

CAA AERO CENTER



"BEACON"

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

May 29, 1953

OKLAHOMA CITY, OKLAHOMA

Vol. IV, No. 3

FIRST TURBOJET CLASS HELD AT CENTER

R. F. Wilson of the Aeroproducts propeller division of General Motors is shown in photograph, Page 3, addressing the first turbojet class held at the Aeronautical Center.

Mr. Wilson discussed the control systems and propellers used on the Allison Turboliner, which has been flying for several years as an experimental turbo-propeller installation in a Convair 240. Films were shown of the Navy's XP5Y-1 turbo-prop seaplane engine installation, take-off and landing characteristics, also a short film showing performance and flight characteristics of the Allison Turboliner.

AIR FAIR 50TH ANNIVERSARY HELD AT WILL ROGERS FIELD

An estimated 75,000 persons viewed the Department of Commerce, Civil Aeronautics Administration exhibit at the recent Air Fair held at Will Rogers Field. The radar simulators used by the Airways Operations Branch and displays depicting our organization's participation in the development of aviation on the 50th Anniversary of Powered Flight were focal points of interest. The history of modern radar was presented to the public by means of tape recordings, and literature was presented to interested groups. (Continued Page 4, Picture shown on Page 3)

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EDITORIAL PAGE

"THE WORLD STEPS ASIDE"

"The world steps aside to let any man pass who knows whither he is going." Italian Proverb.

How many people, seemingly having the World in their way on either hand, bring out such bits of wisdom? How often have we seen the way open up, for a man, or woman, who knows where they are going? No doubt, you have heard "a man has to think high to rise," or "as a man thinketh, so he is".

A person having a definite plan in mind toward attaining his goal seems to receive assistance from all directions instead of being blocked. If we have the strength of our own convictions, and are confident we have the ability to attain our goal, then the corner stone is ready for us to begin building. The foundation goes up with a definite plan of action. Our building could be a success only through the strength of our convictions and our own back-breaking efforts, our stick-to-itiveness. There is always a time in the beginning when success seems so impossible, yet, those stumbling blocks can be turned into stronger steps on the ladder to success.

Many a man will say, "I had a wonderful opportunity, but I gave up". Tear apart such a thought and the cause of failure will revert to a lack of sales ability. He wasn't completely sold himself. The thought would creep through—"What if I fail"? "What then?" Can you think of failure being a possibility and succeed? A successful man will tell you there were times when it seemed impossible, but he kept struggling and each time success looked impossible, he felt confident a way would open.

It takes a great deal of hard work, hope, and bearing up under a tremendous (Continued next column)

strain to become a success in any undertaking.

Success in life isn't always the salary we are paid, but too, how we perform our daily duties, how our many daily contacts accept us, and our treatment of each. In other words, what kind of person we have made of ourselves.

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BEHIND THE NEWS

In this issue, you will note the history on two of our favorite employees. These write-ups were accomplished by **CHESTER J. SOBCZYK** (pronounced "Subject") one of our Airways Operations Branch instructors. Mr. Sobczyk has done a splendid job of writing up Mr. Jensen and Mr. Jessup, and we certainly appreciate his interest in the Center, the Beacon, and Center employees. He has agreed to do two more for us next issue, so we will look forward to it Mr. Sobczyk. Who will be the lucky people next issue. It's impossible to become acquainted with everyone on the field, and this idea is a good one.

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Editor	Asia Krause
Assistant Editors	Hattie Parker
	June Donceel
	Chester Sobczyk
Assembly & Distribution.	Hope Biggers
	Ann Martin
Photography	L.E. Shedenhelm
Staff Artist	Editor
Printing	Edwin Frame
	Bill Montgomery

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TURBOJET, Page 1, Story



AIR FAIR, Story, Page 1

AIR FAIR (Continued from Page 1)

Some of the more prominent "Out of towners" who stopped to discuss the display were D. W. Rentzel, former Administrator of Civil Aeronautics, now a residence of Oklahoma City; M. F. Clarke and J. P. Jones of the CAA Regional Office, Fort Worth; General Marrs, Commanding General, Oklahoma Air National Guard; and Eldon Stout, Director of the Oklahoma Aviation Commission.

A recorded interview was made at the booth by the news staff of CBS Radio Station KOMA. Numerous discussions with the public at large were held by the Airways Operations Branch personnel who were in attendance.

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HYTROL ANTI-SKID BRAKE SYSTEM INSTALLED IN CENTER'S DC-4

The Aircraft Services Branch is completing the installation of Hytrol anti-skid brake controls in the Center's DC-4.

This automatic brake control system allows maximum braking without skidding on any surface. This type of brake control is proving a boon to the safety of aircraft, as well as preventing excessive tire wear. It was brought to the Aeronautical Center for flight test approval on the DC-4.

Flight tests will be run, not only from a service standpoint, but to determine that the stopping distances already accomplished can be duplicated with this device.

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MOORE RETURNS FROM WASHINGTON

Robert C. Moore, ATC instructor, returned from his two-week refresher course in traffic control techniques at the Washington Tower and Center. It was old home week for Bob, for DCA was his home station prior to his arrival at the Aeronautical Center. He reports enjoying getting back in the traffic situation at Washington, after a slight difficulty in getting "back in the saddle".

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RESEARCH ON GRAVITY PROJECT

The first phase of the center of gravity project has been completed. The center of gravity of each of five different subjects in twenty-one different sitting positions has been located. Detailed graphs, tables and diagrams have been completed presenting this data in a printed report. The adjustable chair for carrying the subject in these experiments has been further modified in order that it may be extended to form a flat platform or folded into numerous other positions to support the subjects in the remaining forty-four body positions, and suitable counterbalance techniques have been worked out for each new position of this chair. Since the completion of this modification, the center of gravity of each of three subjects has been located for the remaining body positions mentioned above.

The shock platform to be used in the study of landing forces of the human body has been covered with an abrasive material to prevent slipping and about fifteen or twenty preliminary jumps on this surface have been made. These preliminary jumps were divided into two groups: (1) straight drop tests from a bar suspended above the platform and (2) jumps from a step ladder to provide a horizontal as well as vertical component to the jump. These early tests indicated no loss of balance in straight drop tests up to five feet or in jumps from the ladder when the horizontal component was four feet and the vertical component seven feet.

The two dummies "Oscar" and "Elmer" were flown to the Atomic Energy Commission for the recent atomic tests in Nevada.

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CUPP RETURNS FROM FIELD TRIP

J. T. Cupp, Facilities ILS/VOR instructor, returned May 8 from a two-week field trip during which he visited a number of stations in the 4th and 5th Regions.

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PETRIE LECTURES IN ADMINISTRATIVE TRAINING COURSE

The Facilities Branch Administrative Training Course was given March 23-27. Mr. F. A. Petrie of the Washington Personnel Office gave seven lectures, namely: The Job of Supervising, The Supervisor as a Leader, Improving Work, Dealing With the Public, The Supervisor as An Instructor, Getting Along with Others on the Job, and Conducting Meetings.

Mr. J. H. Ewing of the Washington Maintenance Engineering Office gave a lecture on "The DME Program".

During the Administrative Training Course, there were other lectures given by various Branch and Division Chiefs, as well as the Director.

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FIVE SIGNAL CORPS MEN TAKE VOR TRAINING

Five Signal Corps men from Fort Monmouth, New Jersey, under the supervision of Lt. Griffith, took the VOR Course beginning March 17 and ending March 26. These men were very enthusiastic about the VOR course.

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MANUALS AND WALL CHARTS RECEIVED FROM ENGLAND

Through the courtesy of the De haviland Aircraft Co., Ltd., Hatfield, Hertfordshire, England, and H. R. Kelly, De haviland's parts and sales coordinator, stationed at Pacific Airmotive's base at Linden, N. J., a valuable assortment of De haviland Dove manuals and wall charts have been received from England. The Dove airplane is included in the GM-1, Aircraft Systems course, and PP-1, Aircraft Powerplants course, and the manuals and charts will serve a very useful purpose in conducting these courses.

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CRUSE MAKES TRIP TO NEW YORK

During a recent trip to New York City, W. E. Cruse, Airways Operations Branch Chief, had a series of profitable discussions with training directors of the Metropolitan Life Insurance Company and the Remington Rand Corporation. These organizations, especially the former, have highly developed in-service training programs which are paying their way. Metropolitan Life, for example, has a fulltime training faculty of 160, whose sole job is the continual schooling of the company's field organization of 21,000.

These organizations and some of the country's other leading businesses are coming to recognize systematic training as a must. Instead of an expensive refinement, they now consider it a necessary cost-saving instrument. Their approach to training takes the form of a constant penetrating analysis of training needs coupled with a positive and aggressive system-wide training policy. The traditional question of centralized vs. on-the-job training is answered by neatly-handled comparative cost studies which show clearly which method is superior for a given purpose.

Mr. Cruse returned with a number of new ideas on system-wide training which he believes can be applied to advantage in CAA.

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RADAR INSTRUCTOR RESIGNS FROM CAA

Walter Fricks, formerly an instructor in the ASR/PAR unit of Facilities Branch, resigned from the CAA to accept a position with Gilfillan, Inc. Mr. Fricks departed May 3 for Los Angeles, where he will attend the manufacturing firm's training classes for a period of 18 weeks before assuming his position as technical representative. He had been associated with various training schools at Facilities Branch since September, 1949.



"POP" JENSEN



NORMAN P. JESSUP



EMPLOYEES RECEIVE SERVICE AWARDS

CENTER EMPLOYEES

In any organization, the people involved inevitably make their personalities a part of its reputation. Conrad Jensen, somewhat irreverently called "Pop", has had much to do with changing the structural face of the various Aeronautical Center Facilities. As well as building our reputation, tables, cabinets and special training devices of all sorts, made by Mr. Jensen, are in evidence in practically every section of the Center. In the Carpentry Shop, maintained by the Aeronautical Center, Mr. Jensen has many labor-saving machines available which require a great deal of skill to operate. The
(Continued Page 7)

CENTER EMPLOYEES

Under the able direction of Gordon Post, a unique Link Department has been developed at the Aeronautical Center. Visitors to this installation never fail to be impressed with the many ingenious adaptations made to standard Link Trainer Equipment. Automatic signal controls for ILS, Low Frequency Range, ADF and VOR radio equipment have been developed locally, which relieve the Link instructor from manually adjusting range signals, crosspointer indications or ADF signals. The instructor is thus allowed to concentrate on teaching the skills required for
(Continued Page 7)

SERVICE AWARDS PRESENTED TO EMPLOYEES

The employees pictured were presented with the Department of Commerce Service Awards on March 18 in recognition of their more than ten years' service with the Department and the Civil Aeronautics Administration. Roy A. Yeltman received the award also, but was unable to be at the presentation. Grover J. Fulkerson, former employee in the Air T Traffic Control Section, was sent an award for his service with the Department of Commerce. Mr. Fulkerson is presently employed with the International
(Continued Page 8)

"POP" JENSEN (Continued from Page 6)
objects which h3 manufactures attest to the fact that he is a master craftsman.

Pop was born in Copenhagen, Denmark in 1887. At the age of 10 he came to the United States where the family eventually settled on a farm in Arkansas. There Pop married Ruby in 1917 and embarked on a 36 year voyage on the sea of matrimony. Since then, the crew has mounted to 3 daughters and sons-in-law and 5 grandchildren. The first port of call from Arkansas was Oklahoma in '29. Pop worked as a construction and carpenter foreman in the oil fields until the outbreak of World War II. At the outbreak of hostilities, Pop went to Tinker Field to help the cause and eventually wound up at Hickam Field, Hawaii, where he remained until the end of the war. Some of the fine letters in Pop's memory book will attest to the many friends he made there. On return to the States, he worked at the VA hospital here at Will Robers Field until the Wood Working Shop was established at the Aeronautical Center, at which time, he came to the CAA as Cabinetmaker and Aircraft Woodworker.

Pop's hobby is, of course, woodworking, and the many fine pieces in his home at 218 SE 39th street are products of his efforts in his completely-equipped shop in his home. Occasionally, Ruby will get him to help with the gardening, but only after much prompting. His unfailing good humor makes a visit to the shop, not only educational, but a pleasure long remembered. May we recommend that Aeronautical Center employees, as well as visitors, drop in and say "hello" to one of our outstanding personalities.

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NORMAN JESSUP (Continued from Page 6)
the various letdown procedures and other navigational techniques.

Norman Jessup is the "gadgeteer" largely responsible for constructing the devices which provide(Cont'd next column)

automatic navigation signals without the operator's attention. By judicious use of conductive paint, selsyns, and a world of ingenuity, Norman has come up with an imposing array of installations designed for maximum training efficiency.

One of his most recent achievements is a standard link trainer which can be set up to simulate any VOR/ILS combination. For example, at Oklahoma City, the VOR range lies $4\frac{1}{2}$ miles northwest. The ILS extends south of the field with the outer marker approximately 6 miles out. By means of moveable panels, the location of the VOR range is placed at the appropriate location for Oklahoma City and a similar moveable panel allows the ILS to be placed so as to serve an approach from the south. Once the equipment is positioned, the Link pilot can navigate on the VOR, transition to the ILS and execute an ILS approach in exact accord to the established procedures for Oklahoma City without any further attention to navigation signals on the part of the Link instructor. If the pilot then desires to practice a similar exercise based on facilities at some other locality, the simulated location of the VOR and ILS can easily be changed to accomodate his wishes.

Norman has recently assumed new duties with the Dehmel Trainer, which is currently being installed at the Aeronautical Center. Results of his unusual talents will continue to be in evidence in the Link Department since he will be spending part of his time there. In addition to this, he serves as unofficial but valued advisor to other offices here, who encounter problems within the scope of his specialty.

Norm joined the CAA in November of 1949 here at the Aeronautical Center. He was born in Goodland, Kansas, in 1910, has been married 19 years to his "girl", Alice, and has 4 children - Edward, 17; Joan, 11; William, 6; and Stephen, 4.

The 1 1/2 acres at (Continued Page 8)

NORMAN JESSUP (Continued from Page 7)
2600 Eagle Lane, near Lake Overholser, that constitutes the Jessup homestead keeps Norm quite busy, particularly since construction of a swimming pool has started. Evenings will find the family gathered around Norm as he activates the transmitter and receiver with distant parts of the world through the medium of station W5EHR. Our suggestion to you is to drop down and meet Norman Jessup, a fine fellow, an expert electronics technician and most certainly a credit to the Aeronautical Center.

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SERVICE AWARDS (Continued from Page 6)
Civil Aviation Organization.

Shown in the photograph, Page 6, left to right, first row, Cecil R. Skidmore, Melvin R. Cameron, Mr. Lanter, Elwon L. Rowe, Joel A. Chennault, Theophile E. Graber; second row, Paul E. Young, T. Kenneth Archer, Charles W. Antweiler, John R. Kennedy, Jack W. Grewell, William H. Milton, Jim D. West; third row, Roy F. Meinecke, John L. Sullivan, Monroe A. Ebner, Perry S. Bolyard, Herbert G. Blanchard, Nichols H. Rudasill.

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**MUELLER ELECTED CHAIRMAN OF
LOCAL ENGINEERING GROUP**

At a meeting several weeks ago, C. W. Mueller, Radio Aids Section Chief at Facilities Branch, was elected chairman of the Oklahoma City chapter of the Institute of Radio Engineers, succeeding C. E. Harp, Oklahoma University professor.

Mr. Mueller also was notified recently by the National Headquarters of I.R.E. that he has been transferred to Senior Member grade in the engineering society.

Francis T. Pickens, formerly a CAA employee at the Data Processing Center, was named secretary-treasurer to succeed E. G. Crippen, a CAA instructor at the Flight Inspection Branch.

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**THREE FACILITIES INSTRUCTORS
TRANSFER TO FLIGHT INSPECTION**

The current expansion in training in the Facilities Flight Inspection Branch and smaller training program in Facilities Branch has brought about a number of personnel transfers.

Robert S. Lee and E. G. Crippen, formerly ILS/VOR instructors, are now associated with the Flight Inspection training of Air Force personnel in a new program recently approved and under way.

Mr. Lee's transfer was effective about May 1 and Mr. Crippen assumed his new position May 11. Gordon S. Wight, formerly associated with the DME training unit at Facilities Branch, assumed a position May 3 at the Flight Inspection Branch to fill the vacancy existing since the departure of Steve Brodnan for the Washington office.

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PICTORIAL COMPUTER INSTALLED IN N-300

The Aeronautical Center has been loaned an ARMA Type V Pictorial Computer by the Air Navigation Development Board, for use in one of the Aeronautical Center's DC-3s.

The pictorial computer, through a combination of DME and omni-range receivers, electronically computes the position of the aircraft relative to the range station and reflects this position by an image of the aircraft superimposed on the chart of the area.

The pictorial computer will be equipped with charts of Oklahoma City, Wichita, Kansas City, Denver, El Paso, Dallas and Shreveport.

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FOR SALE: 1/3 interest in 1948 Luscombe 8A, all metal, radio, lights, new upholstery, new tires, total 400 hours. Contact Vernon Wilson, ext. 231.

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BACK FROM MINNEAPOLIS

Jerome F. Biron, ATC instructor, has recently returned from a two-weeks refresher course at the Minneapolis Tower and Center. After a sizeable number of radar approaches and assorted time on the various positions of operation, Jerry was ready to agree that the "Mill City" tower had a fine operation.

In addition to the usual light plane and air carrier operations, Minneapolis is the home of a Naval Air Station and the 18th Fighter Interceptor Squadron of the USAF. This unique mixture of traffic can be most disconcerting, to put it mildly! As parting shot, Jerry had lots of praise and gratitude for the sincere cooperativeness of Mr. Ketcham and his associates.

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FACILITIES BRANCH OFFICIALS VISIT WASHINGTON OFFICE

C. W. Mueller and W. H. Hill, Radio and Radar Aids Section Chiefs at Facilities Branch, returned May 8 from a one-week business trip to the Washington office, where they conferred with Federal Airways officers relative to training programs for FY 1954.

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NEW AIRWAYS OPERATIONS' INSTRUCTOR

Miles C. Ullman is his name and he calls the state of Washington his home. Miles joined the Airways Operations Branch staff early in May. As yet his family, Margaret C., and children, Bobby, 10, and Elizabeth, 7, are closing the books back home in Seattle, prior to joining him here.

Thirty-four year old Miles was born and raised in Guilford, Montana, and attended Whittman College in Walla Walla, Washington, where he attained his B. A. He continued his education at the University of Washington during summer sessions (Continued next column)

sions. Miles joined the ranks of CAA on December 7, 1942. June of 1944 found him in the U. S. Navy in the Amphibious Forces, where he remained until being discharged in June of 1946, whereupon he rejoined the CAA.

Miles said he expected much desolation and tall Indians on the warpath on his arrival, and is quite surprised at the green fields and trees, beautiful homes and the congeniality of the people he has met. At any rate, welcome to Oklahoma City, Miles. We're glad to have you aboard.

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CONCRETE RAMP FOR AMPHIBIOUS TYPE A/C

A concrete ramp 140 feet long and 20 feet wide was laid on the east shore of Lake Hefner at the seaplane base for the operation of amphibious type aircraft in the Seaplane Course with the expectation that sufficient rain would raise the level of the lake, to meet the ramp.

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VACATIONS

The John F. Kempf family is presently vacationing in New York state. John is a flight instructor in the SAFETY OPERATIONS BRANCH.

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TED DEWITTE recently made a couple of trips to Mexico City and to Pensacola, Florida, returning to work with a nice coat of suntan.

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NEW CAR

POP NUCKOLLS is now sporting a new forked-8 Roadmaster Buick with all the trimmings. He is definitely coming up into the Ford world. Now the only thing he needs is a GS-13 to pay for the gas.

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BUSINESS TRIPS

W. G. FORMAN, made a business trip to Washington, D. C., during the week of March 29, for the purpose of general administrative matters, printing plant, and various projects.

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EDWARD SCHMIDT, Chief, Accounting Branch, visited the Indianapolis Office of the Civil Aeronautics Administration during the month of March, 1953, to discuss matters of mutual concern with Indianapolis officials. This discussion included talks with O. Starr, Executive Officer, and Dale Clinton, Chief of Budget and Accounts.

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A. K. WHITACRE, Chief, Budget and Management Staff Division visited the Technical Development Center at Indianapolis, Indiana during the week of March 17th through March 20th.

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L. E. SHEDENHELM, Technical Assistant to the Director, visited manufacturing inspection offices and plants of Cessna and Beechcraft in Wichita, Kansas.

He visited the 5th Regional Office, discussing traffic control features in that area with the Regional Administrator and Deputy Administrator.

He also visited TWA and Westinghouse Gas Turbine organizations to verify various problems and changes in trends reflected in industry periodicals. Specifically, he found the cause of inadvertant propeller feathering on Martin 4-0-4 aircraft and production problems on Westinghouse Gas Turbine Engines.

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ROBERT W. RAY departed April 27 for San Bernardino for a week, to check on surplus material located at Norton Air Force Base.

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BUSINESS TRIPS (Continued)

RUSSELL KIGGINS returned April 11 with a truck load of equipment from Dallas, and then departed April 20 for Santa Monica to pick up wing panels and a stabilizer.

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GUY FORMAN made two business trips to Dallas, April 8, 9, and 10, and April 23 and 24, to contact representatives of General Services Administration.

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MESSRS. W. D. JONES, M. C. MORGAN, T. K. ARCHER, G. M. DOWNS, AND R. L. JACOBS visited the Technical Development and Evaluation Center at Indianapolis, Ind., to obtain delivery of a panel-type pictorial computer to be installed in the Aeronautical Center's DC-3 (N-300).

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REX ANGER attended a two week flight crew aircraft familiarization training course at Burbank, California. This course covered the Lockheed 1049C equipped with turbo compound engines.

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The week of March 2nd, M. C. MORGAN and JOHN F. KEMPF attended the B-47 Familiarization Course presented by the Air Force Training Command at Wichita, Kansas.

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A group of instructors visited Braniff Airlines in Dallas, Texas, to gain information on procedures for operating their aircraft and general discussion of the use of dual omni for airways navigation. A similar visit was made to Denver Colo., to obtain the same type of information from United Airlines and Continental Airlines.

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NEW ARRIVAL

George Hudson is the proud papa of George Bryant Hudson, III, born April 5. George reports that he and the baby both have a 4:00 o'clock feeding in the mornings and sometimes an extra through the night. He says he doesn't know who is gaining the faster, he or the baby.

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ILLNESS

DALE CRAWFORD and family were called to Pennsylvania due to the serious illness of Mrs. Crawford's father.

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WILBUR LYNN recently returned from Alabama, where he was called due to the serious illness of his father-in-law.

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We are glad to hear that MRS. RICHARD C. HOLMAN is making a speedy recovery from her illness, and we were surprised to know that MYRTLE BLANCHARD is going into her second childhood. We thought measles were only for children; however, we hope she is feeling much better.

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"WEDDING BELLS"

Wedding bells will ring for Miss Pauline Jeter of PMD. Miss Jeter will be married to Mr. Gentry Faulkner on June 5. We wish them much happiness in the years to come.

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ALMOST A FULL-FLEDGED "GOB"

DONALD MIERS of the Aircraft Service Branch is getting to be a full-fledged "gob". He is now answering "Aye, aye, sir! He should be ready for the Navy within a year or so. His water front job under Bob Soehner, at the seaplane base, should save the Government quite a bit in training him for "Boot camp". The boys in the hangar are wondering whether or not he is catching any fish.

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COMPLIMENT TO AIRCRAFT SERVICES

One of the flight students, who recently completed his course, complimented our mechanics in the Aircraft Services Branch on the nice work they were doing in keeping up the aircraft during his tour of training. The boys in the hangar really appreciated this, as ordinarily they only hear about the troubles and gripes. Words of praise or kindness have a tendency to boost one's morale in any phase of life.

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LETTER TO MR. CLAUDE GARDNER

"Dear Claude: They say a prophet is not without honor except in his own country and in his own household. In your case, we do not think that strictly applies. We, of the Fourth Region, which is your own country and your own household, have always accorded you considerable honor. We have had good reason to. Where Abou Ben Adhem humbly asked the Recording Angel to put him down as one who loved his fellow men--and lo, as one who loves God, Abou Ben Adhem's name led all the rest--we put you down as one who loves the technician. And when the times come to see who loved the best and did the most for the technical people of the CAA, we will not be surprised to see the name of Claude Gardner leading all the rest.

We remember the many times you have taken the rough and sometimes unpopular way in your efforts to raise the technician from a "grease monkey" to something more dignified and something more valuable to the CAA. Your efforts have not been in vain. The technician has come a very long way during the time you have been associated with the school. You may be sure that we all appreciate the undaunted efforts you have put forth in this direction. Sincerely yours, from some here who know you, /s/ W. F. Ditsler, Cecil H. Taylor, J. W. Crosson, Cecil D. Underwood, Leonard B. Haggard, A. B. Moody, Fred W. Bright, W. Art
(Continued next page)

LETTER TO GARDNER (Continued)

Beeton, C. I. Carpenter, L. N. Million,
C. G. Warner, M. K. Thomen, Joseph J.
Fisher, B. Lynch, Jim Lenox, J. H.
Qualls, J. Herbert Newton, H. R. Mc-
Cullough, Joe Harriss, W. E. Peterson,
Gary L. Sandlin, and M. Keplinger.

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ATC CLASS TX-3 GRADUATES

The following students in the ATC TX
Class graduate May 29, 1953:

FACILITY CHIEFS:

Aarskaug, S. C., Fargo, North Dakota
Barrett, H. R., Tampa, Florida
Cable, Wayne R., Guilford, North Carolina
Grady, James A., Lihue Kauai, T. H.
Guillot, Gus, Beaumont, Texas
Harrison, John S., Greenville, S. C.
Hartley, R. H., Brookville, Pa.
Holland, J. D., Lubbock, Texas
Leavy, W. H., Goleta, California
Masiello, John J., Pueblo, Colorado
McGlynn, J. F., Akron, Ohio
Olson, E. W., Missoula, Montana
Palmer, H. H., Seattle 88, Washington
Phillips, Lew, Sandston, Virginia
Wood, K. L., Juneau, Alaska

DISTRICT SUPERVISORS:

Berato, Eugene, Anchorage, Alaska
Staff, W. R., Los Angeles, California

INSTRUCTORS ATTENDING:

Chet Sobczyk, Okla. City, Okla.
Miles Ullman, " " "
Perry S. Bolyard, "
C. Car Hart, on temporary duty from
Alaska.

INSTRUCTORS FOR THE CLASS:

Charles W. Antweiler, Jerome F. Biron,
Darwin T. Maurer, William C. McFee,
Charles H. Newpol, and John L. Sullivan.

TX-3 Class convened from April 6 through
May 29, 1953. Their class banquet was
held at Beverley's Restaurant on Wed-
nesday, May 27, 1953. Eugene Berato was
Master of Ceremonies, and John J. Masiello
was Class Chairman. Guests at the ban-
quet were W. E. Cruse, Chief, Airways
Operations Branch and Jack W. Grewell,
Acting Chief, ATC Section.

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AVIATION SAFETY

Course CO-1-1 - Flight Instructor Re-
freshers - 3/30/53 - 4/10/53

Eddy, Jesse L.	Albuquerque, N.M.
Pearson, G. W.	Des Moines, Ia.
Rising, Charles E.	Cincinnati, Ohio
Vollmer, Paul J.	Columbus, Ohio

Course CO-7-3 - Aircraft Characteris-
tics and Perf. (Carr.) - 3/30/53-4/10/53

Hand, Frank E.	Ft. Worth, Tex.
Hudson, W. N.	Los Angeles, Cal.
Sprague, Wilbur B.	Washington, D.C.
Williams, C. B.	Denver, Colo.

CO-2-2 - Air Navigation Aids & Opera-
tions Insp. Trng. & Refr. - 4/6/53-4/17/53

Bowen, John C.	Seattle, Wash.
Fydel, Thos. A.	Burbank, Cal.
Lanigan, Harold A.	Miami, Fla.
Mackenzie, K. D.	Washington, D.C.

CO-6-2 - Type Rating on 4-Engine Equip-
ment (Carr.) - 4/6/53 - 4/17/53

Carney, John R.	New York, N.Y.
Skousen, Ervin M.	Kansas City, Kan.

CO-8-1 - Flight Navig. Cert. (Basic)
4/6/53 - 5/1/53

Carnard, A.C.	Honolulu, T. H.
Bishop, Lee E.	Los Angeles
Shaffer, John H.	San Francisco
Walker, Clifford	Washington, D.C.

CO-9-2 - Instrument Rating Refr., Single
Engine Aircraft - 4/6/53 - 4/17/53

Aldrich, K. R.	Washington, D. C.
Botsford, R. L.	Grand Rapids, Mich.
Girton, M. D.	Tampa, Fla.
Marchand, J. L.	New Orleans

CO-5-2 - Airline Transport Pilot Cert.
Refr. (Gen.) - 4/13/53 - 4/24/53

Detamore, David C.	Kans. City, Kans.
Gowin, H.B.	Richmond, Va.
Watson, J.T.	Tulsa, Okla.
Wood, Melvin O.	Wausau, Wisc.

B-13-1 (Compl.) - Flight Instructor
(Initial Qual.) - 4/13/53 - 5/1/53

Barbee, Robt. L.	Houston, Texas
Hutchison, C. C.	Harrisburg, Pa.
Linehan, Fay D.	Okla. City, Okla.
Trapp, G.O.	Amarillo, Tex.

GO-3-3 - Instrument Rating Refr., M-E
Aircraft - 4/20/53 - 5/1/53

Clark, Leland J.	Milwaukee, Wisc.
LeFevre, C. A.	Ontario, Cal.
Skinner, C. G.	Cincinnati, O.
Staples, J. Clay	Los Angeles

CO-5-2 - Airline Transport Pilot Cert.
(Refr.) - 4/27/53 - 5/8/53

Brainard, Robt. O.	Houston, Texas
Copeland, T. F.	New York, N.Y.
Hoy, Roger J.	Minneapolis, Minn.
Noltemerier, R. H.	Memphis, Tenn.

GO-10-1 - Seaplane Ratings -
4/27/53 - 5/8/53

McEliece, James H.	Washington, D.C.
Meyer, Albert	Little Rock, Ark.
Sliff, Richard S.	Yakima, Wash.
Smith, George M.	Rochester, N. Y.

G-1-3 - General Flight Refresher -
4/27/53 - 5/8/53

League, A. W.	Kansas City, Mo.
Murray, R. C.	Atlanta, Ga.
Seeley, L. Ross	Ft. Worth, Tex.
Walker, C. L.	Seattle, Wash.

Special Flight Engineer Program -
4/27/53 - 5/1/53

Ford, R. V.	Washington, D.C.
Boudwin, Joe	Washington, D.C.

GO-1-2 - Flight Instructor Rating re-
freshers - 5/4/53 - 5/15/53

Miller, Nelson D.	Columbus, Ohio
Murphy, Thos. S.	Detroit, Mich.
Ostiguy, Jean H.	Lincoln, Nebr.
Richardson, W. C.	Minneapolis, Minn.

FE-1-1 - Flight Testing for Type Cert.
5/4/53 - 5/15/53

Davidson, Jerry W.	Ft. Worth, Tex.
Janes, C. J.	Washington, D.C.
Hayden, Samuel	New York, N.Y.
Sandler, Martin	New York, N. Y.

CO-6-3 - Type Rating on 4-Eng. Equip.
(Carr.) - 5/11/53 - 5/22/53

Goakes, Harry C.	Rio de Janeiro
Strawn, Harold B.	San Antonio, Tex.

GO-10-2 - Seaplane Ratings - 5/11/53 -
5/22/53

Leach, E. S.	Portland, Oreg.
Raulerson, Hugh	Okla. City, Okla.
Waage, John P.	Sacramento, Cal.
Weisbruch, E. J.	South Bend, Ind.

GO-9-3 - Instrument Rating Refresher,
Single Eng. Aircr.-5/18/53 - 5/29/53

Fallin, Joseph P.	Wichita, Kans.
Griffin, J. E.	Ft. Worth, Tex.
Johnston, F. M.	Phoenix, Ariz.
Kagy, R. L.	Eugene, Ore.

FACILITIES:

SECO Class 7 - 3/23/53 - 4/3/53

Brewer, John H.	Atlanta, Ga.
Harper, Robert C.	Ft. Worth, Tex.
Hehnen, Junior	Cleveland, Ohio
Holberg, Robert M.	Evansville, Ind.
Mathews, Eugene	Menlo Park, Cal.
Miller, E. H.	Pendleton, Ore.
Montle, Rome	Seattle, Was h.
Seal, Chester A.	Ft. Worth, Tex.

INDOCTRINATION CLASS 47 -
3/23/53 - 6/12/53

Clements, Benjamin A.	Tampa, Fla.
Hammersburg, Myrl M.	Butte, Mont.
Hinshaw, Lee H.	Asheville, N. C.
Hollingsworth, Geo.	Laredo, Texas
Jackson, Howard M.	Watertown, S. D.
Leaders, Henry A.	Malad City, Ida.
Lester, John C.	Augusta, Ga.

(Continued next page)

INDOCTRINATION CLASS 47 (Continued)

Old, Marland M.	Lake Charles, La.
Poulin, Dorm F.	Winslow, Ariz.
Sonna, Leno A.	South Bend, Ind.

MEDIS CLASS 4 - 4/6/53 - 5/1/53

Brewer, John H.	Atlanta, Ga.
Broudy, Jerome G.	Salt Lake City
Harper, Robert C.	Ft. Worth, Tex.
Hennen, Junior	Cleveland, Ohio
Spencer, Rex A.	Kansas City, Mo.
Turner, Ronald H.	Denver, Colo.

INDOCTRINATION CLASS 48 -
4/20/53 - 7/10/53

Alminana, Emilio	Caracas, Ven.
Anderson, Frank A.	Springfield, Ill.
Ball, Lemuel B.	Chico, Calif.
Blumenstein, B.	Brooklyn, N.Y.
Bosone, Robt. J.	Boise, Ida.
Long, John E.	Redmond, Ore.
Pickett, Roy N.	Anchorage, Ala.
Sowerwine, R. G.	Anchorage, Ala.
Takenaka, Hideo,	Delta, Utah
Tynan, Timothy J.	Woodside, L. I.
Walker, John B.	Albuquerque, N.M.
Wilson, Raymond E.	Columbus, N.M.

UHF/VHF CLASS 5 - 4/20/53 - 4/24/53

Caldwell, Jenabe E.	Great Falls, Mont.
Lakey, Glen W.	Wink, Texas

ASID CLASS 5 - 4/29/53 - 5/1/53

SECO CLASS 8 - 5/4/53 - 5/15/53

Asmus, David H.	Fresno, Cal.
McMillan, Glenn W.	Cleveland, Ohio
Hopkinson, Ernest A.	Las Vegas, Nev.
Boothe, Elden T.	Anchorage, Ala.
Rova, Wilfred H.	Bismarck, N.D.
Smallwood, Marion L.	Ft. Worth, Tex.
Matthews, Byron W.	Atlanta, Ga.
Fairbank, Ernest G.	Helena, Mont.

ILS/VOR CLASS 57 - 3/30/53 - 6/26/53

Arregui, Miguel E.	Quito, Ecuador
Chang, Dai Chin	Honolulu, T. H
Hartquist, F. E.	Honolulu, T.H.
Shaw, John L.	Burbank, Cal.
Martin, Daryl W.	Pittsburgh, Pa.
Svec, Joseph F.	Moline, Ill.

ILS/VOR CLASS 58 - 4/20/53 - 7/17/53

Anderson, Clarence	Grantsburg, Wisc.
Bukowsky, Arnold S.	El Paso, Tex.
Hagunin, Charles P.	Chadron, Nebr.
Johnson, Alver	Fairbanks, Ala.
Mitchell, Charles S.	Atlanta, Ga.
Orton, Clarence M.	Ogden, Utah
Turner, Glenn R.	Kansas City, Mo.

ILS/VOR CLASS 59 - 5/11/53 - 8/7/53

Boring, Ward E.	Des Moines, Ia.
Chaillie, Gene P.	Quincy, Ill.
Heberlein, A. S.	Pittsburgh, Pa.
O'Neal, Ralph K.	Lexington, Ky.
Quitter, Walter M.	Covington, Ky.
Robinson, Vernon L.	Honolulu, T. H.
Wilkins, Earl F.	Anchorage, Ala.

DME CLASS 27 - 3/30/53 - 5/29/53

Brater, George L.	Idaho Falls, Ida.
Eddington, Blaine	Miles City, Mont.
Elkins, James A.	Ft. Smith, Ark.
Cecil, Nelson M.	Kansas City, Mo.
Craig, Robert N.	Akron, Ohio
McCourt, Arthur R.	Butte, Mont.
Mallory, Kenneth T.	Tallahassee, Fla.
Monasmith, Harvey S.	Wichita, Kans.
Morrison, Eugene D.	Boston, Mass.
Pinaire, Joseph I.	Wendover, Utah
Suden, Walter G.	Augusta, Me.
Thatcher, Reid B.	Gila Bend, Ariz.
Wolf, Boyd A.	Redmond, Ore.

DME CLASS 28 - 4/20/53 - 6/19/53

Keans, Edward M.	Dayton, Ohio
Kelley, Charles M.	Chattanooga, Tenn.
O'Brien, Edward G.	Chicago, Ill.
Schultz, Harold B.	Texarkana, Ark.
Smith, Moreland	Seattle, Wash.
Van Wormer, Robert H.	Whitehall, Mont.
Wagner, Herman F.	No. Platte, Neb.

DME CLASS 29 - 5/11/53 - 7/10/53

Black, James H.	Richmond, Va.
Cone, Elbert M.	Yakima, Wash.
D'Adolph, Baron J.	Idlewild, N. Y.
Gould, Arthur J.	Kansas City, Mo.
Mauerman, Robert H.	Rochester, N.Y.
Meile, John W.	Huron, S.D.
Newell, Elwin D.	Fargo, N.D.
Toth, Bill L.	Flint, Mich.
Wolford, Hugh E.	College Sta., Tex.

SAFETY PROGRAM

The following is an Article taken from the Construction Safety News Letter of August, 1952, which we felt should be reprinted for the benefit of employees of the Aeronautical Center.

"TO ALL FOREMEN"

Someone has to bet behind and push. The lawn will not get mowed, nor will a safety program be effective if someone doesn't get behind and push.

One of the main responsibilities of a foreman is to train the men working under his supervision. When some men think of training, they visualize a complicated procedure with some high-powered conferences, lots of books to read and various schedules to follow.

However, training a crew to work safely is nothing more than good supervision. An alert foreman realizes his responsibility and sets up his training procedure in an organized way so his men know their jobs and can perform them safely.

You will hear some foremen say that they don't have time to train their men, as they have too many other things to do. This statement is hardly true, as they do train the men under them, because they direct the work and therefore have to train the men, but it is in a haphazard, hit-and-miss manner.

There is one thing that is important and that is not to try to teach a new man too much at one sitting. When you put him to work there may be various duties for him to perform from time to time, but don't try to teach them to him all at once.

Take his jobs up one at a time as he comes to them, and by the time you get through with him in the teaching of the primary steps of safety, he will have remembered the greater part of what you have told him, because he performed the jobs when the instructions were

fresh in his mind.

When a new man has been taught to do a job in a safe manner, he is more than likely going to continue to do it in a safe manner. A new man is ordinarily a little timid about jumping into something that is strange to him and unless he is properly trained, he is liable to end up getting hurt.

There are four major steps in getting a man started and all have to do with good supervision.

1. Get him started. Find out what he knows about the job. Put him at ease, thereby getting him into a receptive frame of mind and interested in learning the job.

Let him know that his job is important in the overall picture and is part of a smooth-working organization. Get him started right; you will save yourself a lot of time later.

2. Explain the job. This is the What-When-Where-Why-How-Who part of an employee's training. Take the job steps one at a time, and present them in the sequence of performance, using special emphasis on key points of the work. If you make a demonstration, be sure he is standing in such a position that he can see all of your movements, and at the same time explain why you are doing things.

He may be confused, so be patient and answer any questions, even though they may seem silly to you. Don't give him too much at one time, and don't try to teach him any short cuts until he has mastered the whole operation. Instead, watch that he doesn't develop any supposed short-cuts on his own.

3. Have him do the job. Watch him do the job. Don't get excited or impatient if he doesn't seem to "get it", and don't stop him unless he is making some serious error. Smooth out the little wrinkles and try to help him get into the swing.

(Continued next page)

SAFETY PROGRAM (Continued)

As you review the job with him, explain the minor errors he made and what he should do to correct them. Keep pretty close tab on him until you are sure that he knows what he is doing and why it is done the way you told him.

4. Continue supervision. Your responsibility has not ended at this point. You must follow up and continue to watch him. You must catch any errors or bad habits he may develop and correct them before they cause some damage, either to himself, or his fellow workmen, or to the equipment.

Encourage him to ask questions, and don't forget about him. There is one thing to remember, and that is, "If the student hasn't learned, the teacher hasn't taught." Just bear in mind that we all learn a step at a time and that you too were a beginner once.

Don't get impatient and take over the job from him without an explanation of why you are doing it and demonstrating what you want him to see. Just remember that a real foreman is continually supervising, by teaching and correcting even the old and experienced men.

The foregoing reminders do not apply only to new men, but to any employee, no matter how long he has worked for your company as long as he is being assigned to a job he hasn't done before.

The lawn will not be cut nor will your job be free of the scourge of accidents unless you, the foreman, get in there and really push-----Safety.

.

GOODBYE - "GOOD LUCK"

Cecil W. "Curley" Walcup, formerly employed in the Radio Department of the Aircraft Services Branch, has resigned to accept a position with the Pressed Steel Car Company of Stratford, Conn.

We all join in wishing "Curley" the best of luck in his new venture.

ANNE McQUOWN WELCOME

Anne McQuown is a new addition to the Safety Operations Branch staff. She recently arrived here from the Washington Office of Aviation Safety to work in the Operations Office.

She is an Oklahoma City girl, and says she is happy to be back. We are happy to have her here, too. Welcome home, Anne.

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SUE REYNOLDS WELCOME

We want to welcome Sue Reynolds to the General Services Branch. Sue transferred from Bureau of Foreign and Domestic Commerce, located in the Insurance Building, Oklahoma City.

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MITCHELL DEPARTS FOR MEXICO

After many sad adieus, "Mitch" left the Airways Operations Branch for his new assignment with the International Civil Aviation Organization in Mexico City. A farewell party for him and his wife was held at the Veteran's Club shortly before his departure. It is with much regret that we say goodbye to a person who has contributed so much to the success of the instructor's staff. Our best wishes go with you, Mitch. Don't stay away too long.

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REASSIGNMENTS BETWEEN BRANCHES

Ann Martin from 622 to 617
Rex Childers from 623 to 634.4
Ruth Townsend from 622 to 623
Ed Frame from 618.3 to 635
Mary Landaker from 623 to 634.4
Marion Schoepflin from 636 to 622
Nan Jenkins from 636 to 629

.

WELCOME TO NEW EMPLOYEES
March 31 through May 29, 1953

FACILITIES BRANCH:

Alfred McMaster-transfer from Reg. 5
Charlie M. Robinson

FACILITIES FLIGHT INSPECTION BRANCH:

Beryl Green-transfer from Region 2
Bascom N. Lockett, Jr.
Ernest Ratliff
Noel Lucas-transfer from Tinker Field
Lois I. Broady
Winnie A. Cimino
John Donovan

PERSONNEL STAFF DIVISION:

Penny Whitaker

AIRCRAFT STANDARDIZATION DIVISION:

Wm. M. Matthews-return from Military
Service
Alvah L. Arbuckle, Jr.
Haskell Foster
Robert B. Klepac
Glenn Baird

GOODBYE TO FORMER EMPLOYEES
March 31 through May 29, 1953

FACILITIES BRANCH:

Carl C. Chapman
Louis R. Clements
Frank G. Smith

FACILITIES FLIGHT INSPECTION BRANCH:

Milton Shelton-transfer to Wash., D.C.

PERSONNEL STAFF DIVISION:

Betty Evers

GENERAL SERVICES BRANCH:

Ray Tice
Seymore Shaw

GOODBYE (Continued)

SAFETY OPERATIONS BRANCH:

Doris Hartley

AIRWAYS OPERATIONS BRANCH:

Richard B. Collier-to military service

PROJECT MATERIALS DIVISION:

Elmer D. Henderson
John B. Berry

AIRCRAFT SERVICE BRANCH:

Joyce Snow
Ben Julian
Cecil Walcup

AIRCRAFT BRANCH:

James A. McManus

GENERAL SERVICES DIVISION:

Carol Peters

ACCOUNTING BRANCH:

Beverly Highfill

.

VISITORS TO AERONAUTICAL CENTER

3-30 - Capt. R. D. Johns, 1800 AACs
Wing, Tinker AFB
" W. P. McDonald, Tinker AFB
" Sgt. K. E. Fox, Tinker AFB
" Sgt. Franklin Lungo, Tinker AFB
" Sgt. Theo S. Pietucha, TAFB
4-6 Congressman & Mrs. John Jarmon
4-7 Wm. Ball, Second Region
4-8 Ralph Hollm, Ottawa Canada
" Mr. McLeod, Ottawa, Canada
" Capt. Bouttier, Pentagon, AACs
" Capt. Adelate, AACs, Pentagon
" Justin Cewi, White Plains, N.Y.
" L. R. Pike, Wing Commander,
New Zealand
4-13 Molton Perkins, W-357C

VISITORS (Continued)

4-14 - A/1C Malcolm Heiring, Tinker
 " A/2C Richard Rayo, Tinker AFB
 " A/2C Richard Holmes, "
 4-17 H. J. Skipwith, Airport Engr.
 Okla. City
 " Arturo Cabrera, Guayaquil,
 Ecuador
 4-18 Joe Burkard, Curiss Propeller,
 Ft. Worth
 " Jack Eccles, Sperry Gyroscope,
 Ft. Worth
 4-20 Jack Clark, Pilot, Ottawa,
 Canada
 " Jack Cole, CAB, Ottawa, Canada
 " Gordon Bulger, CAB, Ottawa,
 Canada
 " Dave Griffing, Ottawa, Canada
 " Lee Britney, Ottawa, Canada
 " S/Sgt. John O. Johnson, Tinker
 " Lt. Robert C. Boyce, Tinker
 " Maj. M. J. Bollint, Tinker
 " Maj. G. H. Hernicke, Tinker
 4-27 C. H. Hulseman, Goodyear Co.
 " M. I. Curl, Goodyear Co.
 " S. C. Haines, Goodyear Co.
 4-28 Ed Hanlon, W-344
 " Al Morrissey, W-344
 " Bill Shreve, W-344
 4-30 Mr. Williams, Region 3
 " E. F. Benben, Region 3
 " J. P. McDonnell, Region 3
 " A/1C Clifford G. Pelkola,
 Tinker AFB
 " A/2C Richard L. Holmes,
 Tinker AFB
 " Mr. Givens, Region 9
 5-1 L. N. Williamson, Region 3
 5-22 Maurice H. Current, Region 3
 " Robert P. Graves, Region 5
 " Wilford G. Parsons, Region 3
 " Carroll W. White, Region 3
 " Miss Elizabeth B. Siggs,
 Instructor, Region

.....

The following "THOUGHTS" is reproduced here from the "STOCKTON FIELD NEWS, Stockton, California.

"Just how does an individual get ahead, be successful in gaining stature needed to gain equitable consideration for promotion?" Following are a few thoughts you might like to think over.

(Continued next column)

"THOUGHTS"

STATURE AND SUCCESS generally increase in direct proportion to the independent initiative one applies to the job. Paradoxically the more an individual just does the mere minimum amount of work on the job, the less regard Management will have for the individual.

THE DESIRE TO BE SUCCESSFUL is an important link in being successful--many don't want success badly enough. Don't aim too low. Don't be willing to accept less than the best for yourself or from yourself. Hitching your hopes to the stars isn't a bad idea.

GROW WITH THE JOB. No matter how much effort you are putting into learning one way of doing a job, always be willing to discard it for a better method. Welcome change and new ideas if they mean progress.

TRY TO UNDERSTAND PEOPLE. Start by understanding yourself; then try to understand why you are different from everyone else; why all people are different from each other, different from you. You will then really begin to understand people as individuals. The secret in understanding people lies in understanding them. Once you realize that your judgment of others is based on your own traits, beliefs and abilities, you will have gone a long way in the direction of understanding people.

DEVELOP AND USE IDEAS. Think beyond the routine of your job, come up with new ideas. Look for ideas in everything you do. The man with ideas has a big edge over his competitor. Ideas will help make you successful, while people without ideas develop hardening of mental arteries.

RELAX--really, you have no choice but to relax. You can relax and be successful or stay tense and fail. You may get some things done if you worry and fuss; but you never will really live and be successful. You have to live and be human to be successful.

.....



"What'll you do, little girl, when you're as big as your mother?"
"Diet!"

Farmer's Wife: "Tomorrow is our silver anniversary, John. Let's kill a pig."

Farmer: "Why murder a poor animal for what happened 25 years ago."

Church notice: "There will be a church picnic tomorrow afternoon. If it rains in the afternoon the picnic will be held in the morning."

The teacher asked Johnny if the world was round. He answered, "No!".

"Is it flat?" persisted the teacher.
"No!"

"If it isn't round and it isn't flat, what is it?"

"Daddy says it's crooked!"

He: "What kind of lipstick is that?"

She: "Kissproof."

He: "Well, rub it off; we got work to do."

The wife was questioning her husband about the big formal dinner he had just attended.

"How was the dinner?"

"Fine."

"Who was there?"

"Everybody."

Finally, unable to repress the inevitable female question, she asked.

"What did the women wear?"

Her husband groaned, "Nothing above the table, and I didn't think to look under."

Is she a rapid typist?

You bet your life she is.

Worked two days and now she's wed.

To the guy who owns the biz!

She turned on him indignantly. "You've been following me for three blocks--I saw you. You can stop right now. I'm not the type of girl you can pick up." The Latin bowed, and smiled. "Madame," he said, "I am not picking you up - I am picking you out."
It worked!

Gladys: "Dad's the best shot in the country."

Paul: "What does that make me?"

Gladys: "My husband."

No man of modest means who has A handsome face and wavy hair, Looks half so good to women as A homely, baldish millionaire!

The car hit a dog
A young lad said
"Oh, driver! just see
The little dog's dead!"
I'll make it right
As near as I can.
And out of his wallet
He drew a crisp ten.
The boy took the ten.
"I wonder," said he
As the driver moved on
"Whose dog this can be?"

"Is that girl's dress torn, or am I seeing things?"
"Yes!"

About the time you're important enough to take two hours for lunch, the doctor limits you to a glass of milk'.

Small boy writing answers to an anatomy test: "Your legs is what is you ain't got two pretty good ones, you can't get to first base, and neither can your sister."

"I was so cold last night I couldn't sleep."

"And did your teeth chatter?"

"I don't know. We don't sleep together."

There may be such a thing as hole-proof hosiery, but it certainly isn't fool proof.

