the Air Traffic Control school to observe training methods and training aids employed at the Aeronautical Center. O'Shea entered the U. S. Navy in 1941, graduated from Pensacola in 1947; was Chief Air Traffic Controller at NAS Guantanamo Bay, Cuba, when transferred to the faculty of the Air Controlman School in Olathe, Kansas. His assignment at the Center is the result of an agreement between the Airways Operations Branch and the Navy Air Technical Training Unit, (Cont'd. Page 3)



WHAT TYPE BOSS ARE YOU

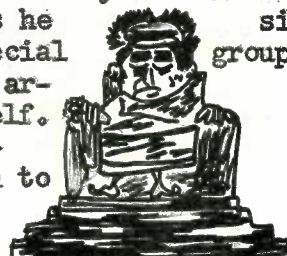
There are many types of bosses. A perfect boss has never been discovered- nor has an utter failure. But there have been some near misses in both directions. Most bosses, according to an eminent psychologist, are one of five types. Here are the five. Which one do you want to be?

1. This is the kind of boss who cannot make up his mind. You can never get him to say yes or no. He not only doesn't want to stick his own neck out, but he won't let anybody else stick theirs out either. He is a firm believer in the philosophy that if you don't do anything, you never get into trouble. He usually is not quite sure how a certain matter is being handled, but he sees no point in doing it differently. He has quite made up his mind that because he did things one way 15 years ago, there's no reason why he should change today. Methods Improvement to him is so much air.



2. This is the superior boss. You can't touch him with a 10-foot pole.

You are supposed to address him as "Mister". You must be sure to make an appointment with his secretary if you want to see him. When you call him on the phone, you have to go through his secretary to talk to him. You are never quite sure whether he knows your name and if he does, he never uses it. He goes to office parties very seldom and when he does he sits with his special group that he has arranged himself. He never introduces you to his wife.



3. This is the politician. He makes his "underlings" think that the only way to get ahead is to do little favors for him. His wife, and the wives of the executives, are "like this", he says. He does a good job of mixing business with pleasure -- that's how he keeps his job. He works on the established premise that he can get away with murder just so long as he is friendly with his own boss.



4. This is the tough boss. His word is law. He gives the orders around here. When a decision is to be made, he'll make it--keep your foolish ideas to yourself. When he goes by, a hush falls over the place. He takes this to mean that he has the unflinching respect of all. He is the top man on the totem pole and he is going to stay up there on top, no matter how precarious the existence, or who he steps on. In his secret heart, if he has one, he feels very insecure. You can bank on it he doesn't sleep well.
(Continued page 3)



(Continued from Page 2)



5. Then we have the real boss, the team boss. He gives his team a crack at the problem and lets them participate in the decision. He seeks recognition for his group. He gives credit openly. He has the respect of

his people because of his ability and his knowledge of mutual problems. He is fair at all times. He leads a willing, eager and most successful team because he has won and not openly demanded their complete support.--Reproduced from Avro Canada News.

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BEHIND THE NEWS

Our usual reporters as well as numerous new contributors and reporters have made another Beacon possible. What's more, very few missed the deadline this month. Art Schmidt just barely made it, but just so he does, because he always has a number of interesting articles.

Airways Operations tell of the "strip film" for introducing students to the Aeronautical Center. The Medical Branch writes of new projects. You'll read about the Instructor Exchange Program at ATC and numerous articles of local interest.

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Quality is never an accident; it is always the result of high intention, sincere effort, intelligent direction and skillful execution; it represents the wise choice of many alternatives, the cumulative experience of many masters of craftsmanship. Quality also marks the search for an ideal after necessity has been satisfied and mere usefulness achieved.--Will A. Foster, Inspection News.

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BECOMING WELL KNOWN (Cont'd from Page 1)
Lt. Jack Tarwater and Lts. (jg) Charles L. Daniels, Leo G. Hester and Bertie G. Homan were enroute to the West Coast for Overseas duty when word reached them of assignment to the CAA School. For whipping the tough ten-week course in less than nine, the school's director gave them a special commendation.*****
The next time you are in the vicinity of Midway, check the tower. You'll find Messrs. Tarwater, Daniels, Hester or Homan at your service.

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INSTRUCTOR EXCHANGE (Cont'd from Page 1)
Olathe, setting up an instructor exchange program in the interest of standardization.

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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:

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CHANNELS: The trail left by an inter-office memo.



In life it is possible merely to throw a heap of stones together, but this pile is not beautiful. We pyramid to the heights only when we lay stone on stone according to a beautiful plan. If we have no faith in the principles with which we build life, we are defeated.--W. N. Thomas, D. D., Inspection News.

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Kind words do not cost much. They never blister the tongue or lips. Mental trouble was never known to arise from such quarters. Though they do not cost much yet they accomplish much. They make other people good natured. They also produce their own image on men's souls, and a beautiful image it is.--Pascal, Inspection News.

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STUDENTS ATTENDING CLASS 53-B -- FACILITIES FLIGHT INSPECTION BRANCH

Pictured in photo, page 4, is the present group of Air Force Flight Inspector students from 1856th AACS Squadron, Tinker Field, attending Class 53-B. This class opened on September 8 and will continue through October 24. Shown from left to right: S/Sgt. Hawley T. Hudson, S/Sgt. Harold U. Thomas, Capt. Marion E. Wolfe, CAA Flight Instructor Wilford W. Moore, Capt. Elmer R. Bergmann, Navy Lt. Horace E. Wood from Patuxent River, Maryland, and Flight Instructor Elwyn L. Rowe.

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"STRIP FILM" NEW PROJECT IN INTRODUCING STUDENTS

The latest project at the Airways Operations Branch is the production of a "strip film" to introduce students to the Aeronautical Center. It will give new students a pictorial tour of the Center, beginning with a shot of the whole area from Will Rogers Tower, showing the airport in the foreground with the Aeronautical Center as the "Skyline", as it would appear to the student as he gets off an airplane in front of the terminal building. From there he is taken to headquarters building and given a briefing on the function and organizational setup of the Center. The tour then proceeds to the other shops, offices, classrooms and hangars which make up the Aeronautical Center. The narrator is Jack Kennedy. When a particular building is shown, Jack briefly describes the goings on within that building and then takes you inside and shows you pictures of men and machines at work. While the first part of the film is a general tour of the Center, it is designed primarily to give Airways Operations Specialist trainees a preview of what is to come, so most of it deals with the functions of the Airways Operations Branch with emphasis being placed on the duties and responsibilities of an Airways Operations Specialist.

Most of the photography was done by Roy Yeltman.

SWEARINGEN COMPLETES RESEARCH PROJECT IN WASHINGTON, D. C.

"Doc" Swearingen completed the experimental phase of the project, measuring wind forces on the human body, in the David Taylor Model Basin Wind Tunnel, Washington, D. C. In the course of this project over 25,000 force measurements of drag, lift, side forces, yaw, pitch and roll were recorded. Measurements were made on 25 subjects in five body positions and seven angles at wind velocities of 20 to 160 miles per hour. Studies were made to determine the added drag of clothing. In addition, to actual force measurements, the project was recorded in still pictures and sound motion pictures. The staff of the CAA Medical Research Laboratories have been active tabulating drag, lift, and side forces from the curves of the preliminary David Taylor Model Basin report. As requested by T. J. Schmitt of the D.T.M.B. Aerodynamics Laboratory, the centers of gravity of the human body in the five body positions with reference to the top center of the supporting I-beam have been determined on four subjects. Although these four subjects' body sizes vary to include one at 5'5", 120 pounds, one at 5'8", 155 pounds, one at 6'2", 154 pounds and one at 5'11", 240 pounds, it is interesting to note that all C.G.'s fall within a circle of $1\frac{1}{2}$ " radius drawn in the mid-sagittal plane for each body position. Computations of the body volumes and body surface areas of the 25 subjects have been completed.

A time motion study of the Medical Research Laboratory's film of body disorientation by wind blast is nearly completed, ~~it is believed that these data,~~ when completed, will yield information concerning time of duration of blast, time body acted on before motion, reaction time, recovery movement, and forces necessary to disorientate the body beyond recovery.

An additional 54 measurements of strength for operation of controls have been completed. (Continued on Page 6)

RESEARCH (Continued from Page 5)

Dr. F. A. Hitchcock was on duty at the Center from September 2 through September 13, during which time he and Mr. McFadden conducted 14 tests in connection with the Physiology Laboratory project, measuring oxygen consumption of pilots manipulating multi-engine aircraft.

The original data of four active projects (D.T.M.B. wind tunnel test, wind blast forces on human body, body disorientation by wind blast, and a comparison of three techniques of simulating explosive decompression) have been typed up in final form.

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NEW ILS/VOR TRAINING EQUIPMENT NEARING COMPLETION AT FACILITIES

Installation of the new ILS Null Reference Glide Slope equipment and an additional modernized VHF Omirange is nearing completion at Facilities Branch for training purposes in the ILS/VOR school.

The Glide Slope facility is being installed to operate in conjunction with the new ILS Localizer to simulate a normal ILS installation and to facilitate occasional flight checks. Localizer and Glide Path II classes are now held at the new sites located immediately west of the Center area.

A new and modernized version of the VHF Omirange will be completed soon for training purposes near the old VOR in the area north of the Center. The additional training facilities for Localizer and VOR will enable more time for the individual student in practical equipment instruction. A normal AN/CRN Glide Path facility is still in operation for the Glide Path I course.

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A man should never be ashamed to own he has been in the wrong, which is but saying in other words, that he is wiser today than he was yesterday.--POPE, Inspection News.

SHORT ILS/VOR FAMILIARIZATION COURSE PROPOSED FOR DIRECTED STUDY

Some inquiries have been made regarding the advisability of setting up a short familiarization course for prospective students in the ILS/VOR resident training school which, after completion by home study, would enable them more readily to assimilate more intensive training in the 12-week resident school.

Some maintenance personnel come to the Center with considerable experience on ILS equipment while others from stations without ILS equipment find themselves handicapped with no previous knowledge of the system.

Action has been taken to prepare such a course with C. W. Mueller, Radio Aids Chief, assisting John C. Straiton, Chief, Directed Study Section.

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SULLIVAN RETURNS FROM CHICAGO MIDWAY AIRPORT TRAFFIC CONTROL TOWER

John Sullivan was returned from a two-week assignment at the Chicago Midway Airport Traffic Control Tower. He was there for refresher training and for specialized training in radar traffic control. He seemed quite impressed with the smooth way in which the controllers handled the very large volume of traffic around Chicago. Sully logged fifty-eight Radar runs and is ready to admit that traffic control "ain't what it used to be". They must have given him quite a workout because he went on sick leave shortly after returning and was away from work for several days. He has not admitted to the Chicago traffic being too much for him, but the other instructors have been sorta putting two and two together.

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Do not attempt to do a thing unless you are sure of yourself; but do not relinquish it simply because someone else is not sure of you.--Stewart E. White, Inspection News.

FACILITIES INSTRUCTORS COMPLETE FAMILIARIZATION TOUR OF REGION 4

Facilities Instructors G. S. Wight and J. F. MacAdam recently completed a one-week familiarization tour of the Fourth Region. The Fourth Regional Office, the Airways Facilities Shops and a number of field stations were visited. While in Dallas, they saw the CAA RADAR installation and were shown through the Collins Radio Engineering Laboratory, where they saw the Collins TVOR under development. In Abilene, they saw a TOWAC in operation. They reached Lubbock in time to see the TUS Glide Path facility flight checked. At each stop, Mr. Wight displayed color slides, showing various Facilities Engineering activities. A considerable exchange of information was made. From the viewpoints of the two instructors, at least, it was a profitable trip.

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FLIGHT INSPECTION PERSONNEL VISIT COLLINS

On October 2 and 3, Stephen Brodnan, Max Kincaid and Milton Shelton visited the Collins Radio Company in Dallas, Texas, to inspect their facilities and to discuss with their engineers problems encountered in the modification and repair of Collins equipment used in Federal Airways aircraft.

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SWINNEY DEPARTS FOR MILITARY DUTY

R. W. Swinney, Instructor in the Indoc-trination Training Course for Electronics Technicians, will spend one week, October 12-16, on active military duty. He is detailed to take a one week instructor training refresher course at Ft. Monmouth, N. J. "Mr." Swinney is Lt. Col. Swinney when on military duty.

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NEWS FROM SUPPLIES AND SERVICES

We are busily engaged in setting up a sealed-bid sale which will involve approximately 600 line-items of service-able-obsolete (Continued next column)

SUPPLIES AND SERVICES (Continued)
AT-7 and C-47 parts now located at Norman and wide interest is anticipated.

DEAN ANDERSON and JOHN GRISSOM are working up an agenda for a short training course for requisition writers of the various branches which, it is hoped, will result in more uniformity of requisitions and reduce the number of purchase actions. One of our proposed plans will utilize the ditto system in the preparation of supporting schedules for ACA-215s on lengthy lists of items of identical manufacture, such as aircraft parts. This should enable the original typing operation to be utilized not only in the preparation of the requisition itself, but also in the solicitation of quotations and, with the addition of price information, the supporting schedule to the purchase order.

ED FRAME and BILL MONTGOMERY are still holding open house -- why not drop by and see those two brand-spanking new Model 1250 Multiliths of which they are so proud?

Supplies & Services reports with some reluctance that its grand old man of aviation -- SHIVELY -- flew his qualifying cross-country on September 27 on the OKD-Muskogee-Shawnee triangle. Those of us who have heard his account of this exploit so many times, in so many different ways will rejoice at the rumor that Shively is in the hands of the receivers, so far as his aeronautical activities are concerned!

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DO THEY?

Since the mailroom and the mail distributor at Facilities both swear that Facilities Branch handles more mail than the rest of the Center combined, a new idea has been hatched. In order to facilitate faster handling of the mail, Sybil has decided to get an old Army bugle, practice in secret until she gets "mail call" down pat, and then twice a day, sound off (Continued on Page 8)

DO THEY? (Continued from Page 7)
on the bugle and let 'em come and get it. Otherwise a requisition is going in for a motor scooter to help get those letters distributed.

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A FIRE BUG

We hear Al Krag has a fire bug in his family. If you don't believe it, ask his neighbor why his garage nearly burned down last week.

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SORRY SAYS BUDGET OFFICE

The Budget and Management Office assures us that it was strictly unintentional that their telephone number was changed to 130 just at the time they invited you to call 114 with your problems.

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ARE YOU A TELEPHONE JANGLER?

Dear Beacon Editor: I worked on the switchboard the other day trying to learn the job so I could help out when I was needed. **WHAT AN EXPERIENCE!** Everyone out here at the Center should work on that switchboard at least once. Two hours out there would change a lot of people's dispositions, attitudes, and also their telephone voices, I believe.

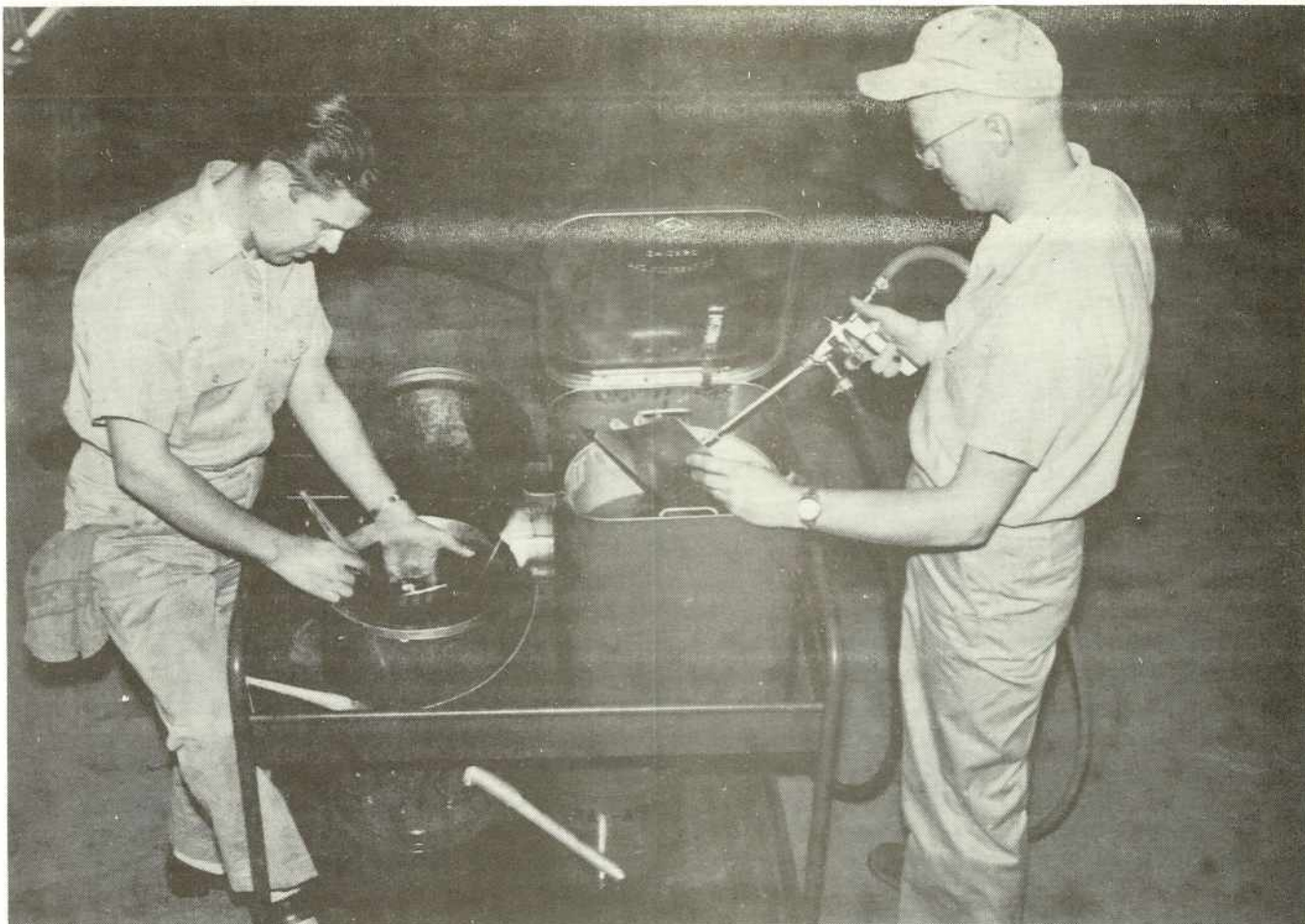
To begin with, at 8 a.m. when it is time to open the board, there is no way of telling who is using the telephone, inasmuch as the night connections are hooked up so all of the lines are disconnected. And what happens! Immediately each and every person who was talking announces in no uncertain tone that he has been disconnected. The only remedy for this, I guess, is to not make a call just previous to the time the board is to be opened or if you do, be prepared to be disconnected and then it won't be so heartbreaking. It must be tough to have to work all day with someone who gets so thoroughly upset the first thing in the morning. (Continued next column)

Some people don't talk loud enough, some talk too loud. Some don't know who they are calling or what their number is (this will be rough when the dial system is installed). Some employees lift the telephone off the hook and while the operator is patiently waiting and the board is lighting up like a Christmas tree, the person calling is continuing a conversation with someone in their office. They either finally tell the operator what number they want (if they can remember by then--and without apology) or just hang up. Of course, the operator, under these circumstances, is never supposed to disconnect them until they've decided which action they want to take. Still others think that they are the only ones using the telephone and the slightest delay puts them in a foul mood that shows up even over the wires. While they are having to wait, they impatiently jangle the phone hook up and down, not realizing that this slows their call down more than ever as the operator wonders whether they actually want to use the phone or if the telephone apparatus has gone haywire.

Nuff said about my weird experiences as a switchboard operator, but I do say **HATS OFF** to our operator who takes this every day, five days a week, and still keeps that wonderful disposition. Could you do it?--Laura (I tried) Flynn.

Note from the Editor: If you don't know Laura, then you might like to know she's an easy going person and seldom lets anything ruffle her enough to say much about it. In view of what she has written, I'd say maybe we should all look into our telephone manners and see if we are classed with the above. All of us have calls now and then where the caller completely forgets telephone manners such as mentioned above. Realizing this, just imagine what the operator does take day in and out when she handles all calls on the field. Let's better our manners even though you possibly think your manners can't be improved. Improved.

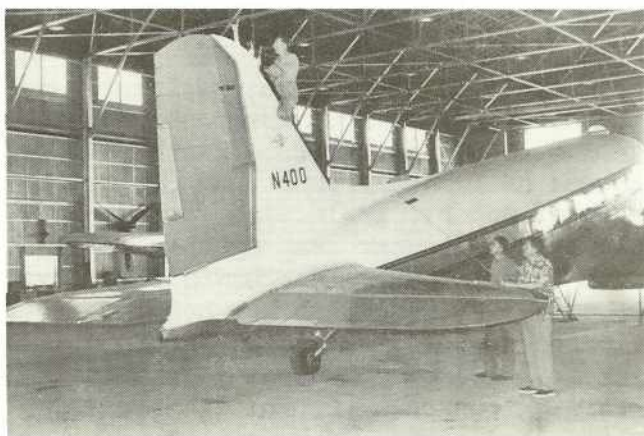
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AIRCRAFT SERVICES CONTRIBUTION TO FIRE PREVENTION WEEK

Photo above shows the Aircraft Service Branch's newest attempt to comply with the latest fire prevention measures. Safety type cans are shown being used by Joel Chennault (left) and Robert Bridges in the handling of flammable solvents. Incidentally, both these employees have just recently returned to Aircraft Services from Military service.

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EMPLOYEES REVERTING TO NATURAL STATE

Shown in lower photo is 8-man Weldon Burnett "shimmying" the fin of a DC-3 to obtain rigging measurements. In spite of being supplied with numerous type work stands, it seems the Aircraft Services Branch mechanics are still reverting to their natural state.

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GARDNER AND MCKINLEY ON TOUR

C. E. Gardner, Facilities Branch Chief, and H. W. McKinley, who is supervising development of the airways maintenance Directed Study course, are expected to return soon from a field trip to points in Region 2.

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VACATIONS

Mr. & Mrs. Conrad Jensen spent their vacation recently at Eagle Nest, Red River, Taos, Santa Fe, Albuquerque, and Carlsbad, N. M. "Pop" reports he was really glad he saw the Caverns, and that he enjoyed the entire trip.

Mr. & Mrs. C. R. Lower have spent a two-weeks vacation at San Antonio, Texas, visiting with relatives there.

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"BILL" CRUSE GRADUATES FROM AIR TRAFFIC CONTROL SCHOOL

Those of you who happened to see Mr. Cruse sitting all by himself at the coffee shop about a month ago, with a sort of glazed look about the eyes, pouring ketchup into his coffee and mumbling to himself, "Now if two jets were flying forward and three in reverse, I'd divide the rate of closure between the first and third by the difference in time over the fix between the second and fourth", you should have known that he was getting ready for the final exams at the Air Traffic Control School. Yes, it was a rugged ten weeks for Bill, but he came through with flying colors and got himself a whole fist full of certificates. Congratulations, Mr. Cruse, on a job well done. When asked for comments on the course, he had this to say, "It certainly was an intensive course, but I wouldn't have missed the opportunity for anything. It's not only a solid treatment of air traffic control, but an excellent refresher for airways operations in general. It will help me do my regular job better and I believe that others in Airways Operations supervisory capacities could benefit likewise, especially if they have been away from field operations for an extended period. Going through with an Air Force class was a special privilege -- you couldn't ask for a finer group of men to train with. And as for my own instructor staff -- outstanding! -- they are everything I have heard about them and then some....."

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MR. NYROP VISITS CENTER

The annual Airport Management and Operations Conference held during the week of October 6, brought, among others, Don Nyrop, Chairman, Civil Aeronautics Board, to Oklahoma City. Mr. Nyrop appeared as principal speaker at the dinner meeting on October 8. A business engagement took him to Wiley Post Airport early Friday morning. In order to enable Mr. Nyrop to meet his crowded schedule Mr. Smith, Chief, Aviation Safety Standardization Division, flew him from Wiley Post to the Aeronautical Center in the "Doodle Bug", more officially known as the Anderson-Greenwood AG-14 pusher-type aircraft. This was Mr. Nyrop's first ride in this type of plane and he appeared to be impressed with the apparent utility of light aircraft, particularly in this southwest country. Mr. Nyrop was able to visit briefly with Mr. Lanter and other officials at the Center before proceeding to the conference at Norman, Oklahoma.

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AROUND FACILITIES

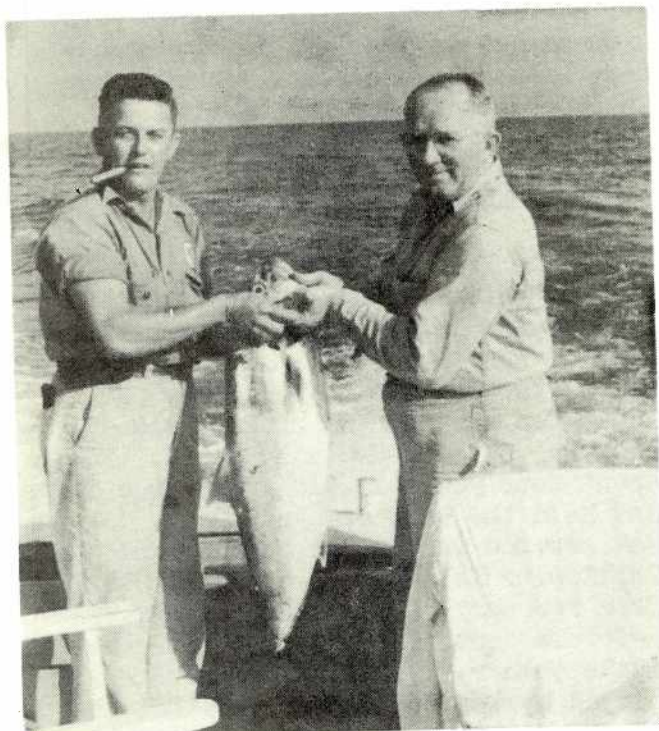
Long faces on Texas-loyal personnel on the Monday after that OU-Texas football game.....Bob Swinney off for a week of military schooling during the week of October 12-18.....Ken Jenkins planning some deer hunting this fall...much regret that Allene Davis will leave soon to make home with her husband at Wichita.....instructors again reviewing best teaching methods in special training course.....Pat Lindsey awful quiet these days for some reason.....expected new arrivals in a family way for several.....who's for whom in politics dominates lunch discussions, but few will commit themselves one way or the other--it's no place for a pollster.....who was it asked, "We don't have much choice, either Democrat or Republican".....What's this we hear about Hattie Reeder getting a sparkler from Parker III the weekend of October 11?

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GIRLS HONOR "GRACIE" WITH SHOWER

A shower was given recently for Mrs. Howard Upshaw, formerly, Grace Koide. In the photo at left, front row (left to right) Asia Krause, Maurine Peaden, Beverly Highfill; second row (left to right) Carol Peters, Eunice Milton, Flora Joslin, June Donceel, Grace, the Guest of Honor; third row (left to right) Beverley Von Werder, Edna Gifford, Norma Trogdon, Nan Jenkins, Allene Davis, Erma Breedlove, Sybil Dowling and Juanita Prentice. There were others over the field who participated in the shower, however, were not present at time picture was taken. Gracie did receive some very nice gifts for her new home.



HERB BLANCHARD PROVES TALL TALE

Guess we'll have to believe those fish stories that Herb Blanchard of Aircraft Services has been telling. Herb is shown on the right in the photo at left, and it looks like he has "proof positive" that the "amberjack" were really bitin' last August about thirty miles off the coast of North Carolina. The lower left photo, shows the smaller catch on the same trip. Gee, wouldn't it be something to catch fish such as these.

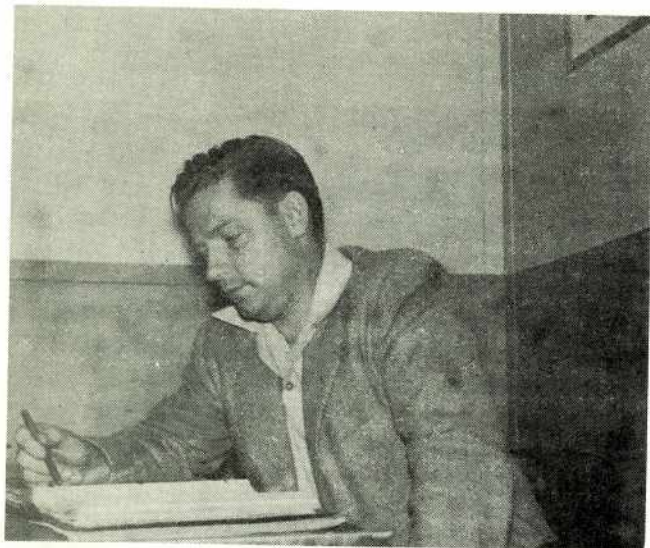


SYMPATHY

We wish to extend our sympathy to JEANETTE HORN's family over the recent passing of Mr. Horn's father at Holdenville. We are glad to report that EUNICE MILTON's father-in-law who was injured in an accident at Fort Worth some time ago is greatly improved. Supplies & Services.

We would like to express our deepest sympathy for MR. and MRS. EDDIE RUOF who lost their new born baby girl.-- Aircraft Services Branch.

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HODKINSON REVISES FEDERAL AIRWAYS MANUAL OF OPERATIONS

Norman Hodkinson, Flight Inspector from the Washington Flight Inspection Division, W-344, is shown at left as he double checks information he is compiling for a revised second edition of the Federal Airways Manual of Operations, "Flight Inspection Instructions for VHF Omiranges", #IB-3.

Mr. Hodkinson has been at the Aeronautical Center Data Processing Center for several days assembling this data, with the assistance of Flight Inspection Branch personnel, which will be incorporated in the new manual.

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MEDICAL HAS NEW NURSE

Mrs. Dale Ernestine Eddington, Head Nurse, Medical Branch, is the smiling face at the left. She's all set to take care of your scratches, bruises or bumps, in the Clinic, Bldg. 48. Mrs. Eddington was born in Louisiana and took her nurse's training there. She spent four years in the Army Nurse Corps and held the rank of Lieutenant. She saw service in England, France and the Philippine Islands during World War II, from February, 1944, to December, 1946. Before accepting employment with the CAA in September, 1952, she had been employed by the University Hospital in Oklahoma City as Head Nurse. At the present time, her main ambition in life is to see her husband, Allen, graduate from medical school and receive his license to practice. Allen, who was born in Tulsa, Okla., is now a senior medical student at the O. U. School of Medicine.

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More people should learn to tell their dollars where to go instead of asking them where they went.--Roger Babson, Inspection News.

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"RUMORS ARE FLYING"

HATTIE REEDER - CHARLES V. PARKER III

Remember the song "Rumors Are Flying". Well, they were. It seems there was one running around the field about one Hattie Reeder. Can't you just see a rumor running. Anyway, the rumor has become reality and our assumptions were strictly "on the beam". That far away look in her eyes was for a special reason and that sparkler on her left hand proves rumors to be true, even tho' they do seem to be snatched from thin air as far as being verbally confirmed.

Anyhow, we hope you both will be very happy "As Time Goes By".

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WELCOME TO NEW EMPLOYEES
September 16 through October 10, 1952

AIRCRAFT STANDARDIZATION

John M. Houchlei
Raymond L. Wilson

AIRCRAFT SERVICE BRANCH

Rudolph K. Schaefer - transfer from
International Region, Miami, Fla.

MEDICAL BRANCH

Ernestine Eddington

REASSIGNMENTS BETWEEN BRANCHES

Victor (Tiny) Lambert from PMD to
Facilities Flight Inspection.
Raymond Teague from PMD to Aircraft
Standardization to join their happy
caravan, replacing Harry Glasgow.

GOODBYE TO FORMER EMPLOYEES

AIRCRAFT STANDARDIZATION

Harry Glasgow - The Standardization of-
fice seems slightly vacant without
Harry Glasgow, who resigned Oct. 10
to become affiliated with Aero Design.
Good luck, Glasgow!

Jimmy Albert - deserted on September 29
to also join Aero Design. We are
saddened by his leaving, but wish
him the best of luck in his new work.

AIRCRAFT SERVICE BRANCH

Carl C. Shannon
Charles R. Becker

AIRCRAFT BRANCH

Ernest A. Ratliff

PROJECT MATERIALS DIVISION

John P. Thilsted

GOODBYES (Continued)

AIRWAYS OPERATIONS BRANCH

Charles E. Dowling - transferring to
Technical Development Center in
Indianapolis, Indiana

FACILITIES BRANCH

James A. Elkins - transferring to
Region 4
Allene Davis - transferring to the
War Dept. in Wichita, Kansas
Richard G. Erwood - transferring to
the Navy Dept. in Indianapolis

MEDICAL BRANCH

Sylvia J. Bunch, now working for Dr.
J. J. Swearingen in the Medical Re-
search Laboratory came from the VA
Regional Office on May 26, 1952. We
are glad to have you with us, Sylvia.

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ILL --MR. SUTRO has been ill most of the
past month and it has been necessary
for him to cancel his trip to Indianapolis.

.....

AILING -- PERRY BOLYARD was on the ail-
ing list for several weeks. He says,
"Ka-choo, California Hay Fever, ka-
choo, was never, ka-choo, like this."

.....

SYMPATHY -- We wish to extend our sym-
pathy to JEANETTE HORN's family over
the recent passing of Mr. Horn's father
at Holdenville. We are glad to report
that EUNICE MILTON's father-in-law, who
was injured in an accident in Fort Worth
some time ago, is greatly improved.

We would like to express our deepest
sympathy to MR. and MRS. EDDIE RUOF, who
lost their new-born baby girl.

.....

The test of tolerance comes when we are
in a majority; the test of courage comes
when we are in a minority.--Insp. News

VISITORS

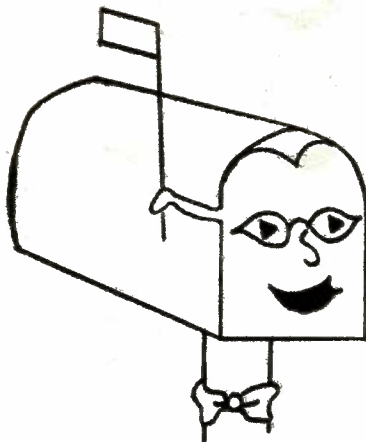
- 9-12 - Lt. Geo. L. Hely, Tinker AFB
Lt. Daniel J. Meehan " "
Lt. Ernie Geyunts " "
visited Air Traffic Control.
- 9-10 - Wayne Mackey, Daily Oklahoman,
visited Air Traffic Control.
- 9-11 - Harold W. Earp, International
Training Officer, Foreign
Nationals, and J. R. Scott, W-387,
visited Air Traffic Control Sec.
- 9-12 - Maj. R. E. Lawrence, Exec. Of-
ficer, 2944th Wing, Tinker AFB,
visited Air Traffic Control.
" Harold Illich, 4th Region Patrol
Pilot, Facilities Flight Inspec-
tion.
- 9-15 - C. R. Roberts, O.C.U.
Jean Rabieux, France, visited
Air Traffic Control Section.
- 9-18 - Col. D. M. Crabtree, Tinker AFB
Maj. Harold Hopkins, " "
Capt. R. D. Johns, " "
visited Air Traffic Control.
- 9-19 - Ray H. Stempert, Ind. Equip.
Sec., RCA, Dallas, visited Federal
Airways Standardization Division.
" Lt. Comm. H. Fortner, Supt. Train-
ing, NAS, Olathe, Kansas.
" John Rowe, Olathe, Kansas
" Charles Frey, ACC, Olathe, Kan.
" W. W. Hare, ACC, Olathe, Kan.
" Maj. John Watherton, MacDill AFB,
Florida, visited Air Traffic
Control.
" Michael Nomicos, Division of Comm.
Greek Civil Aviation, visited
Facilities Branch.
- 9-22 - J. Howe, Bureau of Budget, Senate
House Appropriation Committee,
visited Federal Airways Division
Office.
- 9-23 - Lt. L. Sims, Tech. Training, USN,
AS, Olathe, Kan.
" John O'Shea, Tech. Librarian and
Instructor, Olathe, Kan.
" W. J. Strong, ACL Training Unit,
Olathe, Kan., visited Air Traffic
Control.
" Herman Atkins, Chief Flight Opera.
Div., TD&E Center, visited Facili-
ties Flight Inspection.

VISITORS (Continued)

- 9-23 - F. A. Petrie, W-94
" Nihle Frank, Tech. Ass't in Estab.
Eng. Div., W-350
" I. J. Rovang, Chief, Facilities
Division, Fifth Region
" C. I. Carpenter, Chief, Facilities
Maintenance Branch, Fourth Region
" Joseph Harris, Maintenance Inspector,
Fourth Region, all visited Facilities
Branch.
- 9-28 - Charles F. Wayer, Jr., Airways Flight
Inspector, Eighth Region, visited
Facilities Flight Inspection and Air
Traffic Control.
- 9-29 - John P. Morris, W-210, Facilities
Flight Inspection and also General
Services Branch in regard to Air-
craft Overhaul and Aircraft Spare
Parts Program.
" Norman Hodgkinson, W-344
" Ed Hanlon, W-344
" Fred Shurr, W-344, all visited
Facilities Flight Inspection.
" Capt. W. G. Cardy, Tinker AFB,
visited Air Traffic Control.
- 10-6 - Lois Heinrichs, W-347
- 10-8 - Stan North, W-357C, both visited
Facilities Flight Inspection.
- 10-10- Maj. G. A. Heinicke, Tinker AFB,
both visited Air Traffic Control.
" Donald R. Nyrop, CAB Chairman,
visited Office of the Director.

VISITORS TO GENERAL SERVICES BRANCH

- Gordon Burns, American Air Service, Char-
lotte, North Carolina, was at General
Services Branch September 9 and 10, to
inspect some aircraft engines overhauled
by his company.
- George Lambert, Braniff Airways, Dallas,
Texas.
- P. W. Pyster, Overseas National, Oakland,
California.
- T. R. Mitchell, Southwest Airways, San
Francisco, California.
- Jim Goeringer, Capitol Airways, Nashville,
Tennessee, all representatives who
inspected the DC-6 here at the Aeronau-
tical Center which was placed on bid by
the Washington Office for lease.



DIRECTED STUDY

Messrs. Gardner and McKinley visited in the Second Region recently.

In summing up the opinions of the personnel with whom they talked, we in the Directed Study Section have a rather warm feeling in our heart. Among those who have progressed in their studies, both by correspondence and here in residence training, the consensus is that the material and training offered by the Directed Study Section is well worth-while and time spent in the pursuance of these studies yields a good deal of self-satisfaction and many times means the difference between success and failure in attendance at the residence schools.

With each new residence class that comes to the Facilities Branch, we have some faithful and conscientious students that drop into the Directed Study building to tell us what is good and what is bad with the Directed Study courses. We of the Directed Study Section enjoy these little chats and appreciate the time that our students spend with us; it does us a lot of good to hear that "this or that" was highly beneficial, and it helps us in our rewriting job when we hear, "Why don't you explain this in a different way and add another example?" The only thing that hurts us is when a man says,

-15-

"When I was back at my station, I got stuck on this problem. I didn't write you because I didn't want to bother you about it; I'm probably just dumb anyway." That's what we're here for fellows; that's our job! If you need help, additional examples, another viewpoint or just anything to add to your understanding of a problem, drop us a line, a post card will do. We'll do our darndest to explain things the way you want them explained. The idea that, by writing for additional help, a man is admitting a lack of knowledge, is wrong; we in Directed Study regard such inquiries as a desire for an especially good or complete understanding of a given subject ----- and such an attitude is to the student's credit!

....

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

COURSE I

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

COURSE II

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

DIRECTED STUDY (Cont'd).

LS-1

| | No. of Enrollment |
|----------|-------------------|
| Region 7 | 1 |
| Region 9 | 1 |
| Other | 1 |



COURSE I GRADUATES

Region 4

Julius F. Beaudean
Chris E. Fristoe (Course 100)
Virgil L. Shelby

Region 6

Russel S. Fleming (Course 100)

Region 8

Wayne A. Brown (Course 100)
Richard N. Coan (Course 100)
Philip M. Wilcox (Course 100)

COURSE II GRADUATES

Region 3

Ray G. Hedgecock
Edward M. Keane
Ernest E. Thompson

Region 5

E. T. Birchfield

Region 6

Floyd Overhauser

Region 9

Fumio Serikawa

MUELLER AND HILL MAKE FIELD
TRIP TO REGIONS 3 AND 5

Charles W. Mueller and Walt M. Hill of the Facilities Branch made a field trip to Regions 3 and 5 from September 24 to October 25. Mr. Mueller is Chief of Radio Aids Section of the Branch, while Mr. Hill is Chief of the Radar Aids Section.

Purpose of the trip was to discuss Maintenance Technician training needs with the Regional office and field personnel in the regions. Regional personnel are all very enthusiastic about training being offered at the Center and ask that it be expanded for certain facilities. Especially favorable were comments on the value of Indoctrination training.

In addition to Regional Offices, Mr. Mueller and Mr. Hill visited field maintenance sectors at Tulsa, Oklahoma; Kansas City, Columbia, and St. Louis, Missouri; Chicago and Moline, Ill; Des Moines, Iowa; and Omaha and Lincoln, Nebraska.

CENTER TO ACQUIRE DEHMEI TRAINER

Paul E. Young, flight instructor in the Safety Operations Branch, has spent the last two weeks at Pan American Airways and Curtiss-Wright Corp. in a preliminary training period preparatory to the acquisition of a Dehmel Trainer by the Center. This time was spent in observing, and actually operating the trainer.

The Dehmel trainer is a flight simulator designed by Dr. Dehmel and manufactured by the Curtiss-Wright Corporation. The trainer simulates the Boeing 377 (Strato-cruiser) in all conditions of flight and emergencies.

The airlines using the trainer have found that flight time necessary to train their pilots can be cut approximately in half by incorporating the Dehmel trainer. (Cont'd Page 17)

DEHMEI TRAINER (Cont'd from Page 16)
Our trainer is expected to be installed sometime in February and will be housed in the new building north of the clinic.

* * * *

BILL JOHNSON ILL

We are sorry to hear Bill Johnson is ill and is in the Veterans Administration Hospital. You know, Bill is one of our top-notch helpers on the Beator. We are going to miss him like the very dickens this month to help us get lined out and underway. We'll be looking forward to his recovery, 'cause we miss his being around.

* * * *

BILL JACKSON ILL

We hear that Mr. Jackson, Personnel Officer, is ill. We hope to see him back on his feet and around in the next few days.

* * * *

Any man will usually get from other men just what he is expecting of them. If he is looking for friendship, he will likely receive it. If his attitude is that of indifference, it will beget indifference. And if a man is looking for a fight, he will in all likelihood be accommodated in that. Men can be stimulated to show off their good qualities to the leader who seems to think they have good qualities. John Richelsen, Inspection News.

* * * *



IT ISN'T REALLY THIS BAD

But--you should see Ida Lee Smith, Sybil Gowing, Maurine Peaden, and Asia Krause across a Ping-Pong table from each other.

BOWLING NEWS



AVA WELLS BOWLS HIGH SERIES OF 557

Ava takes High Series here among our CAA Women Bowlers with a 557 for three games. She rolled a 176-166 and 215. That is mighty fine bowling and we certainly like to see our girls hit the top. Ava, General Services Branch, bowls in two leagues, Women's Classic and Progressive and carries an average of 158 and 154 respectively. Keep it up AVA. We like to see you bowl like that. We might add, she holds high series in her league with this score also.

Other bowlers, Esther Woods-Supplies & Services bowls in two leagues--Progressive and Bowlarena Bowlers carrying an average of 141 and 148 respectively--Sybil Gowing, Facilities Branch, bowls in the Ten-Pin League and carries an average of 111--Norma Trogdon of the same branch, same league, carries a 123 average--Juanita Prentice, Facilities, carries a 109 average--Ida Lee Smith, Aircraft Standardization Division, bowls in the Women's Intermediate League carrying an average of 131--Asia Krause, Federal Airways Standardization Division, same league, carries a 131 average also.

The City Tournament starts November 29 at Barton's, Capitol Hill Bowling Alley. If you want to watch some good clean fun as well as competition, be on hand over the week end of Nov. 29-30 and Dec. 6-7. Teams will bowl during the evenings of this week and doubles and singles will be rolled off on weekends.

* * * *

BUSINESS TRIPS

Paul Shively recently accompanied Mr. Forman and Mr. Ray on a short business trip to the Washington office by ONG aircraft. The only casualty was to Shively's expense voucher, which suffered greatly at the hands of those unkind local souls that seemingly interpret travel regulations relative to tipping too literally! Incidentally, future memorandums for disallowance should be checked for spelling - it is "tipping" not "tipp-l-ing"! Shively reports that those telephone numbers in "Washington Confidential" are duds!

Mr. Ray conferred with Aircraft Control Division and Washington National Airport's Aircraft Service Branch.

.....

INJURY--BUSTER DAVIDSON and **CHARLIE PHILLIPS**, have each suffered an injury to the right eye within the last month. Buster's occurred while working on the ceiling at Standardization, and Charlie's while sawing a board, when a fragment hit him in the eye. Both have recovered now, and are back at work.

HERMAN SINGLETON of the Aircraft Standardization Division had the misfortune of breaking his wrist September 30. We have missed you, Singleton, and wish you better luck next time.

.....

NEW HOME

Congratulations to those happy folks, the Hal McVeys! Their dream came true recently in the form of a neat, modernistic, new home on 10 acres just outside of Moore, Oklahoma. Construction of the pheasant pens will soon be getting under way--the surrounding cornfield is attracting the quail, and the pointer pup Eddie Dotson so kindly donated will soon be getting a workout. We are looking forward to an invitation during bird season. Don't disappoint us, Mac.

.....

STORK DEPARTMENT

MR. and MRS. HARRY J. FRASCO are the proud parents of a baby girl born September 7, weighing 7 lbs. 6 oz.. The little lass was named Jean Frasco.

It's a girl for the **CLYDE ELLIOTTS**. Janice Elaine weighed in at 7 lbs. 3 oz. on September 18, 1952.

MR. and MRS. DON BROWN are proud parents of a baby boy born September 25, weighing in at 11 lbs. 6 oz., and christened Nicholas Edgar; "Nicky" for short.

ALFRED BONE is a happy grandpa again. His new granddaughter, Faye Lynn, was born October 3, weight 7 lbs, 3 oz.

MR. and MRS. E. RAY TICE are proud to announce there is a new addition to their family. Their adopted son, Charles Robert, is four years old.

.....

NEW CARS

C. V. HANNAN, III, Facilities Branch, is sporting a Hudson Pacemaker Sedan, maroon and gray.

C. V. PARKER, III, Facilities Branch, is sporting a Ford Mainline Tudor in mist green.

That slick grey Hudson you see going to and from work each day, is a new paint job sported by **Tex and Ruth Townsend**.

.....

VACATION

"Pete" Adams and family visited with relatives at Dierks, Arkansas, and Danville, Arkansas, and then spent a week in Houston, Texas.

.....

The worst bankrupt in the world is the man who has lost his enthusiasm. Let a man lose everything in the world but his enthusiasm and he will come through again to success.--H.W. Arnold, Inspection News.

.....

AVIATION SAFETY

Course A-10-21 - Flight Test Fundamentals
9-22-52 - 10-3-52

| | |
|-----------------|--------------------|
| Brooke, L. M. | Indianapolis, Ind. |
| Gianelli, J. A. | Ft. Worth, Texas |
| Stahl, Lloyd L. | Washington, D.C. |
| Stanton, Robert | Seattle, Wash. |

Course B-10-8 - Seaplane Rating
9-22-52 - 10-3-52

| | |
|-------------------|------------------|
| Feeney, J.T. | Eugene, Oregon |
| Lawrence, R.W. | Tampa, Florida |
| Ravenstein, R.F. | Houston, Texas |
| Ruggenberg, Myles | Portland, Oregon |

Special Flight Navigator Course
9-22-52 - 10-17-52

| | |
|-----------------|-----------------|
| Foster, R.D. | New York |
| Griffith, M.H. | Burbank, Calif. |
| Tomberlin, G.H. | Miami, Fla. |

Course B-6-34 - Type Rating on Multi-Engine Equipment
9-29-52 - 10-10-52

| | |
|----------------|------------------|
| Warner, E. M. | Washington, D.C. |
| Williams, G.A. | St. Louis, Mo. |

Course C-3-3 - Airplane Flight Manual (CV-340)
9-29-52 - 10-10-52

| | |
|-------------------|------------------|
| Bickerstaff, J.H. | Atlanta, Ga. |
| Boyle, Merritt | Kansas City, Mo. |
| Dagley, Henry A. | Washington, D.C. |
| Fisk, James A. | Denver, Colo. |
| Frazier, J.M. | Dallas, Texas |
| Meyer, R.R. | Chicago, Ill. |
| Poteat, Jack L. | Memphis, Tenn. |
| Williams, C.B. | Denver, Colo. |

Temporary Instructors on C-3-3

| | |
|-----------------|-------------------|
| Gray, W.E., Jr. | Los Angeles, Cal. |
| Sandler, M.N. | New York |

Course B-4-19 - Airline Transport Pilot Certification
10-6-52 - 10-31-52

| | |
|------------------|-------------------|
| Blaisdell, L. M. | Rapid City, S.D. |
| McCarthy, J. J. | Lindenhurst, N.Y. |
| Thompson, D.L. | Fargo, N.D. |
| Wignall, Frank | Jackson, Miss. |

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Course B-5-31 - Airline Transport Pilot Certification Refresher
10-6-52 - 10-17-52

| | |
|--------------------|---------------|
| Lankford, G.K. | Tulsa, Okla. |
| Placek, William | Buffalo, N.Y. |
| Reynolds, Frank C. | Miami, Fla. |
| Stock, Lincoln | New York |

Course C-2-59 - Air Navigation Aids & Operations Refresher
10-6-52 - 10-17-52

| | |
|-----------------|-------------------|
| Clifford, C.W. | Atlanta, Ga. |
| Gull, E.S. | Los Angeles |
| Roscoe, Marion | Anchorage, Alaska |
| Sprague, Wilbur | Washington, D.C. |

Course D-1-29 - General Flight Refresher
10-13-52 - 10-24-52

| | |
|----------------|------------------|
| Flanary, Paul | Kansas City, Mo. |
| Woodward, R.C. | New York |

Course A-11-10 - Flight Test for Type Certification
10-13-52 - 10-24-52

| | |
|--------------------|---------------|
| Francek, John J. | Los Angeles |
| McCarthy, John R. | Washington |
| Norton, William F. | Jamaica, N.Y. |
| Wilburn, Paul D. | Chicago, Ill. |

Course B-3-24 - Instrument Rating Refresher (Multi-Engine)
10-13-52 - 10-24-52

| | |
|------------------|--------------------|
| Burns, Sam E. | San Antonio, Tex. |
| Miller, O. L. | Pittsburgh, Pa. |
| Niemeyer, A.D. | Kansas City, Kans. |
| South, George E. | Washington, D.C. |

Course B-10-9 - Seaplane Rating
10-13-52 - 10-24-52

| | |
|-----------------|------------------|
| Doster, John H. | Billings, Mont. |
| Latham, G.D. | Nashville, Tenn. |
| Shine, F.S. | Shreveport, La. |
| Smith, James L. | Miami, Fla. |

It is easy in the world to live after the world's opinion; it's easy in solitude to live after your own; but the great man is he who in the midst of the crowd keeps with perfect sweetness the independence of solitude.

FACILITIES

ARRIVALS

DME #19
9-29-52 - 11-28-52

Region 1

Stewart, Hugh B. Richmond, Va.

Region 3

Allen, Philip R. Chicago, Ill.

Artimovich, Alex Chicago, Ill.

Forman, Houston R. Toledo, Ohio

Region 4

McCaghren, Ruben Brownsville, Tex.

Region 5

Wesley R. Johnson Kansas City, Mo.

Perkins, Ralph O. Denver, Colo.

Region 7

Swainson, Norman T. Ellensburg, Wash.

Tysdal, Lloyd F. Dillon, Montana

ILS/VOR Class 49
9-29-52 - 12-26-52

Region 1

Olmstead, Harry Washington, D.C.

Region 2

Davis, Alfred L. Knoxville, Tenn.

Rawls, Otis B. Macon, Ga.

Region 3

Shaw, Paul W. Louisville, Ky.

Region 4

Denison, Howard G. El Paso, Tex.

Matthews, Lawrence Ft. Worth, Tex.

Region 6

Cox, Oliver B. Elko, Nevada

Fleming, Russell San Francisco

Region 7

Clark, William M. Whitehall, Mont.

Wiseman, Joseph S. Bellingham, Wash.

Region 8

Painter, Joseph R. Anchorage, Alaska

SECO Class #2

9-29-52 - 10-3-52

Region 1

Sullivan, William Medis, N.Y.

Region 3

Horton, Howard V. Duluth, Minn.

Region 4

Newton, J. Herbert Ft. Worth, Texas

Region 6

Andersen, Hans Los Angeles

Lehr, Cody H. Los Angeles

SECO Class #3

10-13-52 - 10-17-52

Region 1

Anderson, Carl S. S. Portland, Me.

Busching, William J. Orono, Me.

Rowand, George E. Sandston, Va.

Region 3

Good, Paul F. Berea, Ohio

Region 7

Harman, Chester B. Seattle, Wash.

INDOCTRINATION CLASS 41

10-6-52 - 12-26-52

Region 2

Hall, James C. Atlanta, Ga.

Region 3

Berg, Henry R. So. Bend, Ind.

Region 5

Stewart, Maurice J. Topeka, Kansas

Region 8

Knight, Hubert K. Glen Cove, Tex.

IR

Mendoza, Bruno Lima, Peru

. . . .

In all literature there's no pleasanter reading than a complimentary paragraph in a newspaper about yourself. Clark A. Sandford, "Mountain Dew," News, Margaretville, N. Y.

FACILITIES (Cont'd)DEPARTURES

ILS/VOR Class 46

7/21/52-10/17/52

Region 1

Gibbs, William J. Boston, Mass.
 Kusnetz, Norman N.Y. Intl. Arpt.
 McKinney, Milton N.Y. Intl. Arpt.

Region 2

Dasher, Donald M. Chattanooga, Tenn.
 Lindsey, Troy L. Jacksonville, Fla.
 Upchurch, Roy Atlanta, Ga.

Region 3

Castellucci, F.C. Dayton, Ohio
 Gray, Charles M. Battle Creek, Mich.

Region 4

Baca, Dennis E. Shreveport, La.
 Gunn, H. J. Wink, Texas

Region 5

Hilde, Donald P. Burlington, Ia.
 Olton, George Casper, Wyo.

Region 6

Calkins, E. W. Salt Lake City
 Combs, Edward L. Los Angeles
 Ward, Wallace E. Oakland, Cal.

Region 7

Lottridge, Walter Burley, Idaho

Region 8

McMullen, W. A. Anchorage, Alaska

INDOCTRINATION #38

7-14-52 - 10-3-52

Region 3

Boyles, Harvey A. Corbin, Ky.

Region 7

McTigue, John H. Seattle, Wash.

Region 8

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

DME 17

8-11-52 - 10-3-52

Region 1

Clark, Charles M. Syrville, N.Y.
 Schulte, Wilbert A. Buffalo, N.Y.

Region 2

Leaming, William L. Miami Springs, Fla.

Region 3

Bennett, Ancel O. Corbin, Ky.
 Shockey, Scott B. New Bavaria, Ohio

Region 4

Moody, Arch B. Oklahoma City
 Spencer, Charles F. Austin, Texas

Region 5

Birchfield, E.T. Kansas City, Mo.

IR

Cloete, Andries J. South Africa
 Webley, John A. South Africa

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VACATION

Mr. & Mrs. E. W. Peterman were in the Southeastern corner of the State over the weekend of October 4 and 5. They spent some time in Wilburton, and then went on to Beavers Bend Park, 10 miles North of Broken Bow. "Pete" says the cabins there are wonderful, and that it wouldn't do for him to stay that close to Mountain Fork River without a fishing pole. While there they met Betty, a pet doe that had a cute pair of twins, and Kelly, a pet buck that was raised on a bottle. They went 7 miles East of Broken Bow to see the biggest tree in Oklahoma, which is 45 feet in circumference around the base. Pete says the owner there also has a very nice Choc-taw Indian Museum.

.

Before the "New Look" you could see that a girl was knock-kneed--now you have to listen. Wade Guenther, "Column Left," Gazette, Sabula, Iowa.



SAC SAM SEZ...CLARENCE SHY, the go-gettin' manager of the Stockton, Calif., airport, sends us these 10 "Personal Safety Rules":

1. Go Less--Sleep More.
2. Ride Less--Walk More.
3. Talk Less-- Think More.
4. Scold Less--Praise More.
5. Waste Less--Give More.
6. Eat Less--Chew More.
7. Clothe Less--Bathe More.
8. Worry Less--Laugh More.
9. Idle Less-- Play More.
10. Preach Less--Pray More.

Looks like Ole Clarence, as usual, has something there.....We think--

.

ED SCHMIDT'S FAVORITE JOKES

Pitty: Say, can you telephone from a submarine?

Patty: Of course. Who can't tell a phone from a submarine.

Hal: I dropped a full glass and didn't spill a bit of water.

Cal: How did that happen?

Hal: It was full of milk.

Ken: Gee, I'm worn out. Just took a test.

Len: Finish?

Ken: No, Spanish.

Bob: Can you stand on your head?

Rob: No, It's too high.

Doctor: Was it while you were on the football team that you were hurt?

Boy: Oh, no sir. It was while the football team was on me.

What word is pronounced wrong even by the best students? Wrong.

Sandy: I've lost my dog. Mandy: Did you advertise for him in the paper?

Sandy: That wouldn't help. He can't read.

When was beef the highest it ever was? When the cow jumped over the moon.

What was little Jack Horner's trade? He was a plum-er.

Who was the fastest runner in the world's history? Adam, because he was first in the human race.

.

Taken from Shavings, Sutherland Lumber Co. publication:

Wife (on returning from party): "Why is it I buy a beautiful new evening dress and you never even notice it; but you get pop-eyed staring at every other woman in the place?"

Husband(sleepily): "Once you know what's in the package, it doesn't matter how it's wrapped."

The Parent's ten Most Useful Sentences:

1. Where's your other shoe?
2. Give it back to the little boy.
3. I warned you it would break, didn't I.
4. Sh-h-h-.
5. Why can't you bend over your plate?
6. Not now, I said.
7. Who did that?
8. Because--well, it just does, that's all.
9. Take that out of your mouth.
10. No. Now quiet down and go to sleep.