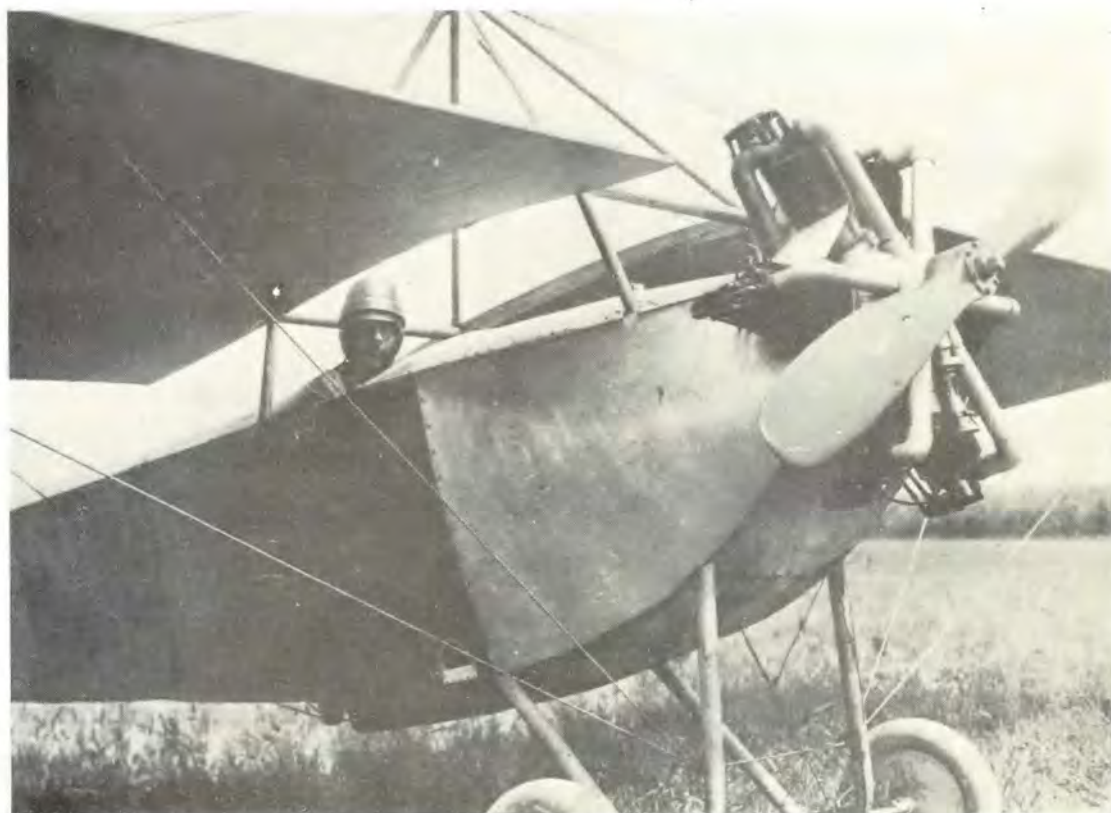


BEACON

May-June, 1955



Designer Billy Robinson in Typical
1912-14 "Cabane Strut" Monoplane
(See pg. 2)

CAA AERONAUTICAL CENTER
OKLAHOMA CITY, OKLAHOMA

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PERSONALITY OF THE MONTH



L. E. SHEDENHELM

When queried as to age, date and place of birth "Murph" Shedenhelm parried that he was born in a wide place in a central Iowa road called LADORA, a town of some 300 souls (the usual number of heels he supposes) and his first big job was to help turn the century!

If you wonder how you can possibly get Murph from the initials L. E., he says they represent fightin' words and the "Murph" originated with an uncle with a penchant for nicknames. He also says his "top-kick" in "#1 Skirmish" could not pronounce or spell Shedenhelm. Anyway, he needed a social name and it stuck.

Murph's interest in aviation began at a 1910 County Fair, where Eddie Heath was scheduled to fly a French monoplane, but since there were 10-15 mile winds! he kept the plane in a tent. Murph says he knocked himself out running errands to get the necessary two bits admission to again see the "air machine" each time a new crowd was admitted. He haunted Art Smith, Lincoln Beachey, Eddie and Katherine Stinson and other dare-devils of the 1912-1914 era to find out what made the "air ships" fly.

Early in 1915 Billy Robinson (cover) who is shown

in a typical cabane strut monoplane, designed and built an exceedingly modern bi-plane (page 3, left). This was before the "daze" of wind tunnels and it was fully developed in a glass sided "Smoke Box".

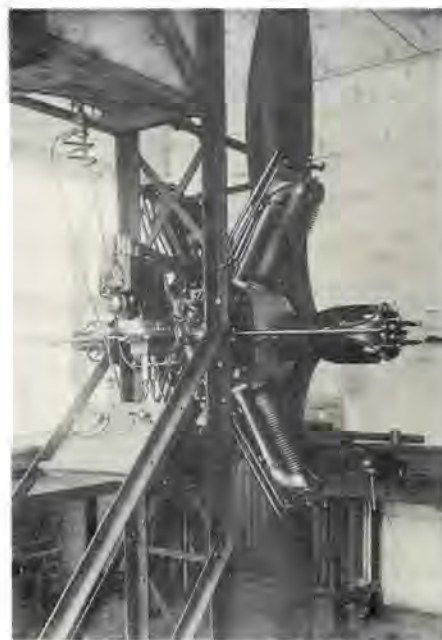
Having served an apprenticeship as machinist, Murph helped make patterns and machine castings in building the six-cylinder radial engine which powered the aircraft. (Page 3, right). Murph was somewhat reluctant to give a picture of the engine. When asked the reason, he said that he found out later that six-cylinders on one crank throw, like the Model T Ford, weren't supposed to run. At any rate, an order for six airplanes from the Canadian Government was partially completed when the designer and pilot was killed in an altitude attempt and the project was discontinued. In looking around for something to do, Murph joined the Cavalry "to see the world at the end of a halter shank". He was called to service in the Mexican Border "skirmish" of 1916.



Billy Robinson designed Biplane - way ahead of the time (1915)

While in the service he married Bertha Miller, a school-mate, on June 5, 1917. She promptly lost her identity as Bertha (or at any rate we suspect this) and was known from then on as "Toots".

After this, Murph was sent overseas, spending approximately two years in England and France, where he was transferred to the Aviation Division of the Signal Corps, maintaining Spads and Neuports. He returned to the States in 1920 and from then on he barnstormed. He recalls that he "hit only one barn" - near Sedalia, Missouri. In 1927 he became associated with the



Robinson designed this radial engine in 1915 - Shedenhelm and Barqinst, machinists

Nicholas-Beazley Airplane Company at Marshall, Missouri, assembling and maintaining Standard J-1 airplanes used in instruction of some 200 student pilots. He also helped Walter Barling build the first NB-1 a low wing sport plane powered with an Anzani (French) engine.

In 1928 he joined Parks Air College at its inception, where he was employed until late in 1938. On leave of absence during 1931 and 1932 he was service engineer in charge of 8 aircraft with a large oil company. During this



Pitcairn Autogiro (1931 Vintage)
and "Don Quick Oats!"

time he did considerable flying throughout the country and was "hooked" into flying a Pitcairn autogiro. He takes a rather dim view of anything that whirls since then, as he was widely known as "Don Quick Oats and the Windmill". (Page 4, top)

In October 1938 he joined (then) Civil Aeronautics Authority and following a 3-months' training period in Washington was assigned to power plant testing and approved school duties in the New York Region. He also assisted in conducting classes in Washington's famous "Perrin Prep", assisting in the indoctrination of new field personnel. In 1940 he was assigned with 8 other members in a group to write the eight Civilian Pilot Training manuals. Murph wrote Bulletin



Rolls Royce Dart Turbo powered Viscount: nine are now in service on Trans-Canada Airlines; 60 will soon go in service on Capitol Airlines

#28, "The Pilot's Power Plant Manual" and assisted with the other manuals. Because of his "plugging for an Aeronautical Center in 1941 he was selected to assist Colonel Bennie Griffin in opening the CAA Standardization Center at Houston, Texas. The Standardization Center trained pilots for the Coast Guard, Air Force, Navy, CAA and others in instrument multi-engine techniques.

In September 1942 Col. Griffin was called into the Air Force and Murph was placed in charge of the Standardization Center. He says this was a "tight" battle with a short stick. Fortunately he had the able assistance of some good people, several of whom are shown in the accompanying photograph (page 4, bottom) including: W. D. Jones, Merrill Morgan, Guy Faulkner, Monroe Ebner, Gordon Post, Herb Blanchard, Charles Coachman, Roy Meinecke, Al Krag and Melvin Cameron.

During the summer of 1945, Murph made a survey and reported on the potentialities of various locations for what was to be known as the Aeronautical Center. Following the return of Col. Griffin from Service, the Oklahoma City site was selected, and in June 1946 approximately 42 families and a considerable amount of government property was moved to the present location and operations started within two weeks. This was a tough job, taking some time to get cleaned up.

During the ensuing period at the Aeronautical Center, Murph has served as Technical Assistant to the Director, and Chief, Aircraft Branch. He has written numerous Technical Information Bulletins which were of widespread interest which he attributes to the fact that they were written in "Barn Yard" language.

← Late Flash - First Viscount christened by Capitol - June 23, Ed.



CAA Standardization personnel, Houston, Texas - 1942

Recently he was assigned to Rolls-Royce Dart Turboprop Engine School at Montreal, Canada, where he had an opportunity to be associated with flying the Viscount Airplane (page 4, bottom), which he says is quite a switch for an old "suck-squeeze-bang and blow" engine pilot to pushing "go-valves" and trimming fuel feeding to "screaming banshees". Murph is a certificated single and multi-engine pilot with a "fog ticket". (Checking discloses that this is an Instrument Rating).

You couldn't be around Murph long without knowing that he and "Toots" have two charming daughters - Evelyn, who is Mrs. Frank (Pillsbury Mills) Scrivner and Mary Jane, who is Mrs. Leonard (IBM) Gajewski. He also has three grandchildren, Karen, Timothy and Mark, better known as Sniffy, Timmie and Stormy, respectively.

As to hobbies - he has two which he says consumes all his spare time and keeps him hoping the corn on his farm in Iowa will keep going "300 gallons" to the acre to defray expenses.

Having closely followed automotive development for many years he is an ardent "Hot Rodder" and is known to the "trade" as "Stick-Shift" Shedenhelm due to his hatred of "Slip-o-matic" transmissions because they "sop" up so much power and come "un-glued". He and Toots make long trips with their foot through the carburetor - hearsay indicates they "fly pretty low". (The car touches the road here and there.)

Although Murph claims he is an Amateur Photographer "who goes around taking a dim view of things" there is plenty of evidence that he is an expert in color and black and white industrial photography, with loads of the finest equipment.

He says he has always been strictly a "Steam Man" - wanted to be a locomotive engineer - then came the Diesels!

Philosophically, he says when we come into this world our bassinet is three feet. When we go out our grave is six feet - what a heck of a fight for a yard - but fun! ... d.n.

VICKERS-ARMSTRONG CHIEF INSTRUCTOR VISITS AC FOR IDEAS

Mr. John Sinclair, Chief Instructor, Aircraft Servicing School, Vickers-Armstrongs, Ltds., Weybridge, Surrey, England, visited Aircraft Branch on June 16. This was one stop on a tour he is making to various airline operations and training establishments in northeast Canada and the U. S. His chief interest is in the U. S. methods and procedures for the training of airline pilots and airline maintenance personnel.

Mr. Sinclair spent most of the time with the Aircraft Branch personnel discussing visual training aids, instructional methods and the development of text material.

Vickers-Armstrongs, Ltds., have sold a large number of the Viscount turboprop

airliners in the U. S. and Canada.

Wonder who gives new subdivisions their names? "Hillcrest Heights", for instance, is along a creek that is lower than any ground for a mile in three directions! You can see over all the roofs in "Cassady Heights" from the prairie on which "Cassady Hills" is built!

VISITORS TO THE ATC BRANCH

The following people visited the ATC Branch during May and June:

Sgt. J. O. Frey of the Bermuda AACS Detachment.

F. L. Oster of the CAA's Second Region at Ft. Worth.

Ralph E. Karnrump of Elgin AFB, Florida.

G. L. Baldoct of the Enid AFB, Okla. Darrel Parker, El Paso Tower

Sgt. G. L. Peltier of the 1984th AACS Sqdn, Tinker AFB.

MITCHELL VISITS CENTER

M. J. Mitchell, an ex-instructor in the ATC Branch and new Chief Instructor with the Centro Internacional de Adiestramiento de Aviacion Civil at Mexico City, spent several days at the Center during the month of June in order to acquaint himself with any new training techniques, visual aids, procedures, etc. in use at Oklahoma City which he could put into use in his facility upon his return.

We are enjoying your visit very much, Mitch. We hope your visit is



"So I told him he came from an egg. How I dread the next question!"
Colliers

completely successful and that your trip back to Mexico City is an enjoyable one.

GROVER FULKERSON RETURNS

G. S. Fulkerson has returned to the ATC Branch from his three year tour with ICAO's Technical Assistance Division. Grover spent the entire time as "Chief of Mission" to Cairo, Egypt. Thirza and Jennifer are with him in Oklahoma City now. They are also the proud owners of a new Buick and a new house. Welcome back.

PALACES AND PLEASURES

Charlie Meyers is the proud owner of a new house in "Hillcrest"-- wired for music!

Perry Bolyard bought a new home in Cassady Heights and is bustin' out all over, too.

MORE GRADUATES FROM AERO-NAUTICAL CENTER TRAINING COURSES

AVIATION SAFETY

Course GO-7-8 - Aircraft Characteristics and Performance
2/21/55 - 3/4/55

Archer, T. K.	Oklahoma City
Davis, T. A.	Massapequa, N. Y.
LeFevre, C. A.	Ontario, Calif.
Kress, D. W.	Speedway, Ind.

ACO-7-14 - Aircraft Characteristics & Performance (Carrier)
3/7/55 - 3/18/55

Adams, B.	Durant, Okla.
Arnholdt, E.	Westbury, LI, NY
Covan, W. C.	Arlington, Va.

Johnson, R. H.	Seattle, Wash.
Leonard, L. L.	Southwest Air L.
	Nashville, Tenn.
Stewart, E. A.	Stewart Airlines
	Los Angeles, Cal.

GO-9-14 - Instrument Rating Refresher
Single Engine Aircraft
3/7/55 - 3/18/55

Haley, O. K.	Fort Worth, Tex.
Shine, F. S.	Shreveport, La.
Trumbauer, F.	Kansas City, Mo.

G-2-5 - Violations & Accident Investigation
3/7/55 - 3/18-55

Barnhill, J. W.	Reno, Nevada
Covert, L. G.	Huron, S. D.
Crawford, W. D.	Oklahoma City
Davis, Kent G.	Berkeley, Cal.
Elder, W. R.	Cary, N. C.
Foster, H. S.	Birmingham, Ala.
Hendy, N. V.	Helena, Mont.
Jacobson, E. D.	Yakima, Wash.
Murphy, T. S.	Detroit, Mich.
Nogard, A. J.	Teterboro, N. J.
Rising, C. E.	Cincinnati, O.
Smith, J. C.	Bismarck, N. D.
Steinman, P. T.	Richmond, Va.
Trapp, G. O.	Amarillo, Tex.
Werbke, J. J.	Atlanta, Ga.
Witter, A. G.	Boise, Idaho
Woods, D. R.	Wausau, Wis.
Washington, D. C.	Washington, D. C.
McKissick, R. C.	Ft. Worth, Tex.

ACO-6-16 - Type Rating on Four Engine Transport Category
3/14/55 - 3/25/55

Ervin, D. E.	Panama
Law, H. G.	Teterboro, N. J.



C-46-Special - Aircraft Characteristics
and Performance (Border Patrol)
3/14/55 - 3/25/55

Browne, P. H.	Oklahoma City
Parker, J. E.	El Centro, Cal.
Pring, P.	Brownsville, Tex.
Proctor, R. A.	San Antonio, Tex.
Wright, J. N.	Chula Vista, Cal.

ACO-5-10 - Airline Transport Pilot
Check Procedures
3/28/55 - 4/8/55

Barnard, A. C.	Kansas City, Mo.
Hoy, R. J.	Minneapolis, Minn.
Ross, G. M.	Newark, N. J.
Tribbett, G. V.	Washington, D. C.

G-2-6 - Violations and Accident Inves-
tigation
4/4/55 - 4/15/55

Allen, F. A.	Long Beach, Cal.
Asbury, R. B.	Fresno, Cal.
Blackwell, C. T.	Birmingham, Ala.
Carver, C. N.	Springfield, Mo.
Colton, J. P.	Wichita, Kans.
Cooling, L. J.	South Bend, Ind.
Grandy, H. L.	Cheyenne, Wyo.
Hyde, D. M.	Norwood, Mass.
Kostura, J. J.	New Orleans, La.
Lovelace, W. T.	Washington, D. C.
Lovering, R. R.	Westfield, Mass.
Ownby, H. K.	Phoenix, Ariz.
McKissick, R. C.	Ft. Worth, Tex.
Probst, L. S.	Haddonfield, N. J.
Schaeffer, E. B.	St. Louis, Mo.
Schultz, M. O.	Lincoln, Nebr.
Tommee, H. H.	Cp Rucker, Ala.
Waage, J. P.	Sacramento, Cal.
Weaver, C. L.	Lindenhurst, NJ
Wignall, F.	Jackson, Miss.
Willis, L. S.	Washington, DC

ACO-11-17 - Boeing 377 (Dehmel)
4/11/55 - 4/22/55

Buchanan, G. S.	Honolulu, T. H.
Canney, W. M.	Memphis, Tenn.
Mulligan, G. F.	New York, N. Y.

ACO-12-4 - Operational Application of
Transport Category Requirements
4/11/55 - 4/22/55

Barner, R.	LaGuardia, N. Y.
Bullock, C. R.	Dallas, Texas
Koontz, C. E.	Washington, D. C.
Roscoe, M. F.	Anchorage, Alaska

ACO-6-17 - Type Rating on Four
Engine Transport Category
4/25/55 - 5/6/55

Broiles, H.	San Francisco
Stanne, F. R.	New York, N. Y.

GO-6-3 - Type Rating on Douglas DC-3
(Commercial)
4/25/55 - 5/6/55

Griffin, J. E.	Midland, Tex.
Ruggenberg, M. P.	Portland, Oregon
Werbke, J. J.	Atlanta, Ga.

ACO-11-18 - Boeing 377 (Dehmel)
5/9/55 - 5/20/55

Faries, J. J.	Washington, D. C.
Herr, R. E.	Washington, D. C.
Irish, J. P.	Washington, D. C.

GO-5-9 - Airline Transport Pilot Cer-
tification Refresher
5/9/55 - 5/20/55

Norton, W. F.	Jamaica, N. Y.
Gull, E. S.	Palo Alto, Cal.
Barclay, W. G.	Washington, D. C.



GO-7-9 - Aircraft Characteristics and Performance

5/16/55 - 5/27/55

Allen, F. A. Long Beach, Cal.
Detamore, D. C. Kansas City, Kan.
Hanson, D. G. Washington, D. C.
Riviere, J. P. Miami, Florida

ACO-5-11 - Airline Transport Pilot Certification Refresher

5/23/55 - 6/3/55

Jett, E. Lee Washington, D. C.
Rinebold, L. H. Pittsburgh, Pa.

ACO-7-15 - Aircraft Characteristics and Performance

6/6/55 - 6/17/55

Gates, R. F. Washington, D. C.
Hann, J. F. Oklahoma City
Hornsby, J. T. Burbank, Calif.
Ross, D. LaGuardia, N. Y.

GO-6-4 - Type Rating on DC-3

6/13/55 - 6/24/55

Hayden, S. New York, N. Y.
Wisener, R. H. San Antonio, Tex.

AIR TRAFFIC CONTROL

TS-30 (Short Course)

Branch, John W., Jr., Goodfellow AFB, Texas
Brown, Gerald, Capt., Davis Monthan AFB, Ariz.
Clark, Orien T., Capt., Brookley AFB, Ala.
Colby, Paul, Supv., Elec. Eng., Wash. D. C.
Foote, Erwin L., Capt., Tyndall AFB, Fla.
Griggs, Chandler B., Planning Officer, Wash. D. C.
Hazen, Robert L., International Region, N. Y.

LaCalle, Antonio M., Maj., McChord AFB, Wash.

Price, Alfred B., 1st Lt., Hunter AFB, Ga.

Quillin, Donald E., Capt., Biggs AFB, Texas

Schwager, Frank C., International Region, Wash., D. C.

Shick, Ira H., Major, Reese AFB, Texas

Zimmerman, John W., Capt., AF Cambridge Research Center, Bedford, Mass.

TS-31 (Short Course)

Barton, Rogers D., Major, Harlingen AFB, Texas

Bradford, Lee G., Major, Webb AFB, Big Springs, Texas

Brown, Robert M., Region I, New York, N. Y.

Chiarito, A. T., Fac. Estab. Br, New York, N. Y.

Elwood, Clayton S., Capt., Mitchell AFB, N. Y.

Fithian, Ben L., Capt., Portland AFB, Oregon

Lew, William, Capt., Lowry AFB, Denver, Colo.

Mann, William A., Jr., Capt., Olmsted AFB, Pa.

McElroy, Eugene J., Capt., Randolph AFB, Texas

Norton, John W., Major, Fairchild AFB, Wash.

Potthoff, John P., Major, Miami Int'l Airport, Fla.

Smith, Claude H., CAA, Wash., D. C.

Snyder, Bernard L., Aircraft Branch, Aeronautical Center

Walton, Cecil V., Capt., Eglin AFB, Fla.

Wamer, Edward M., CAA Int'l Region, Wash., D. C.



TS-32 (Short Course)

Anderson, James E., Maj, Dow AFB, Me.
Bridges, Joe R., Major, Grandview
AFB, Mo.

Burton, E. W., CAA, Wash., D. C.
Corts, David T., Major, Craig AFB,
Ala.

Dorgan, Harold K., Major, Barksdale
AFB, La.

Gillaspy, Edwin A., Honolulu, Hawaii
Holland, Warren, Capt., Hamilton AFB
Calif.

Kitzerow, Donald J., Wright-Patterson
AFB, Dayton, Ohio

Maggart, Robert E., George AFB,
Calif.

Masden, Ward B., Wash., D. C.

Mercier, Paul J., Capt., Perrin AFB,
Texas

Tewes, Gerald F., Charleston AFB,
Maine

Sherman, Robert S., Capt., Greenville
AFB, Miss.

Vagias, Louis, Capt., Eglin AFB, Fla.

A new Foreign National class reported for duty at Building 25 for a 22-weeks' Air Traffic Control course on Monday morning, June 20th. These men represent four countries of the Western Hemisphere and Europe. One more student is scheduled to arrive on June 29th, from Formosa, Mr. James Chen-tai Chu. We hope these men spend an enjoyable and profitable stay at the Aeronautical Center.

Foreign National Class TF-16

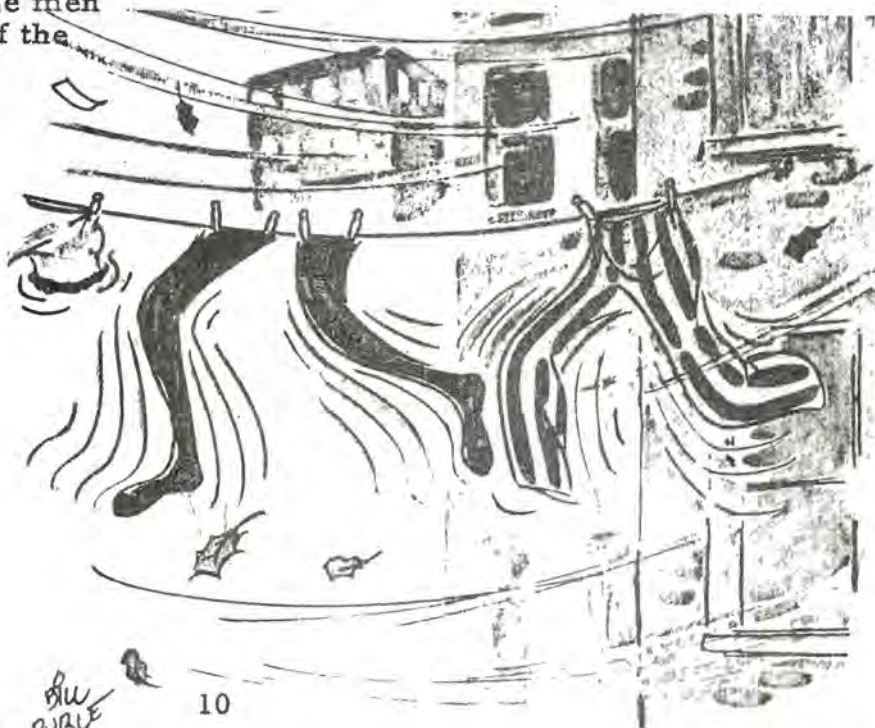
Castaneda, Jorge A., Havana, Cuba
Chacana, Charles, Santiago, Chile
Malpartida, Jorge, Volivia
Perez, D. Fulgencio, Madrid, Spain
Chu, James Chen-tai, Formosa

MERRILL C. MORGAN

Merrill C. Morgan, Chief of the Air Carrier Operations Branch, Aviation Safety Standardization Division, passed away May 28, 1955 at St. Anthony Hospital. His death was attributed to cancer.

In 1940 Mr. Morgan went to the West Coast as an inspector for Douglas Aircraft Company in its pre-war expansion program.

Later that year, he received an appointment with the CAA as an Aeronautical Inspector and attended indoctrination school in Wash., D. C. Following



completion of this training he served as a field inspector in the old 3rd and 4th Regions, later transferring to the Standardization Center at Houston, where he gave instrument training to CAA agents and pilots of the Air Transport Command.

In 1946, still with the CAA, he returned to Oklahoma City to help establish the Center at Will Rogers Field, and remained as Chief of the Air Carrier Operations Branch until his death.

Mr. Morgan was born at Anadarko, Oklahoma in 1907. He lived for awhile in California and later returned to Anadarko before moving to Oklahoma City in 1929 to start flying. He received his training from B. F. "Cheebie" Graham and Bennett H. Griffin, both well-known in aviation since the early days.

He is survived by his wife, Dorothy, and a daughter, Sharon.

Mr. Morgan will be greatly missed by his many friends throughout CAA and our sympathy is extended to his family.

Miss Elizabeth (Betty) Pattillo recently joined the AC-180 staff as Clerk-Steno in the office of the Chief, Property Management Branch, replacing Mrs. Sue Reynolds who has moved to Little Rock, Arkansas. After graduation from Classen Highschool, Miss Pattillo, a native of Oklahoma City, Okla., worked briefly for the Air Material Command at Cleveland, Ohio, prior to joining the Womens' Army Corps. Upon leaving the WAC Service, she attended Oklahoma City University, while working part time. After obtaining her B. A. Degree in Business Administration, Miss Pattillo worked as a Fiscal Accounting Clerk with the Soil Conservation Service,

which is scheduled to be moved to Stillwater, Oklahoma in the near future. Welcome and good luck, Betty.

Service is the motto around the Property Management Branch these days. Proof: A dispatch message for supplies was received by AC-180 from LA-131 on 5/17/55 at 3:50 P.M. Supplies were packaged and transported to the Municipal Airport before the close of business and in time to leave on American Airlines Flight 201 at 5:40 P.M. the same day. This footnote was enumerated by LA-131 on the receipt copy of the invoice, "A wire was sent for the above items at 2:00 P.M. on 5/17/55 and material was received at 9:00 A.M. on 5/18/55. We appreciate this wonderful service and we haven't caught our breath yet over this speed. Thanks so much." Thank you LA-131. We appreciate those nice words.

Visitors: Glen F. Hilts Jr., Supply Assistant of the Kansas City Aircraft Service Hangar visited the Property Management Branch last week to confer with AC-180 personnel concerning aircraft parts and related matters.

A communication from AN-131 advises that Mr. Paul Dixon of the Alaska Region will visit the Property Management Branch, AC-180 to confer on aircraft parts problems and the needs of his Region. He is scheduled to arrive on Douglas N-5 when it is delivered to the Aeronautical Center.

While at the Aeronautical Center recently, Charlie Pfrommer, Airworthiness Specialist, W-130, visited the Property Management Branch to discuss matters of mutual interest concerning the aircraft stock and stores program.

AC-180 Travelers: Messrs. Arthur W. McKinney, Chief, Property Management Branch and Hal C. McVey, Supply Clerk, spent several days the week of June 6 in the Ft. Worth, Dallas Texas area conferring with Region Two officials concerning the aircraft stock and stores program and other property matters, and with GSA Regional Office officials on supply and property disposal matters.

AC-180 Vacationers: Mr. Elmer W. (Pete) Peterman, Storekeeper in the aircraft parts warehouse, and the Mrs. are seeing the sights of the Colorado mountains. Pete is furnishing AC-180 with a "Play by Play" description of the trip in the form of picture post cards which speak for themselves. Mr. Don Brown, Aircraft Parts Specialist, AC-180 has just returned to work (to rest up) from a week's fishing at Lake Texhoma ---we understand he brought home the bacon but as usual the "Grandpappy" got away.

GLOSSARY OF OFFICE TERMS

A Conference: A place where conversation is substituted for the dreariness of labor and the loneliness of thought.

Committee: A group that keeps minutes and wastes hours.

In Transmittal: We're sending to you because we're tired of holding the bag.

Research: Copying from two books.

Research Work: Hunting for the guys who moved the files.

Program: Any assignment that can't be completed by one phone call.

A Modification of Policy: A complete reversal which nobody admits.

Bob Connelly recently gained notoriety by falling into the prop balancing pit which was full of mud. Someone held their foot on him til' the photographer could get a shot at him. And there you are! And here is Connelly.



Eventually they did let him out. And after a shower, change of clothes and Dr. Corbitt's treatment (Brrr!) he was almost back to normal.

It taketh age to make a sage,
The wise no longer doubt it,
The older we grow the more we know
and the less we brag about it. . . .Anon

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

Statistics are no substitute for judgment. . . .Henry Clay



NEW TEN-YEAR CAREERMEN - R. W. Pulling, Division Chief, Federal Airways Project Materials Division, presents 10-year pins to employees of the Division. Left to right: R. W. Pulling, Garrison Costar, Miss Maurine A. Peaden, W.H. Cosgrove, Weldon F. Jones, Walter Foster and Clarence E. Rice.

NEWS FROM AIRCRAFT AND SHOPS BRANCH, AC-133

WINKLER HOME HEIR-CONDITIONED-
Congratulations are in order for Robert Winkler. A new son arrived at their home a few days ago. This accounts for the big smile on the proud papa's face.

AC-133 MEMOS- The vacation fever has hit the Aircraft Engine and Shops Branch: Melvin Cameron has returned from a trip to California. George Dennis is back after an extended Memorial Day holiday. (Where are the fish, George?) Harold Smith decided to go to the wheat fields so he could get a

closer look at the little black bugs. Calvin Floyd took off for Wyoming this week.

Henry Hardee's father was fatally injured by a hit and run driver in Florida. Our sympathy is extended to him.

Our much-travelled regional engine change truck is in Meridian, Mississippi in the capable hands of George Ross and Paul Auchenbach.

George Fox, now 2d St. Fox, writes that he is getting additional helicopter pilot training at Camp Rucker, Alabama. It is a little rough but he thinks he will make it with flying colors.

GREWELL ATTENDS CHIEF CONFERENCE

J. W. Grewell, Chief of the ATC Branch, attended the Chief ARTC Center's meeting, which was held in Kansas City, Missouri, during the week of April 12th.

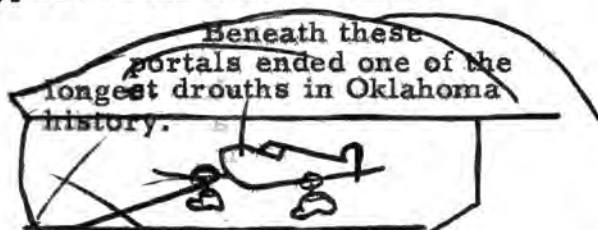
MOORHEAD COMPLETES ASSIGNMENT

Lee Moorhead completed his temporary assignment at the Aeronautical Center on May 27th and returned to his permanent duty station in the Air Route Traffic Control Center at Fort Worth. Thanks, Lee. We enjoyed having you with us.

BODE, WOODS, ROGERS TO GO ON EUROPEAN TRIP

Louise Bode, Esther Woods, and Sanford Rogers are taking advantage of the Civil Aeronautics Club European charter to do some wandering in "far away places". They leave Washington for London and Brussels August 13 and return September 11. Louise is planning to go to England and on a north cape cruise; Esther will go on a guided tour; and Sanford will do the same.

"Man the pumps" was the word of the day around the South Hangar. A 5" deluge in the AC-133 office had Scotty Sell and Eugenia Olsen complete with borrowed coveralls and boots) mopping water and drying out the soggy files and papers. The fellows in the Instrument Shop were also busy with rescue operations of supplies in the lower shelves.



AC PROPELLER, INSTRUMENT SHOPS GET CAA REPAIR STATION TICKETS

Mr. Robert W. Ray, Chief, Aircraft Engine and Shops Branch, presented Melvin R. Cameron (left) and Alvin R. Elgin (center) with repairman's certificates. The Propeller Shop, with Mr. Elgin as Foreman, and the Instrument Shop, with Mr. Cameron as Foreman, have recently been given a CAA Approved Repair Station Certificate No. 3680. This action ends many months of hard work by several people in the Division.

Success in life goes to the man who competes successfully.... There is nothing wrong with the will to win. The only penalty should be that the man who wins unfairly should be set down.. Knute Rockne -----

A chip on the shoulder indicates that there is wood higher up....

FLIGHT TEST BRANCH

The Flight Test Branch of the Aviation Safety Standardization Division is primarily intended to provide in-service training for Flight Test personnel in Washington and our various Regions. This incorporates standardization on acceptable methods of testing aircraft and equipment to determine their compliance with the Civil Air Regulations.

To implement this training, Douglas DC-3 N-500 has many special instruments leading to a photo panel where photographic records can be made for static or time studies of nearly any condition of flight. These special instruments include vertical and horizontal accelerometers, yaw, pitch and angle of attack, airspeed boom and airspeed bomb, strain gauges on all the controls and instruments to show the exact position of all the control surfaces and trim tabs. When test maneuvers are photographed and film read, a complete time history of all the facts of that maneuver can be plotted and studied in detail.

This is hardly comparable to the present methods used by our large manufacturers in their test work, as they "telemeter" this data to the ground, where a complete instrument panel records all the conditions of the flight and feeds the data into an IBM machine, where the data is reduced to standard conditions and plotted up before a landing can be made in the airplane. In these flights the test pilots say, "We come down and ask the engineers what we did."

In recent years our functions have expanded greatly from our earlier training of Flight Test Agents only, in an effort to help culminate Mr. Lanter's belief that all field agents should have a better understanding of the basic aerodynamics of an airplane and how to gain maximum



Flight Test's Baker, Rudasill, Hutchins.

performance from it. This has resulted in formulating four other courses for agents in other Aviation Safety Branches, the GO-7 and GO-11 courses for General Operations Agents, and the ACO-7 and ACO-12 for Air Carrier Agents.

These four courses deal with the performance requirements of various categories of aircraft, and stress primarily the flight techniques required to attain maximum performance under emergency conditions. These courses include evaluation of stall characteristics, stability, and controllability, as well as performance. Considerable emphasis is placed on take-off procedures with critical engine failure, runway lengths as related to altitude, temperature and aircraft gross weight, and the various other factors involved in aircraft performance. The various phases of certification and operation of the so-called "transport category" aircraft are covered in considerable detail and demonstrations are conducted to prove that the aircraft properly operated will meet the performance criteria set forth in the

Approved CAA Flight Manual.

In addition to these regular training classes, this Branch has conducted training for the chief pilots of many irregular carriers on the Curtiss-Wright C-46 aircraft to acquaint these people with the flight characteristics, limitations and performance of this particular type in an effort to reduce the high type in an effort to reduce the high accident record that has been experienced.

This course was setup at the request of the Administrator of CAA, after conferences with the Chief of the Aircraft Engineering Foundation, to determine steps to be taken to reduce the fatality record of the C-46.

This course was well accepted and, as a result, we were requested by the U. S. Immigration Department to train one class of Border Patrol pilots, who are using C-46 aircraft for immigration control on the Mexican border.



Several tests and investigations have been carried on by the Flight Test

personnel as special studies, such as the testing of anti-skid brakes on both of the DC-4s, and the aerodynamic effect of the high intensity wing tip lights installed on N-500 by the Technical Development and Evaluation Center at Indianapolis. This plane was flown to Indianapolis for the installation of the oscillating wing tip lights and flashing tail lights. On the return flight from Indianapolis the Control Tower at Tulsa could see the alternating red and white tail lights 75 miles out from Tulsa.

Another project is coming up in the near future - to investigate the adequacy of our present requirements for landing flares in smaller aircraft that are used for night flying. So some of these nights when the horizon is illuminated by one or two million candlepower, don't imagine it's flying saucers. It will only be the Flight Test Branch "shooting the works".

An annual conference is held at the Aeronautical Center with all of the Flight Test Branch Chiefs in the Regions and Flight Test personnel from Washington attending. The participants have included representatives from Canada, Great Britain and the National Advisory Committee for Aeronautics. These conferences are held for the purposes of research, formulating policy and familiarization with latest requirement changes. These often include tours through the NACA Research Laboratories, and visits to various manufacturers with detailed studies of proposed aircraft that are in the design stages.

Dave Baker is the Chief of the Flight Test Branch. He is at present flight testing a new air-conditioned Oldsmobile. He has a wife, a married daughter, a parakeet and a Collie. N. H. Rudasill and T. K. Hutchins are the

Indians. "Rudy" has a ranch near Wheatland, is building a boat and cooks up the finest barbeque you ever tasted. "Hutch" is a ham radio operator, a camera bug, and is also getting checked out in a new Oldsmobile.

Ability to get along well with people is the prime attribute of a good executive. It is a necessity for all of us if we are to enjoy peace of mind.

To understand people demands first of all that we admit two truths: we are all different, and often we are not aware in what respect, to what degree, and why we are different: and we are all acting and reacting in different environment.

Able men take pains to spare others humiliation, even when it is necessary to criticize their actions. It is foolish to scold. John Wanamaker confessed: "I have enough trouble overcoming my own limitations without fretting over the fact that God has not seen fit to distribute evenly the gift of intelligence."

There are many virtues but four are of leading importance to the person seeking to live and work successfully with people. They are consistency, sincerity, courtesy, and friendliness.

Sincerity is important, because it deserves friends. You can't talk your way into friendship in social or business life. If you are going to make friends, people must recognize you as worthy of friendship.

We feel more secure in our relationships with consistent men, even though they are always unreasonably demanding, than we do with men who are reasonable part of the time and unreasonable at other times. We can learn how to deal with the man who is consistent, even if he is consistently wrong, but we are utterly incapable of developing a strategy for the man who is guided by whims and notions.

Courtesy is the easiest quality to lift one above the crowd. Very often it is lacking in any masterful quality, but in it abides a wistful appeal that wins friends.

Friendliness with a person means that you have, over and above your general merit, some particular merit to that person. It means that even if you are not in position to benefit people materially you take pains to oblige them and show your amiable spirit. Xenophon, the historian, remarked: "It is far less difficult to march up a steep ascent without fighting than a level road with enemies on each side."





SHADES OF THE PAST

The picture was taken at Chanute Field, Illinois, in 1928. Left to right: Hubert H. Cross, Chief, Aircraft Service Branch, Region 2; unknown yardbird; and Robert W. Ray, Chief, Aircraft Engine and Shops Branch, Aeronautical Center.



Chet Sobczyk displays the gift presented by the ATC Branch for his Alaska trip. (White fur trimmed in mink tails)

SOBCZYK PUT ON ICE

Alaska Region gained a new District Supervisor this month with the departure of Chester J. Sobczyk for Anchorage. Sobczyk was brought to the Aeronautical

Center in 1952 from Cleveland, where he was an Airport Traffic Controller for many years. In 1954, Sobczyk instructed a team of controllers from Anchorage International Tower in Radar Traffic Control Procedures, at Oklahoma City. Later, he was invited to Anchorage to assist in commissioning the radar facility at Anchorage. While in Alaska, for four weeks, he accidentally caught six 30-inch trout while on a fishing trip one weekend, and returned to the States with a bad case of shock. This led to his bid to return permanently to see if it was true. Sobczyk was active in civic work (Lions Secretary, Beacon Editor) as he was in his job. He leaves many friends in Oklahoma City.



JOE BAILEY, TACKLE, AND UNTACKLED DORIS NICHOLS, MC.

BAILEY LEAVES CENTER FOR NEW POSITION

Joe W. Bailey who came to the Center as Personnel Assistant from the Veterans' Administration in May of 1951 transferred to the Washington Office June 19 as Placement Officer. Joe will be greatly missed here at the Center - we won't say goodbye because he says he will be back often, so good luck, Joe.



**RECENT CONFERENCE HELD AT PROJECT MATERIALS DIVISION
MAY, 1955**

A conference was conducted at the Project Materials Division regarding the National Dismantling Program of low frequency ranges and associated navigational devices. Those participating in this conference were left to right, front row: C. E. Wise, W-347, Wash. D. C.; H. C. Orville, LA-350, Los Angeles, Calif.; John H. Driver, FW-352, Ft. Worth, Tex.; C. R. Heran, FW-354, Ft. Worth, Tex.; J. P. Daly, NY-350D, New York; and Harry Bryan, W-170, Wash., D. C. Second row, from left to right, Miss Maurine Peaden, AC-700A, Aeronautical Center; W. E. Godfrey, KC-350S, Kansas City, Mo.; A. E. Horning, AC-2, Aeronautical

Center; R. R. Gamel, AC-747, Aeronautical Center; D. H. Cassidy, NY-360E, New York. Third row, from left to right, W. G. Ferman, AC-160, Aeronautical Center; Selmer R. Holte, W-180, Wash. D. C.; Garrison Costar, AC-745, Aeronautical Center; and R. W. Pulling, AC-700, Aeronautical Center. Back row, from left to right, Clyde L. Daniels, AC-755; Richard Wenzel, AC-702; Edward J. Milton, AC-710; Clark B. Affleck, AC-701; and W. A. Hielscher, AC-746; all of the Aeronautical Center. In addition to those shown in the picture, M. R. Herbert, FW-363, Ft. Worth, Tex. participated in the conference but had to

leave before the picture was taken.

Many problems regarding the Dismantling Program were resolved during the conference. A special tender covering the dismantling of facilities has been negotiated and the Program is now progressing.

Mr. Clyde L. Daniels recently accompanied the contractor on the first phase of this program, which took him up through the States of Montana, North Dakota and South Dakota. Mr. Daniels accompanied the contractor during the dismantling of the first group of facilities to assure the terms of the carrier's tender were being met as agreed upon.

FROM THE EDITORS---

ON EDITORS

In the "morgue" of the paper are buried the names and hard work of the previous editors. Arthur Schmitt started Volume I in April, 1950 with Bob Spear, now President of The Employees' Association which still sponsors the publication. Ray Orren, O. C. Comer, June Donceel, Ann Martin and Clyde Daniels were Associate Editors.

In February, 1951, Orren and Comer withdrew, with June Donceel (who has never completely left the staff), and Lyla B. Fisher became an Assistant Editor.

In September, Schmitt and Fisher were joined by Lois Bodine. Martin and Daniels moved down - Martin to Sports.

Asia Krause went to the top of the masthead with Editor Schmitt and Lois Bodine, in February 1952. Asia became Acting Editor for the June issue and Editor in August, adding June Donceel again as Assistant Editor.

Hattie Reeder joined the staff in October and stayed on until February, 1953. Lois Bodine then dropped out and Hattie replaced her. Chet Sobczyk joined the

staff in May.

June Donceel became Editor for the August, 1953 issue, when Asia Krause resigned. The Beacon suspended publication with this issue.

This recounting has not mentioned the perhaps fifty other men and women who have contributed to this paper, nor the work that those who are listed have done in other staff jobs. However, trite it may be, the Beacon has existed only because of them and will continue only so long as others like them help in reporting, preparation, printing, assembly, and mailing.

At the beginning of this year, The Employees' Association asked Chet Sobczyk to run the Beacon. A staff was assembled and a new format was developed.

As Editor, Chet Sobczyk worked hard and effectively to produce the two editions of the new Beacon, and a standard for later issues to follow. His successor, and the staff that worked with him, will do well to match his energy and equal this success.

Able Roger

WIRETAPPING

Last week, the Beacon put a not-very secret tap on the wires of the grapevine line. Each week, news that "won't wait" will be picked from Beacon reporters' stores, condensed, and printed in Wiretap - a weekly "poop sheet". Illness or death of friends is important to people, and often the grapevine switchboard is inefficient. Wiretap will help bring the cheer or comfort while it is still needed. News of new cars, homes, heir conditioning, next week's bowling schedule and last week's scores will be known while pride is still warm and interest high.