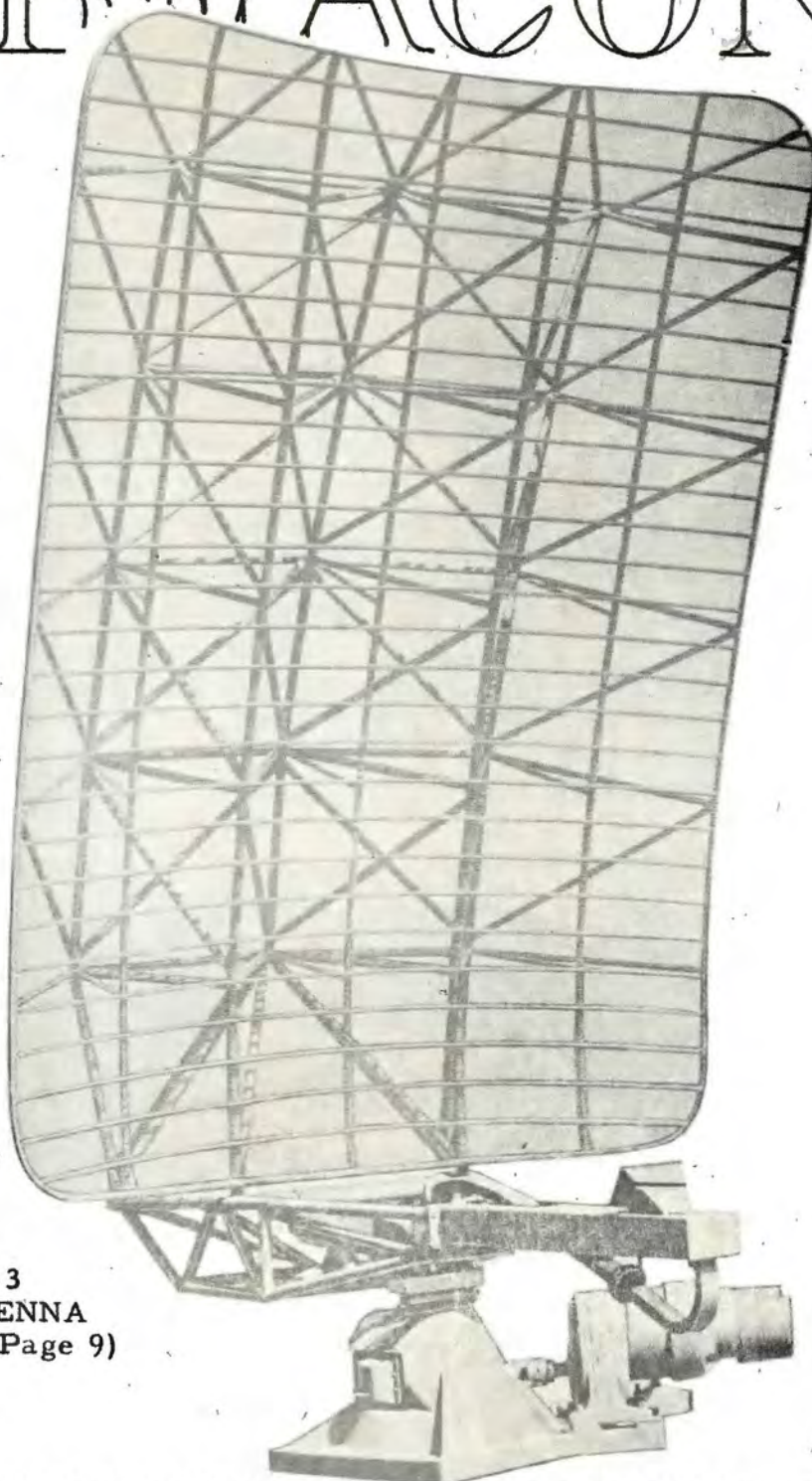


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JULY
AUGUST
1955



ASR-3
ANTENNA
(See Page 9)

EMPLOYEES' ASSOCIATION CAA AERONAUTICAL CENTER
OKLAHOMA CITY OKLAHOMA

EDITOR

Robert A. Riedel AC-380

PHOTOGRAPHY

Emory Williams AC-330

ARTIST

Asia M. Krause AC-300

ASSOCIATE EDITORS

Marguerite Farley AC-81

Margo Pickens AC-90

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PERSONALITY OF THE MONTH - *by Schmitt*E = William E. Lucey = mc^2

Just what the Einstein Equation (the tool of the physicist, which brought about the atomic age) has to do with William E. Lucy may seem obscure.

It is, except that this week Bill earns his B.A. degree in Physics at OCU. Also, the E in the formula stands for Energy, and Bill has an abundance of Drive and Energy. To put in a solid 8-hour work day, then study or attend night classes for several more hours each day - and continue like that for years - is no easy task.

Just a few weeks ago, Bill was named senior instructor in Facilities DME school.

Meeting and working with Jimmy was a big help in his career, Bill would say, but chasing electrons has been his hobby and daily work since high school days at Storm Lake, Iowa, around 1930 and after. He didn't know Jimmy at that time.

Look at this list of activities: amateur radio operator - 1934; radio serviceman and power company employee - to 1940; Iowa State Police radio engineer (1940-1942); Navy radio technician; radar instructor, CAA electronics maintenance technician; CAA radio engineer and DME instructor.

It was while Bill was with the State police that he first knew Jimmy, then War No. 2 came along and the Navy welcomed all "embryo electronic scientists". So, Bill proceeded through the Navy radio technician schools at Chicago and Corpus Christi.

That did it. Bill fell for the warmth of the Southland. So well did he do for the Navy at Corpus that they kept him on as radar instructor,

WILLIAM LUCEY (Continued)

and even after he was mustered out in 1945, they asked him to stay on as civilian technician. He obliged until 1948, when he "came home" to the CAA by inter-agency transfer to the Fort Worth Region. Jimmy had been at Corpus Christi, too -also doing some instructing.

It wasn't long before Bill bid into the Brownsville sector and, while there in 1949, he came to the Aeronautical Center as a student in ILS/VOR Class 11. Came another invitation to instruct and in October of that year he signed on board at Facilities Branch - first, with the Indoctrination School, then in the DME School, when it opened in 1950.

College? Oh, one year at Buena Vista College at Storm Lake, Iowa, another year or more at Del Mar College at Corpus and at Texas A & I, Kingsville. The rest was taken at the University of Oklahoma, with the last few courses at Oklahoma City University.

Congratulations, Bill!

Jimmy? Oh, her real name's Gladys. She's his wife.

DIRECTED STUDY STAFF COMMENTS GROUP INSTRUCTION PRACTICE

The staff of the Aeronautical Center is very happy to see the Group Instruction idea catching on among Directed Study Students in the various regions.

Our congratulations to the latest group to get together for mutual advancement and self-improvement; especially to their leader, Mr. C. J. Gunn of Fort Worth.

Group Instruction is a practical adjunct to direct supervision and self-study. It is a time saver when several technicians are taking the same course. It provides opportunity for frank discussions and group problem solving. It develops good judgment characteristics, provides time to motivate the student,

and leads to better cooperation among the technicians at any station. It affords an opportunity for the supervisor or group leader to check training progress and clarify matters which are difficult for some to understand.

KEMPF ATTENDS JET SCHOOL

John Kempf, Acting Chief of the Air Carrier Operations Branch, attended a USAF Jet Qualification Course at Craig Air Force Base, Selma, Alabama.

Mr. Kempf and W. Buril Barclay of W-258 were the first of 12 CAA personnel who will attend these classes.

The flight portion of the four-weeks course - transition, acrobatics, instrument flying, and night check-out - was taken in T-33's.

POST, JESSUP, KEMPF SEE UNITED AIRLINES FLIGHT SIMULATORS, TRAINING PROGRAM

Gordon Post, Norman Jessup and John Kempf, all of Aviation Safety, flew to Denver during July and visited the United Airlines Flight Training Division to observe their Flight Simulator Training program.

United has one Douglas DC-6 and one Convair 340 Dehmel Flight Simulator in Denver and one of each in Chicago. They also have three more Flight Simulators on order, two DC-6s and one 340.





GUY FAULKNER inspects tail surfaces of old acquaintance.



KEN ARCHER, DAVE BAKER, BILL BROWN, WARREN SMITH "hanger flying" Robin

GUY FAULKNER MEETS OLD FRIEND WHEN "ANCIENT" CURTISS ROBIN LANDS HERE

When a businessman landed at Oklahoma City, this month, on a trip from California with his wife and two sons, Guy Faulkner recognized an old friend: a 1930 Curtiss Robin he had licensed at the factory in 1930.

The sturdy old plane, now powered by a Continental 220, was licensed by Faulkner at the Curtiss-Wright plant, when he was stationed at St. Louis with the Bureau of Air Commerce. The original power plant was a Curtiss Challenger.

Faulkner, with Ken Archer, Dave Baker, Bill Brown, and Warren Smith, inspected The 25-year-old ship, still equipped with high-pressure tires, and tried to outnumber each other on experiences they had on this type "back when".



BILL BROWN ponders possibilities of modernizing by jet installation.

All the performances of human art, at which we look with praise or wonder, are instances of the resistless force of perseverance: it is by that the quarry becomes a pyramid, and that distant countries are united with canals. If a man was to compare the effect of a single stroke of the pick-ax, or of one impression of the spade with the general design and last result, he would be overwhelmed by the sense of their disproportion; yet those petty operations, incessantly continued, in time surmount the greatest difficulties, and mountains are levelled, and oceans bounded, by the slender force of human beings.—JOHNSON



SKIDMORE, JESSUP, WENZEL, MAXWELL WIN CAA AWARDS: F. M. Lanter, AC Director, congratulates Norman Jessup (center) as Cecil Skidmore, Richard Wenzel watch.

Cecil R. Skidmore, AC-131, received an additional award of \$40.00 for the adoption of his suggestion concerning a special socket wrench for disassembling trim tab drive unit C18S Beechcraft on a national basis.

Norman P. Jessup, AC-220, received a \$25.00 cash award for the adoption of his suggestion locally concerning improvements to the S-4 Dehmel Flight Simulator.

Richard A. Wenzel, AC-700, received a Certificate of Commendation for the adoption of his suggestion concerning having a Government designated physician located closer to the Aeronautical Center.

Ray A. Maxwell, AC-320, received a \$25.00 cash award for the adoption of his suggestion concerning improving method of identification of wires to their respective J-terminals.



EXECUTIVE SPEAR begins new studies

BOB SPEAR LEAVES AC FOR HELICOPTER OPERATIONS POSITION IN DENVER

After years of writing pages and pages on aerodynamic theory, coriolis force, collective pitch and cyclic pitch controls, and like subjects, Robert W. Spear decided to quit instructing and investigate civilian slicks like the Playboy he is reading in the picture.

Bob, who has been at the AC since February, 1947, resigned on August 12, to become a "high-level" official of Helicopters, Inc., Denver, Colorado. (Oxygen equipment available, we hope!

Through concentrated effort, and continuous promotion of the interests and development of the CAA Employees' Association and Employees' Credit Union, Bob made himself highly popular and greatly respected throughout the organization. As an instructor in highly complex technical subjects, Bob helped Aviation Safety Agents learn - and like it, too.

Bob also taught at Oklahoma City University night school, and was active in Boy Scouts and in other civic groups.



SPEAR CHEERS, Ira Taylor grins, Mrs. Al Krag gets down to business, on picnic.

Adjustment to the "outside world" was easy for Bob, as the picture shows. Although he expressed his sincere sorrow at having to leave, in a cartoon (withheld from publication) which he posted on one wall of his old office.

On August 13, Bob was given a sendoff picnic by over 150 AC folks, at Blackhawk Park, and a fine briefcase - with room for extra shirts, lunch, and other important business materials (Porter! Do Not Drop!)



Air Force Magazine

SUPER SEXTANT SOLD TO CENTER



KOLLSMAN PERISCOPIIC SEXTANT used by an air navigator is demonstrated by Guy Arnold, Policies and Procedures Branch, to C. R. Coachman, Chief, P & P, and W. W. Smith, Chief, Aviation Safety Standardization Division.

Air Carrier Operations courses will have the latest type aviation sextant to study, with the arrival here of a \$2000 Kollsman Periscopic Sextant.

Procured for Aeronautical Center use through the assistance of the Air Carrier Safety Division in Washington, the sextant has been mounted in a special rack for test and demonstrations. In actual use, it is mounted permanently in the top of the aircraft fuselage and enables the navigator to take celestial observations without the use of the plastic astrodome formerly found on most long-range aircraft. Since the transparent astrodomes on some pressurized transports have been known to blow out at altitude, causing the navigator to be catapulted from the aircraft, the periscopic sextant has a decided advantage from a safety standpoint. It also eliminates the optical error in the plastic astrodome as well as providing a steadier mount for the instrument.

The new sextant will be used in Flight Navigator Courses which is to be conducted soon for Air Carrier Operations Agents assigned to the International Region and supervising overseas air Carrier operations.

DALLAS AERO SERVICE LIKES AC WORK

N150 is back at the center after undergoing its 1000-hr inspection at Dallas Aero Service, Dallas, Texas. It now has a "new look" which can be seen from the inside as well as from the outside.

Dallas Aero was highly impressed with the condition of the Aeronautical Center aircraft. Their inspection did not bring out any maintenance discrepancies or other findings which would portray poor workmanship or maintenance.

The men at Aircraft Maintenance Branch have a right to be proud of this.

PMD MARKS 100% PARTICIPATION IN SAVINGS BOND DRIVE

PMD has reached a goal toward which all Divisions at the Center have been reaching. Every employee at PMD has an allotment for the purchase of Savings Bonds. PMD is the first major Division at the Center to reach this goal, and during the drive quite a few of the employees increased their allotments. Each employee at PMD has a right to be proud of this achievement as it is the result of the cooperative efforts of all of the employees.

DIRECTED STUDY CHIEF TO ATTEND LAX DISTRICT SUPERVISORS' CONFERENCE

John Straiton, Chief of Directed Study Section, Facilities, will attend the Los Angeles meeting of District Supervisors on September 12.

TRAVIS LEE TO RETIRE

Pop Lee, toolroom storekeeper at the PMD Machine Shop, has applied for retirement. He suffered a slight stroke on June 24, and after spending some time in the hospital, has been at home. He's feeling pretty good and is able to be up and around for short periods of time. Pop came to the Center in 1947 and has spent most of his time around the PMD Machine Shop. We wish him well, and hope he recovers fully so that he can enjoy some good fishing.

DISMANTLING PROGRAM ON SCHEDULE

The National Dismantling Program, in progress since about June 15, is proceeding according to schedules established through the cooperation of the Traffic Management & Records Branch at PMD and the contractor.

Here is the procedure being followed: A letter is prepared to the contractor listing the sites on the schedule. The Region concerned receives a copy of this letter with a notation giving the approximate date on which work will begin. First, the electronic equipment is removed from the facilities and transported to PMD. Then, a crew travels from site to site, dismantling buildings, towers, and other structure. Shortly thereafter, the materials are picked up and hauled to PMD.

The dismantling has been completed on approximately 36 sites. As soon as all materials are checked in at PMD and the paper work completed, the Regions will be advised so that they can terminate the leases for the property on which the facilities were located.

During June and July, PMD employees sent flowers to:

Mrs. Earnest Morrison
Miss Beatrice Hoebing
Mr. Burnest Blankenship
Mr. Travis Lee
Mr. Dallas King

CLYDE DANIELS SWAPS TITLES IN MOVE FROM PMD TO AIRCRAFT BRANCH POSITION



DANIELS GETS PMD'S GIFT FROM VAUGHN

Clyde Daniels, who has been Chief of Electronic Materiel Engineering Branch at PMD, got a boost in August to the Aircraft Branch, where he is now Chief of Electrical/Electronics Section.

Clyde came to PMD from FTW in February, 1949. PMD wished him the best of luck in his new job, on August 12, when the gang had cake and coffee with him, and presented him with some "going away" gifts to wish him "chumba hopaki."

SCHRADER RETURNS FROM WASHINGTON

Norman W. Schrader, Air Carrier Operations Branch, returned to the Aero Center August 1 from a 3 week tour of duty assisting in the Washington office.

Mr. Schrader reports that the tour was not only educational, but he was able to offer some assistance in writing a new section of the MOP pertaining to the establishment of Federal Airways, approach procedures, etc.

Some time was also spent in the study of questions relative to revising the ATR written examination.

FACILITIES TO INSTALL ASR-3

The Facilities Branch Radar School is looking forward to the arrival and installation of a new ASR-3 Airport Surveillance Radar System to be used for training purposes. Fingers are being crossed, however, as the original delivery date was last March 15, and is now set for September 1.

The ASR-3 is the newest of CAA's Airport Surveillance Radars, and has a number of improvements over the ASR-1 that is presently being used for training purposes.

Its dual channel equipment, having duplicate units for practically everything except the antenna, provides a big advantage to maintenance personnel, as one channel can be in normal operation while the other is undergoing preventive or corrective maintenance. Dual operating consoles make it almost like having two radars, as far as the operator is concerned. One console can be used for handling inbound traffic, while the other is being used for outbound traffic.

It has video mapping, by which a map is electronically inscribed on the face of the indicator tube, eliminating the parallax that occurs when a map overlay is used.

Like the ASR-1, the ASR-3 is a Moving Target Indicator type radar. This system eliminates all echos from stationary targets, such as trees, hills, towers, buildings and etc., and presents to the operator only those targets that are in motion. This makes it easy to locate and track aircraft echos, which might otherwise be lost in the "clutter" from stationary targets. The ASR-3 can also be used for normal radar, displaying all targets, whether stationary or in motion.

The ASR-3 is manufactured by the Radio Division of Bendix Aviation Corporation, Baltimore, Maryland. 20 units will be manufactured on the contract with CAA. The prototype unit was installed at Baltimore, and following this installations have been made at Knoxville, New York (LaGuardia), New York (Idelwild), Washington, Chicago (O'Hare), and Denver. Installations are now being made at Los Angeles, Long Beach, and Burbank. The Aeronautical Center is next on the list.

The Facilities Branch is all set for the installation. A building has been provided, with conduit, wiring, and switch-boxes installed. The tower for the antenna has also been completed. The course material to be used in teaching the ASR-3 is in the final stages of completion, and the course on the ASR-3 will probably be added to the curriculum beginning with Radar Class 108. Present plans list Bob Brown and Harold Scott as the instructors who will begin the ASR-3 training.

Opportunist—A person who never does anyone any harm unless he can do himself some good.

Love graph



THE AGE

AC Men and their work: Rufus Cox

STEEL COMES TO LIFE AT PMD

A steel tower may just be an item on a stock record card to many people, but to Rufus Cox, Chief Storekeeper at the Steel Yard at PMD, it is almost a living thing and instead of arms, legs, etc., it is made up of structural members, nuts, bolts, insulators, and other parts. Rufus has been working with structural steel at PMD since 1948. His steel yard covers about 2 acres, in the area just north of Building No. 225. J. R. Huffman and Ray Humphreys work with him in the operation of the yard.

Surplus structural steel and dismantled towers are received from the Regions and stored in the yard. Rufus has drawings for all types of towers, and from the materials received he assembles parts for complete towers. Each of the more than 300 pieces (for a 51' tower) is marked with an ink pencil with the part number as shown on the drawings. Included in the 300 pieces are approximately 225 pounds of bolts used in the assembly of the tower. When a tower is to be shipped out, all parts are gathered together, and the steel is bundled. If more than one tower is going on a shipment, each tower is color coded with paint so that all parts of each tower are marked with different color, so that separate identification of each tower can

be made.

What becomes of other surplus structural steel, or the steel from obsolete towers? This material is used for fabricating special towers, counterpoises, etc. Recently, steel from 25 obsolete counterpoises was used in fabricating the later model of counterpoise. Fabrication work for such construction is performed at the PMD Structural and Mechanical Modification Shops, with Rufus furnishing the steel for the job. Unless items of this kind are to be shipped immediately, they are returned to Rufus after modification, and he stores them for future shipments.

The National Dismantling Program in progress will result in the steel yard receiving steel from approximately 30 beacon towers, 40 counterpoises from F. M.'s and also some SRA towers. Rufus says this will be about as rough as the first job he had when he came to the Center. He recalls going to work at a building into which steel, nuts, bolts, and washers were piled high and deep, and it was his job to sort out all of the items according to size, etc. To get away from it all, Rufus spends his leave time fishing, a sport which he enjoys and likes to talk about. However, this summer he took off and went east, where he saw his first major league baseball game and he is rapidly becoming an avid fan.



HIELSCHER REPORTS AIR FORCE ASSOCIATION CONVENTION OBJECTIVES FOR 1955

Bill Hielscher of W/D attended the ninth annual National Convention and Reunion of the Air Force Association held in San Francisco August 9-14.

Besides recalling his good time visiting Fisherman's Wharf, Chinatown, Top of the Mark, riding the cable car, etc., Bill made the following report regarding the convention:

"More than 2,000 Air Force veterans, military personnel, representatives of industry and other boosters of airpower attended the convention.

"The Air Force Association is an independent, non-profit, airpower organization.

"Its objectives are threefold:

- (1) To assist in obtaining and maintaining adequate airpower for National security and world peace.
- (2) To keep AFA members and the public abreast of developments in the field of aviation.
- (3) To preserve and foster the spirit of fellowship among former and present members of the United States Air Force.

"The association is now composed of more than 40,000 former and present members of the United States Air Force. It stages its annual meeting with three objectives in mind: To focus maximum attention on American air power; to establish the policies and elect officers and directors of the Association for the coming year; and to renew aviation friendships.

"The newly elected president is Gill Robb Wilson, Editor and Publisher of 'Flying' magazine, one of the nations foremost aviation authorities.

"Approximately seventy proposed resolutions were reviewed and voted on in the business meetings of the convention.

"Several resolutions of general interest were passed. One was a petition to the Air Force Board for the correction of

Military Records to review the injustice done to Colonel William Mitchell and to expunge from his record the verdict of the Court Martial rendered on December 18, 1925. Another on the same subject was a resolution to have the Congress of the United States enact legislation conferring posthumously on Colonel William Mitchell the rank of General of the Air Force in recognition of his pioneer role in causing the acceptance of airpower as an instrument of national policy.

"The following resolution was approved and represents one objective of the Association:

"WHEREAS, the principal deterrent to Soviet aggression against the United States is a strong and dynamic United States Air Force, and

"WHEREAS, the military strength of the Soviet Union, particularly in the air, has shown an alarming qualitative and quantitative improvement, and

"WHEREAS, the time-table of the Air Force build-up program has been upset and to a large degree nullified by recent Soviet military achievements, and

"WHEREAS, this country has consistently under-estimated Soviet capabilities to develop aircraft capable of launching atomic and thermonuclear attacks against the United States as shown by Soviet development and production of a long range jet bomber comparable to our B-52, and

"WHEREAS, the maintenance of American air superiority over the Soviet Union is imperative if the nations of the free world are to withstand Soviet aggression, and

"WHEREAS, the existing force goal for the United States Air Force was established against a background of Intelligence estimates which have since been proven to be grossly inadequate, now, therefore, be it

"RESOLVED: That the Air Force Association petition the Congress of the United States and the Joint Chiefs of Staff to re-appraise the existing force goal for the United States Air Force in the light of the latest Intelligence estimates."

YOU CAN BECOME A WIDOWER, TOO! HERE ARE THREE EASY RULES TO USE

1. Just a little too fast into the turn.
(In Oklahoma, safe turn speeds are not marked; in other states, try about 10 over the posted speed.)

Highway Accident Victim Dies While Enroute to Hospital

STATE TRAFFIC DEATHS
1955 to date, 354; August, 33
1954 to date, 339; August, 28

Chickasha, died Thursday night enroute to an Ardmore hospital from a skull fracture received in a traffic accident two miles west of Manns-ville on U. S. 70.
Driver of the car, 63, of Chickasha, was taken to the Memorial hospital in Ardmore. The extent of his injuries were not determined immediately. Trooper Obert Bennett said the driver lost control of his car on a curve and crashed into a 15-foot ravine. Resident of Chickasha for

2. If you run off the road, run back on.
(This will take you into the opposite lane, or onto the other shoulder - where you get a free try from a different position.)

Trooper W. H. Bailey said the driver came over a hill and was unable to stop before plowing into a herd of cattle on the highway. The driver was thrown from his car by the impact.
The driver was killed when his pickup truck overturned on SH 19 a mile east of Pauls Valley. He was alone in the truck.

Trooper John Eddleman said the driver ran off on the right shoulder, lost control and veered over the left. The truck rolled over 1 1/2 times and landed upside down. The Ford was pinned underneath the wreckage. He died a short time after being admitted to Lindbergh Memorial hospital at Pauls Valley.

When you
can't stay
in the
seat,
you
can't
steer,
either.

Oklahoma City, with four fatalities, was the bloodiest town. Tulsa and Wilburton, with one each, shared the city street black marks.
30 Counties Affected
Other deaths numbered 18 on state highways (SH 40 and SH 11 were worst offenders) and 10 on county roads, with the balance on U. S. highways.
The death march covered 30 counties, led by Oklahoma county with 14. Two-car crashes claimed 21 lives; seven fatalities were pedestrians, two died in car-train wrecks, 15 were cases in which a single car ran off the highway; five persons died by crashing into trees and other fixed objects; one driver struck a cow and five died in other one-car smash-ups.

Some of
these
didn't
have to
die!

3. As long as you can keep awake, keep at it.

(You can do 800 miles in an easy fifteen hours. I know a fellow who made New York without stopping. Drank coffee all the way.) Want to be the example for this?

Give the kids and yourself a break, though. Without a mother, they'll depend more on you. Put seat belts in all but the "death seat" (right front).

-And if you can think of better rules for your family driving, post them on the kitchen door, read them every day, and put in seat belts for everyone just in case.

To help you get seat belts in your car, the Employees Association will furnish automotive seat belt kits at a substantial discount during the rest of the year. CAA strength requirements and Cornell Aeronautical Laboratory safe installation specifications are met by the units available. (Even caries better to it!)

Want a sales talk? Read the papers.

Write 380-BEACON, or phone 318.

NEXT ISSUE: Ron Pulling writes about the Rentzel-Borum Plan and the AC - More on Outstanding-rated AC men and women - and other important stories. Look for it!

THREE FACILITIES RESIDENT COURSES BEGIN LONGER TERMS

The recent extensions in time allotted three of the four resident training courses at Facilities Branch were in full effect when ASR/PAR class 107 convened August 15 for a 12-week term. The 100 series of classes, which began in April, 1954, were originally scheduled for nine weeks.

DME class 110 is rounding out an 8-week term for a course which formerly was compressed into six weeks.

ILS/VOR Class 111 is a little more than half completed in its new term of nine weeks. The course has been set at six- or seven-week terms.

All three courses were extended to provide more time for laboratory work and study time.

MARTIN IS NEW DME SCHOOL INSTRUCTOR JENKINS MOVES TO WASHINGTON

Mervyn W. Martin, formerly supervisor in electronic maintenance at Tulsa, joined the instruction staff at Facilities Branch DME school, Monday, August 15.

Martin fills a vacancy left by K. A. Jenkins, who transferred several weeks ago to the Pulse Equipment Section in Washington.

W. E. Lucey, for many years an instructor in the DME program, has assumed the position of Senior Instructor. (See "Personality of the Month")

FACILITIES VISITORS

C. S. Bartholomew, Chief of Project Coordinating Group, Air Navigation Development Board; N. B. Frank, member of the same ANDB Group; and A. R. Ashley, Chief, Facilities Maintenance Branch, Region 1, visited Facilities Branch during their attendance in current classes of the Air Traffic Control familiarization course.

During their official visits, new developments in Washington and in Region 1 were discussed with staff instructors.

Over the weekend of August 5-6, with Facilities Chief C. W. Mueller, Frank and Ashley were guests of Walter Hill, Branch resident school chief, at his Lake Texoma cabin, for boating and swimming.

Millard Hargreaves, International Region (and former Chief, Establishment, Region 6) visited Facilities on August 8 and 9, obtaining training material and information on training methods for use in his assignment to Pakistan.

Southern hospitality was extended to a neighbor from the south, during the visit of Commander Carlos F. Bosch of the Argentine Air Ministry.

Commander Bosch is the supervisor of Mario V. Sarli, who attended ILS/VOR training in Class 105 last fall. Bosch reported that Mr. Sarli has found opportunities to make good use of training information during acceptance tests of ILS equipment manufactured in the U. S.

AVIATION SAFETY CLASSES

Class ACO-12-5 - Operational Application Transport Category Requirements
6/20/55 - 7/1/55

Behrens, A. J.	Teterboro, N. J.
Dye, T. H.	Aero Center
Hand, F. E.	Fort Worth, Texas
Schrader, N. W.	Aero Center

ACO-12-6 - Operational Application of Transport Category Requirements
7/25/55 - 8/5/55

Cornehl, R. F.	Midland, Texas
Perry, W. B.	Barbuck, Calif.
Williams, C. E.	Denver, Colo.

ACO-12-7 - Operational Application of Transport Category Requirements
8/8/55 - 8/19/55

Stacy, C. F.	Miami, Florida
White, H. R.	San Francisco, Calif.



**RUDASILL AND HUTCHINS RECEIVE
OUTSTANDING PERFORMANCE RATINGS**

N. H. Rudasill (center) and T. K. Hutchins (right), Flight Test Engineering Instructors in the Flight Test Branch, are shown above receiving notification of Outstanding Performance Ratings for the past year. The approved ratings were presented last week by Warren W. Smith, Chief, Aviation Safety Standardization Division. The Outstanding Ratings were based on exceptional performance in all phases of their work in the past year, but particularly as a result of outstanding effort in connection with the C-46 Characteristics and Performance Training Program, which was conducted for personnel of the U. S. Border Patrol and representatives of certain large, irregular air carriers.

Both men repeatedly conducted take-offs with the C-46 during which one engine was rendered inoperative while the aircraft was still on the runway. Take-off was continued successfully on one engine, thus demonstrating proper techniques to be utilized under emergency conditions of engine failure on take-off. This work is quite hazardous since the performance of this aircraft is marginal in this condition and failure of the remaining engine might result in an immediate crash landing.

We have been advised by the President of the Aircraft Engineering Foundation, sponsors of the air carrier phase of this program, that there has not been a single C-46 fatality since the institution of the program which could be attributed to faulty pilot technique under emergency engine failure conditions.



WARD, GREWELL, BOLYARD, SULLIVAN
OUTSTANDING IN FEDERAL AIRWAYS DIVISION

Mrs. Larry J. Ward, Jack W. Grewell, Perry S. Bolyard, and John L. Sullivan were presented, this month, with notices of rating for outstanding performance of duty in their positions with Federal Airways Standardization Division.

The announcement, by W. H. Hill, Chief of the Division, stated that although the four received their ratings on the basis of overall outstanding performance, special emphasis was placed, in the recommendations for the awards, on particularly notable work deserving special comment.

Mrs. Ward was commended for exceptional interest and initiative in assuming responsibility for a major portion of the engraving and drafting work of the Technical Services Branch, thereby enabling technicians and engineers to devote a greater portion of their time to more complex duties.

Special mention was made of Sullivan's

leadership in conversion of laboratory techniques and facilities to permit incorporation of the latest methods and policies in Air Traffic Control instruction.

Mr. Bolyard's work in the development of recommendations for ANC Procedures for the Control of Air Traffic, his further contributions as a member of an inter-agency working group to finalize and publish this work, and his leadership of a committee responsible for development of important material to be used in the ATC training courses were emphasized as examples of outstanding contributions in fulfilling the responsibilities of the Air Traffic Control Branch.

Mr. Grewell, Chief of the ATC Branch, received special mention for his work in planning and development of the ATC Short Course for indoctrination of staff and management personnel in fields associated with, but not operating, air traffic control. The Short Course has contributed materially toward better understanding of the complex air traffic control problem.

FACILITIES BRANCH STUDENTS - AC-330

COMMUNICATION EQUIPMENT CLASS 63

July 11 - September 30, 1955

Beyene, Berhane	Ethopia
Belayneh, Getachew	Ethiopia
Evans, Harvey E. Jr.	Oswego, Kansas
Fisher, Loren H.	Everson, Wash.
Mikail, Kamel Ishek	Egypt
Long, Robert	N. Canton, Ohio
Mikhael, Naguib M.	Egypt
Mohling, Charlie J.	Leedey, Ohio
Owen, James N.	Elk City, Ken.
Ven Buskirk, Raymond	Lincoln, Neb.

ILS/VOR CLASS 111

July 18 - September 16, 1955

Adams, John R.	Alma, Ga.
Ferreira, Sergio	Brazil
Keasler, Carlos A.	San Lorenzo, Calif.
McDaniel, James A.	Sneads, Fla.
McGuire, Herbert B.	Rockford, Tenn.
McMullen, Paul N.	Rock Springs, Wyo.
Rittmeister, Haroldo	Brazil
Smith, Robert S.	Norfolk, Va.
Sonna, Leno A.	Berwyn, Ill.
Spencer, Rex A.	Cleveland, Mo.
Urrutia, Anibal E.	Panama
White, Samuel R.	Alexandria, Va.

DME CLASS 110

July 18 - August 26, 1955

Anderson, Ralph	Sandston, Va.
Burke, Wm. J.	Latham, N. Y.
Cottle, Elmer C.	Malden, Mo.
Erman, Robert J.	Joplin, Mo.
Geissler, Frank L.	New Orleans, La.
Hansen, Ruben L.	Livingstone, Montana
Hobbs, Gerald R.	Red Bluff, Calif.
Horn, Francis H.	Great Falls, Mont.

DME CLASS 110 - Continued

Jones, Billy H.	Tulsa, Okla.
Mickel, Eugene P.	Miami Springs, Fla.
Ranspot, John W.	Austin, Tex.
Whitaker, Frank R.	El Dorado, Ark.

ASR/PAR CLASS 107

August 8 - October 28, 1955

Cummings, Luther J.	Seattle, Wash.
Deen, Edward O.	Erlanger, Ky.
DeWolf, Laurence R.	San Mateo, Calif.
Esposito, Salvatore	Baltimore, Md.
Guokas, Vytautas S.	Milwaukee, Wis.
Noble, Joseph S.	Washington, D. C.
Perkins, Ralph O.	Denver, Colo.
Pritchett, John E.	Oklahoma City Okla.
Smith, Clyde L.	Plainfield, Ind.
Sullivan, Wm. P.	Linden, N. J.
Walthers, Raymon H.	Richmond, Calif.

CANADIAN AIR CADETS VISIT AC

Squadron Leader Norman Keen, RCAF, and Mr. C. E. Bryant, member of the board of directors, Air Cadet League of Canada, visited the Aviation Safety Standardization Division on August 8, with 26 air cadets participating in an air cadet exchange program.

The cadet group, representing nearly every Canadian province, was accompanied by Col. W. H. Shockey, Wing Commander of the Oklahoma Civil Air Patrol, whose organization is host to the visiting cadets.

DALE CRAWFORD LEAVES CENTER

Dale Crawford, for three years in the General Operations Branch of the AC, transferred on July 12 to the ASDO in Harrisburg, Pennsylvania.

The flight section of Aviation Safety gave Crawford a farewell party, and presented him with a gift.

ATC STUDENTS

SHORT COURSE, Class TS-32

ANDERSON, James E.	Major
BRIDGES, Joe R.	Major
BURTON, E. W.	CAA
CORTS, David T.	Major
DORGAN, Harold K.	Major
GILLASPY, Edwin A.	CAA
HOLLAND, Warren	Capt.
KITZEROW, Donald J.	CAA
MAGGART, Robert E.	Major
MASDEN, Ward B.	CAA
MERCIER, Paul J.	CAA
TEWES, Gerald F.	2d Lt.
SHERMAN, Robert S.	Capt.
VAGIAS, Louis, C	Capt.
VAUGHN, Eugene H.	CAA

SHORT COURSE, Class TS-33

AUGER, Elvin C.	Capt.
BACON, John P., Jr.	Capt.
BATTLE, Richard P.	CAA
BOGGS, Charles A.	CAA
CASTLE, John A.	Lt. Col.
CHAURET, Colin J. N.	Major
DAVID, Raymond E.	Capt.
LASKY, Herbert	Lt. Col.
LINDSEY, Frank R.	Capt.
MAGRI, Michael	Major
MORRIS, William J.	Capt.
NOGGLE, Anne	1st Lt.
McQUOWN, Anne	CAA
OWENS, Robert C.	Major
POTTER, Clair W.	Major
PRESTON, Wilmer L.	Capt.
SWARTZ, David C.	Capt.
STELLINI, Edward	1st Lt.

SHORT COURSE, Class TS-34

ARNOLD, James W.	CAA
ASHLEY, Arthur R.	CAA
FRANK, Nihle B.	CAA
OSTER, F. L.	CAA
UNRUH, Franklin T.	CAA
WAITER, Carl P.	Colonel

SHORT COURSE, Class TS-35

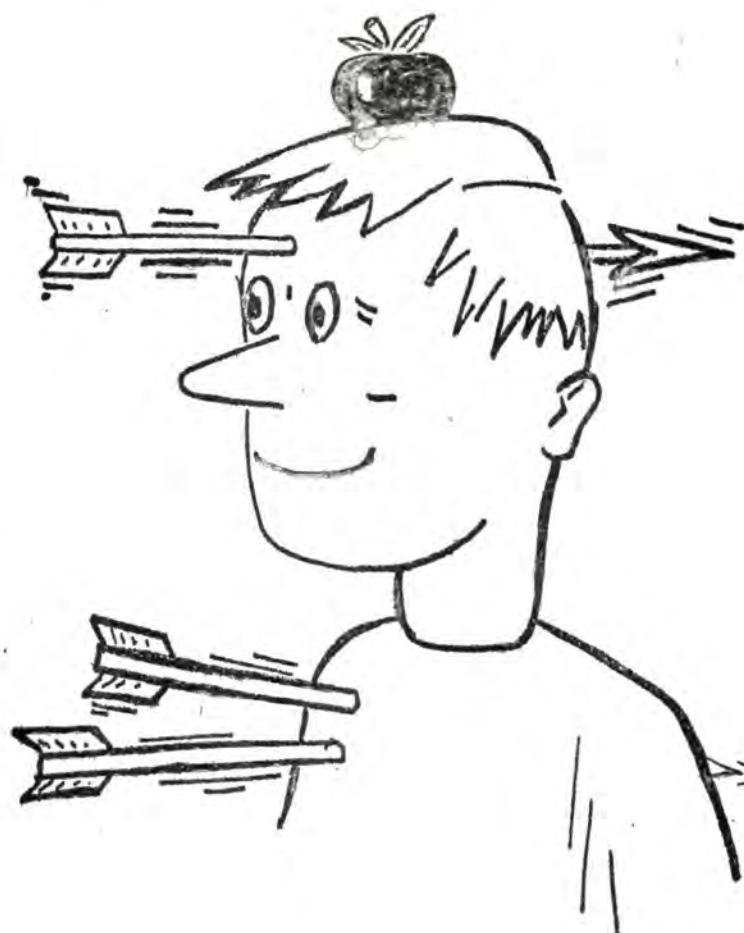
BARTHOLOMEW, Chester S.	CAA
GAYLE, Ernest L.	CAA

GORSUCH, C. C.	CAA
GROSH, Charles G.	CAA
KOHIL, C. B.	CAA
LOGAN, Arthur L.	Colonel
SCOTT, W. W.	CAA
SINK, George G.	CAA

LONG COURSE, Classes TU-40, 41, and 42

ANDERSON, Arthur B.	Capt.
BORRIS, Roger J.	2d Lt.
BRAND, Howard K.	Capt.
BOWLES, James L.	2d Lt.
BOWTHORPE, Benjamin W.	2d Lt.
BURTNER, Robert W.	Capt.
CARRUTHERS, Buell,	2d Lt.
CAPTER, Horace M.	Capt.
COITRAIN, Joe E.	2d Lt.
COOSE, Richard M.	Capt.
CORDLE, Robert L.	2d Lt.
EIMER, Dean A.	2d Lt.
EVANS, David C.	Capt.
FOLWELL, Nathan T. IV,	2d Lt.
FUNAI, Donald K.	2d Lt.
GESSNER, William J.	1st Lt.
GRAVES, John W.	2d Lt.
HANNA, Jay H.	Capt.
HARRIS, Robert M.	Capt.
HOLZMAN, Martin E.	Capt.
ISPESTER, Thomas J.	2d Lt.
JENSEN, Donald E.	2d Lt.
JONES, Robert H.	2d Lt.
LUCE, Warren W.	Capt.
MACK, Louis,	Capt.
MAUPIN, Giles B.	2d Lt.
McGREW, Stanley E.	2d Lt.
NAUSS, Donald C.	2d Lt.
NICHOLSON, Eddie N.	2d Lt.
NORTON, Charles E.	1st Lt.
PETERMAN, Don A.	Capt.
PITTENGER, Eugene W.	2d Lt.
RABKE, Earl C.	Capt.
RATLEY, Barry D.	2d Lt.
REYNOLDS, John R.	Capt.
RICE, Ernest C.	
RIPLEY, Roy L.	2d Lt.
SHAFFER, Dale V.	2d Lt.
STEVENS, Jack W.	2d Lt.
SUGGS, Neal E.	2d Lt.
SURYAN, Eugene G.	2d Lt.
TRAINER, Charles E.	2d Lt.
VARNUM, John W.	2d Lt.
UNDERWOOD, Harold W.	2d Lt.
WHITED, Leo J.	Maj.
WILLIAMS, Alvin L.	2d Lt.

KEEP SMILING



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