

BEACON

JANUARY
FEBRUARY 1956



The pilot (right) of this middle-twenties hot-rod is now the very efficient Chief of Flight Test Branch at the Aeronautical Center. Who is he?

See "PERSONALITY OF
THE MONTH", Page 2

CAA Employees' Association

**CAA AERONAUTICAL CENTER
OKLAHOMA CITY, OKLAHOMA**

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PERSONALITY OF THE MONTH - by June Donceel



Dave Baker, Chief of Flight Test Branch

It appears that the keynote in the life of our "Personality" has been: If it is flyable, he has flown it or will fly it.

Dave Baker was born in Rockwell City, Iowa, on July 17, 1907, but moved to Nevada, Iowa, at the ripe age of 6 years. He completed high school in Nevada, and attended Iowa State College.

Even during his early years, he was aspiring to a life in the sky by riding his motorcycle. He stood on it, guiding it by swaying his body to one side or the other. Upon the "advice" of the Mayor, he traded the motorcycle for the automobile shown on the cover. Here his engineering talents came to light. He stripped it, souped it up, shortened the body, and otherwise improved it.

Upon leaving college, he went to work for Robertson Aviation in St. Louis in 1927. There, he learned to fly in World War I surplus equipment - mostly "Jennies" (Curtiss JN4E) - building up enough time to obtain his Transport license: No. 713.

He then became Chief Pilot for the Bridgeton Aircraft Corp. at Lambert Field.

During the winter of 1930-1931, he "barnstormed" through Texas and adjacent states, returning to Iowa in the spring to operate the Spirit Lake airport with a "Triad". The "Triad" was built in Carroll, Iowa, with one wing and three five-cylinder engines. Only one was built.



Qualifying for Transport License 713



Lambert Field., St. Louis, about 1928



Three engines were encouraging to pilots twenty-five years ago. Left to right: Mr. Humphries, Mr. Baker and Mr. Boesh, standing in front of the "Triad", at Spirit Lake, Iowa, 1931.

In the fall of '31 he went with radio station WMT at Waterloo, Iowa as pilot. During his spare time he operated the radio control. In 1935 the station owner sold the station, and since he had no plane to fly, he continued to work at the station as an engineer.



Radio Broadcast Engineer Baker, 1931-35

About this time he decided he had had enough of flying and moved to Charles, Iowa, as service manager for the Oliver Farm Equipment Co., where he stayed 4 years, conducting schools on servicing tractors throughout the United States and Canada during the winters.

As we said, he decided to give up flying. However, he says (with a sly grin) he had a few students that he instructed on the side weekends and evenings.

Then World War II came on and he was re-rated as an instructor. Along about this time he was sworn in with CAA. His first assignment was in the District Office at Lambert Field, as flight supervisor of CPT for a year. He was then transferred to Kansas City as Chief of the Flight Branch, CPT, in April, 1943; then in the fall of 1943 transferred to the Washington office, still with CPT.

In August, 1944 he was transferred to Aviation Safety and sent to the Flight Test Base at Dayton, Ohio and later to Augusta, Ga., where he tested military surplus planes.

He returned to Washington in 1946 as Chief of the Flight Test Section; in the summer of 1949 he transferred to the Center as Chief of our Flight Test Branch which job he now holds. This brings us up to date but is not the whole story.

In 1947 he went through Air Force jet transition training and was checked out on the F-80. In the picture with him is Bob Ford, who also attended the course. Mr. Ford is in the Flight Test Branch in Region 4.



1947: F-80 checkout (with Bob Ford, LA)

In 1951 Mr. Baker attended an Air Force test pilots' school at Edwards Air Force Base, Muroc, California, and completed their course on stability and control.

In the course of the interview it was learned that in addition to the conventional type aircraft, Mr. Baker has flown seaplanes, gliders, and has acquired approximately 30 hours helicopter time.

Now for the vital statistics, he is married to Janie, who is a strapping 4'11", as compared to his 6'2". They have been happily married for 27 years and have a married daughter, Ann, who teaches kindergarten in the City Schools.

Dave's special interests, other than flying, are cooking, fishing and bowling.



Basic Glider in 1930

NATIONAL DISMANTLING PROGRAM

The National Program for Dismantling of discontinued facilities is substantially complete. One site is yet to be completed, some sites to be restored, and release letters are needed from a few property owners. This program consisted of dismantling 103 discontinued facilities, and transporting the materials to PMD for use in future programs.

The effectiveness of this program resulted in a continuing program for PMD. There are still some discontinued facilities remaining in the Regions, and others scheduled for discontinuance in the future, and PMD will arrange for dismantling of some of these facilities and transporting the materials to PMD on an individual basis, whereas others will be grouped and made into a program to effect considerable economy for CAA. At the present time, arrangements are being made to dismantle some towers at Smithville, Tennessee.

Materials received from discontinued facilities consist of electronic equipment, such as transmitters, receivers, etc., and structural materials such as engine generators, counterpoises, tower steel, etc. The electronic materials and engine generators are overhauled in PMD shops to prepare the equipment for future use. The steel from the towers is stored in the PMD steel yard and converted by the PMD Structural and Mechanical Modification Shops into new structures, such as towers, counterpoises, light lane supports, etc., for future projects.

AC-132 SHOWS RESULTS



No. 3 USAF ship, completed. (Note radar housing in nose.)

Aircraft Maintenance has been kept busy coping with weather factors - ice, snow, wet and chill, in completing the acceptance check and repair on the #3 USAF aircraft.

Work was completed on USAF 904 in advance of schedule, including repairs on findings of the inspection, and 1000-hr. check. New control surfaces were installed after the wings were removed for cable changes, and many other improvements were made.

Monroe A. Ebner isn't horn-blowing about his crews, but he's proud of them anyway. "No news, around here, is good news", and "Quiet water is often deep." Corny, he says, but accurate for AC-132.

"...To enjoy good human relations we need to recognize the craving of people for personal recognition. They desire prestige. By giving them a sense of importance we attract them to us, arouse their interest in our ideas, and make them eager to help us bring our plans to fruition."

"...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..."



"Charm School" gets low-down on C-54 hydraulic landing gear.

FLIGHT INSPECTION PERSONNEL ATTEND WASHINGTON DATA PROCESSING CONFERENCE

The VOR Data Processing committee completed the second and final meeting at CAA Washington headquarters the week of February 6. Norman Hodgkinson, Chief, Flight Inspection Branch, and Harold Maloy, Data Processing Center, attended as representatives from the Aeronautical Center. All recommendations made by the committee were approved by the Flight Inspection Division, which will result in placing an additional workload and responsibility in the Data Processing Center. In order to handle this added workload, recruitment is planned for three additional personnel, two Navigational Aids Analysts and one typist. All recordings will now be processed through the Data Processing Center, which will allow the Flight Inspection Branch to take a very active part in preparing the flight check reports for various facilities that are worked on.

The meeting in Washington was attended by all regional Flight Inspection Branch Chiefs and they discussed the CAA Flight Inspection Training Program for 1957. It is planned to start action immediately preparing curriculum and recruiting personnel to handle this program, which is to be located at the Aero Center.

PMD PERSONALITIES

Way back in 1952, the Washington Office secured some surplus teletypewriter equipment from the Army, and the Regions had some of this equipment in their warehouses. PMD was designated as the central point to which all of this equipment was shipped, and a Teletypewriter Modernization and Repair Shop was established at PMD. In order to find a foreman for this shop, announcements were sent out telling of the vacancy. Mr. Eugene J. Hill, an Electronic Technician for the CAA at Albuquerque, New Mexico, was the successful bidder, and he transferred to PMD in May of 1952, and work was started in the modernization and repair of teletypewriter equipment.

Gene has had a colorful career, with Private industry, and with the CAA. He was born in Peaster, Texas. In case you don't know where it is (Gene says it isn't even on the map), it is about ten miles northeast of Weatherford, Texas! We won't give the year, and even though he has a few gray hairs, and is a grandfather, he's still a pretty rugged individual. Gene has two children, a boy and a girl, and the girl presented him with a grandchild about eight months ago.

Someone may ask about now, didn't PMD ever get all of the surplus teletypewriter equipment overhauled yet? Yes, we have, and the original work order has been supplemented to include overhaul, modification, and modernization of all of the Landline Equipment used on CAA establishment projects. This includes SECO (Sequential Control Equipment, MEDIS (Message Diversion Equipment), Remote Control Equipment, Voice Recorders, Station Amplifiers, and Wind Equipment. All of this equipment comes to PMD from discontinued facilities, or from facilities which are being modernized. The name of the Shop has been changed to the Landline Equipment Modernization and Repair Shop, to more nearly describe current activities.

A recent review of the work accomplished indicates that in less than four years, equipment valued over \$250,000 has been renovated and returned to active use in CAA by the Landline Shop. The cost of all shop labor and supplies during this same period amounted to less than a fifth of this amount. Quality, production, and economy certainly describe this shop's achievements.

Gene's first job was with Western Union at Fort Worth, Texas. He was there for five years. Now here's something you all didn't know: For 17 years Gene was with a brokerage firm in New York City, and he was a member of the crew which installed the teletypewriter printers in Wall Street. An earlier attempt to do this by another crew failed, but in 1927 Gene and the crew completed the installation that functioned properly. Gene says this was a very interesting experience, but the hustle and bustle of Wall Street and the big city was too much for him, so he "headed west", and settled in Arkansas. He went to work for the CAA in 1948 in Texarkana as an Electronic Technician. He made good use of his time while in New York City, though, taking an extension course in Structural Steel and Reinforced Concrete drafting at Columbia University, and a course in Engineering Design at CCNY.

Even though born in Texas, I think we can consider Gene an Okie, as he went to Grammar School in 1917 in Tulsa. His first stay didn't last long, as he went to High School in Clayton, New Mexico. He used to be interested in Ham Radio, but now he says his favorite hobby is "just settin' and watching TV".

A lady serving an elegant dinner was a bit doubtful of the mushrooms. She fed some to the dog, with no ill effects, so they were served to the guests. During dinner, the maid whispered, "Your dog is dead." When the confusion and first-aid ended, she went on, "Poor thing! He never did see that truck."

NEW EMPLOYEES AT FMD

Mr. Gaylord A. Younghein, from Region One to Assistant Chief, Electronic Materiel Engineering Branch.

Mr. John W. Gregory, Jr., from private industry at Tulsa, to Construction Management Engineer-in-Charge of new building plans.

Mr. Thomas W. Collin, Jr., from GSA in Kansas City, Mo., to Assistant Chief, Structural Materiel Engineering Branch.

Mr. Harmon D. Morris, laborer, Structural Materiel Engineering Branch.

Mr. Wesley W. Venable, laborer, Structural Materiel Engineering Branch.

Mr. Robert D. Jackson, from Region Five to Storekeeper in Structural Materiel Engineering Branch.

Mr. Lester N. Derryberry, Temporary laborer, Structural Materiel Engineering Branch.

Mr. Robert L. Sturgeon, Electronic Technician, Electronic Materiel Engineering Branch.

Mrs. Vonda Jean Johnson, Clerk-Typist in Traffic Management and Records Branch.



CIVIL SERVICE IS SEVENTY-THREE YEARS OLD AND STILL GROWING

"January 16, 1956, marks the 73rd anniversary of the signing of the Civil Service Act of 1883.

The signing of the Act by President Arthur signaled the end of the spoils system, established the Federal merit system, and laid the foundation for a competitive civil service which today embraces approximately 85 percent of the more than 2,000,000 members of the Government's work force.

The Civil Service Act is the hub around which a modern, comprehensive career system has been built, marking the Federal Government as one of the nation's outstanding employers."

From a Dept. of Comm. Info. Bulletin

HOW'S THAT AGAIN?

In 1855 a Congressman addressed a letter to the head of a Federal Department on behalf of a constituent who was about to be dismissed from her position as a copyist. The Cabinet Officer replied:

"There is every disposition on my part to do anything for the lady in question, except to retain her, or any of the other females at work in the rooms of the Patent Office. I have no objection to the employment of females... in the performance of such duties as they are competent to discharge, but there is such obvious impropriety in the mixing of the sexes within the walls of a public office, that I am determined to arrest the practice."

(In 1956, approximately 24 percent of more than 2,300,000 Federal employees are women.)

(from "The Federal News")

If at first you don't succeed —
you're running about average.

ATC FETES "ARRIVALS AND DEPARTURES" WITH STEAK AND TRIMMINGS

Five new ATC instructors were welcomed to duty here and three instructors were cheered on leaving for other assignments, with a steak dinner by the ATC Branch staff, at Glenn's Steak House on Wednesday, February 8.

Jack Grewell, Branch Chief, presented gifts to the departing instructors and their wives and thanked them for their cooperation and friendship during the time they were assigned here. He also extended a welcome to the incoming personnel and expressed the hope that they and their families will enjoy living and working in Oklahoma City.

Leaving are: Jim Ritchey, who has accepted assignment in the New York Regional Office; Russ Frick, departing for London and a position with USAF in England; and Ed McNulty, who will report for duty as a Senior ARTC in Tampa RAPCON.

The instructors who are arriving for duty in the Branch are: Loren Foot, from Anchorage RO; Jack Peters, from Hilo Combined Station/Tower; Fred Pickett from St. Louis ARTC Center; Paul Coulthard, from Cleveland ARTC Center; and Joe O'Brien, from Idlewild Tower.

Five additional instructors, who will arrive at the end of the month, will be toasted later.

A fond adieu to our friends who are leaving. We're sorry to see you go. We also extend a very sincere welcome to our new instructors. May your days here be as happy as the night of the party.

ATC INSTALLS NEW FLIGHT PROGRESS BOARDS IN AIR ROUTE TRAFFIC CONTROL LABS

Southwestern Bell technicians and AC Technical Services engineers are completing installation, this month, of new 1-A-3 type ARTC flight progress boards in one of AC-380's Air Route labs. They will be placed in operation for the first CAA ATC



TRANSITION: AC-380 in February, 1956, shows new faces. (See left column.)
Front: J.W. Grewell, Chief; G.M. Wolfe, TIK; J.J. Nagle, BCS; J.P. O'Brien, IDL; F.W. Pickett, STL; J. VonRunnen, NYC;
Second Row: R.A. Yeltman, DEN; A.S. Hall, JAX; N.W. Realph, TMC; L.S. Foot, AN; P.F. Coulthard, CLE; J.M. Ritchey, (left for NY); M.C. Ullman, SEA; Back Row: J.K. Dodson, MOI; J.L. Sullivan, ATL; R.A. Riedel, ELP; D.T. Maurer, MKC; J.D. Peters, Hilo; W.E. Morgan, Jr., PNK. Not shown: P.S. Bolyard, OAK (busy); Connor, Eisenwinter, Ferris, Hougan, Jones, Kewer (enroute) - (See next issue)

trainees, by February 27.

The 1-A-3 boards replace the older type boards, at which controller and assistant controller worked on opposite sides of the units and were connected only by interphone. The new boards permit side-by-side operation of the controller and his assistant.

The next issue of the BEACON will show pictures of the installation, now obscured by screwdrivers, hammers and installers.

Technical Services Branch personnel, including Claude Gardner, Chief; "Tiny" Erwin; Harold Bray; and Walt Frick, have "done themselves proud" on the project, which ATC looks on as a "real gem".

Aero. Center's Project Materials Division manufactured the boards.

AIR ROUTE SUPERVISORS ATTEND TRAINING CONFERENCE AT CENTER



Back: Charles Newpol, BOS; Lester Lefebvre, PIT; D.R. Newton, LAX; Darwin Maurer, AC; Paul Greene, DCA; Jack Grewell, AC-380
Middle: Perry Bolyard, AC; Bernard Mc Gourty, CHI; Frederick Tanner, DET; W.F. Zauche, OAK; Walter Kaestner, IND; H.H. Mark, SEA; Front: Edward Krupinski, CLE; John Lawrence, STL; Stevia Slaughter, MKC; Charles Kent, MSP; Lester Putnam, MKC; Carl Jacoby, NYC.

Attending the first conference of its kind ever held, representatives of many of the ARTC Centers assembled at the Aeronautical Center, ATC Branch, last month.

The purpose of the conference, from January 23 through February 3, was to inspect the ATC training facilities, discuss regional problems related to the pressing training problem in ARTC Centers. ATC Controller training problems are becoming more serious as air traffic continues to increase and aircraft speeds continue to mount. The meeting highlighted several areas of training operations common to most ARTC Centers, and discussed anticipated problems.

The Aeronautical Center, which feels that standardization of training procedures and better understanding of mutual problems are substantial rewards from this meeting, has enjoyed serving as host.

SECOND REGION AIR TRAFFIC CONTROL TRAINEES BEGIN BASIC TRAINING AT AC



Front: Ruth, Ray, Pupello, Phares, Satterfield, Prescott, Jones, Jestes. Second: Sandusky, Grubb, E. E. Ray, Mould, Page, Schexnayder, Kopley, Wilson. Third: Nichols, Wigington, Harris, Moore, Sheaffer, Peterman, Johnson. Fourth: Stephens, Hill, Olney, Radykowski, Tharp, Mathews, Willingham



Front: Flint, Callaway, Beroth, Cooper, Atwood, Carlton, Bond, Christian. Second: Fields, Fipps, Durham, Burroughs, Dabbs, Clower, Cadro, Butt. Third: Chapman, Batts, Connolly, Goodwin, Davis, Chan. Fourth: Dunning, Clark, Beck, Greer, Carson, Chamberlain, Albertson, J. W. Davis.

These men are the first two groups of ATC trainees who will receive 10 weeks of entrance-on-duty training at the Aero Center in classrooms and laboratories of the ATC Branch. Classes for these groups began February 6.



FACILITIES STAFF UNDERGOES MANY CHANGES AS FOUR NEW INSTRUCTORS ARE ADDED

The instruction staff at Facilities Branch has been turning over at a rapid clip lately. In the past six months Ralph McClung and Kenneth Jenkins have moved to Washington Office positions in the Pulse Equipment Section. Bill Lucey has gone to Boeing Aircraft in Seattle and Ted Barrett has returned to the Los Angeles area with the Navy Department. Al Ashley left Friday, February 24, to work with Aero Jets near Sacramento. John Straiton left in mid-January for a Honduras adventure.

New instructors in the Branch shown in the photo are Leon Daugherty from Dubois, Idaho; Ernest Thompson from Kansas City, Missouri; Walter Quitter from Cincinnati, Ohio; and Hal Culp from Shreveport, La.

Present instruction staff assignments are as follows: In the DME school are Emory Williams, Carl Drumeller, Robert Payne, Mervyn Martin, Hal Culp. Assigned to ASR/PAR training are Robert Brown, Eugene Taylor, Frank Barwise, Harold Scott, J.R. McCown, Ernest Thompson. For the ILS/VOR school there are presently Harold Swenson, Ellard Foster, Leon Daugherty, Walter Quitter. In the Communications Equipment unit are Stanley Jeffcoat and Robert Jensen.

MORE DIRECTED STUDY COURSES ARE READY; ALL SAVE ONE ARE NOW ACTIVATED

For quite some time instructors in the Directed Study Section have been engaged in writing, revising and editing material for the 200-series home study courses. Some courses have been available, even through final chapters were not completed.

The Radiation Patterns course, DS-201, has been activated for many months, and with the addition of Chapter 8, very soon now, this very fine course will be complete.

The Transmission Lines Course, DS-202, has been available in complete form for nearly two years. It has been well-accepted by many men in the field because the principles of transmission lines apply in so many areas of activity. The text material, summarizing and condensing as it does the complex developments usually found in more formal textbooks, should be a welcome addition to anyone's reference library.

Another complete course is Vacuum Tube Circuits, DS-203, activated several months ago. Its four chapters and three examinations promise to be helpful for review and preparation for resident school training.

The Monitor Circuits course, DS-204, is now available. This is the first announcement of activation for this very important course. The last of five chapters and three examinations are now in the process of printing and assembly. Coverage of monitor-type circuits in the material is remarkably complete, and from comments received on the attractive sub-topics listed in the course description this training enterprise may well become one of the more popular of Directed Study courses.

The Amplitude Modulation course, DS-208, is at the half-completed stage, and the 7 or 8 chapters should be ready in a few months. Directed Study instructors are J.R. Downs, H.W. McKinley, Dean Merilatt, O.A. Nash and Phil Wilcox.



NEW INSTRUCTOR PERSONNEL RECRUITED FOR FLIGHT INSPECTION TRAINING SECTION

As a result of recent expansion in the USAF Flight Inspection Training Program conducted at the Aeronautical Center, new instructor personnel have been recruited to fill three vacancies. As of January 31, 1956 these vacancies were filled by Richard Cox, Flight Inspector Instructor, William E. Bell and Richard N. Coan, Engineering Instructors, pictured above.

The next Air Force class, scheduled to begin February 27, 1956, marks the beginning of a 50% increase in this program. The school has had two C-47 type aircraft assigned to it up until January of this year when a third C-47 was received to fulfill the additional flight requirements for the increased number of students. With the graduation of the present class on February 17, the school has graduated 118 students since its inception in May 1953.

Richard Cox, on the left, began his flying career in private life in 1939. He entered the Air Force as an aviation cadet in 1943 and after graduation became an instructor in a training school. In 1946 he went into AACS in flight inspection work. He was stationed at Tinker AF Base from 1949 until 1952 and became operations officer of the flight check squadron. After a tour in Korea in flight inspection, he went to Honolulu in 1954, was there two years as flight

examiner for C-124 aircraft and also worked in Dehmel trainer. He resigned from the Air Force effective in January 1956 and came with CAA immediately.

William E. Bell, center, transferred to the Aeronautical Center from Atlanta, Georgia, where he has been with CAA since January 1951. He was originally hired as a radio technician and theodolite operator, working alternately as recorder operator on CAA aircraft. During his first year he transferred to Facilities Flight Inspection Branch as an Electronic Technician and held this position until his transfer to the Aeronautical Center in January 1956 as Engineering Instructor in the Flight Inspection Training Section. Previous to CAA service, Mr. Bell worked with the telephone company in Atlanta, during which time he attended night school at the Georgia School of Technology. He completed a four-year course and graduated as an engineering technician in electricity and electronics.

Richard N. Coan, right, came into CAA in 1951 as MTIC of the VHF repeater station on North Dutch Island, Alaska. After four months of this lonely existence (ND Island has very few inhabitants, no animals, no living creatures other than the few people living there) Mr. Coan requested a transfer and was sent to the CAA station in Anchorage as supervisor, then on to an instructor position at the VHF school in the regional office at Anchorage. He was promoted to District Supervisor, traveling from station to station performing inspections on equipment and checking maintenance problems. He moved to the CAA station at Cordova, Alaska as SEMT and worked until October 1955 when he resigned to return to the U.S. He was hired at the Aeronautical Center in January 1956 as an Engineering Instructor in the Flight Inspection Training Section.

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M/Sgt. Robert E. Ellis from Air Traffic Control, Keesler AF Base, Mississippi, arrived at the Aeronautical Center in January 1956 to replace M/Sgt. John C. Foster, liaison non-commissioned officer for the Air Force programs at the Center. Sgt. Foster has received overseas assignment orders.

FACILITIES BRANCH

Communications Equipment

Class 65 - 2/13 - 4/4/56

Alias, Manual	Spain
Bellick, Andrew S.	Anchorage
Dozier, Donald W.	Anchorage
Kendall, Robert L.	Anchorage
Lacalle, Frederico	Spain
Miller, Francis B.	Anchorage
Montero, Manual	Spain
Ortega, Alfonso	Spain
Prabhasiri, Nai Kiart	Thailand
Torres, Vincente	Spain
Thiechel, Donald	Anchorage
Wilcox, Donald E.	Anchorage

ILS/VOR Class 114 - 1/23 - 3/23/56

Beaudean, Julius F.	Baton Rouge
Carnevale, Michael D.	La Guardia
Cromwell, Ted O.	Muscle Shoals, A.
Downing, Roy F.	Anchorage
Kandel, John F.	Joliet, Ill.
Hedgecock, Azonzo	Harrisburg, PA.
Hennu, Henri	Paris
Krishna, Prasad	New Delhi
Lebleu, Rene	Seine, France
Nutter, Clinton	Norfolk, Va
Roberts, David E.	Fargo, N.D.
Walker, M. Eugene	Oakland, Cal.
Yamamoto, Kazuo	Lihue, T.H.

DME Class 113 - 1/23 - 3/16/56

Gardner, T.A.	Birmingham
Goldstein, Irving	LaGuardia
Goodson, Robert E.	Jackson, Miss.
Hall, James D.	Daytona Beach
Ing, John C.Y.	Honolulu, T.H.
Jones, George R.	Helena, Mont.
Khaust, Leo W.	St. Louis, Mo.
Maddox, James G.	Burbank, Cal.
Noble, George	Blythe, Cal.
Oka, Francis F.	Wailuku, T.H.
VanDeventer, J.	Ft. Worth, Tex.
Winslow, Sidney	Winthrop, Mass.
Woodford, Riley	Charleston

Radar Class 109 - 1/23 - 4/13/56

Atkins, Reginald C.	Washington
Booker, Wm. L.	Newark, N.J.
Brown, William K.	Washington

Radar Class 109 (Cont'd)

Dean, William J.	Savannah
Fritz, Daniel	Anchorage
Grabau, Alfred	Bakersfield
Hall, James R.	Colorado Springs
Keeney, Joseph	Norfolk
Mezas, Rudolph	LaGuardia
Miller, Charles	Spartanburg
Serrano, Juan	Spain
Smith, Robert S.	Norfolk
Straiton, David	Dallas, Tex.
Swenson, L.F.	Minneapolis
Thompson, F.W.	Park Ridge
Whittaker, Dale	Denver

AVIATION SAFETY

GO-2-2(Special) Instrument Rating

1/30 - 2/24/56

Castereiro, Juan A.	Madrid, Spain
Lizarraga, Francisco	Madrid, Spain

ACO-7-18 - Aircraft Characteristics & Performance - 2/6/56 - 2/17/56

Cox, Richard	Aero. Center
Haniquet, E.F.	New York
Johnson, R.W.	Kansas City
Whitehead, J.B.	Atlanta
Berdichewsky, J.	Santiago, Chile
Richardson, L.L.	Omaha, Nebr.

ACO-11-23 - Boeing 377 (Dehmel)
2/20/56 - 3/2/56

Brainard, R.O.	Jamaica, L.I.
Ferrarese, J.A.	Miami, Fla.

FE-1 - Flight Testing for Type Certification Refresher - 2/27 - 3/10/56

Chapman, C.E.	Los Angeles
Dekker, F.E.	Amsterdam, Neth.
Kibardin, V.M.	Washington, DC

ACO-8 - Operational Application Transport Category Requirements
3/19 - 3/30/56

Burrow, G. H.	Tulsa
Schmid, C. L.	Los Angeles
Vaky, T. G.	Arlington
Williams, G. A.	Brentwood

FACTS (?) FORUM

HARRY INCH DEFENDS WIRETAP: 'DURABLE BUT NOT WATERPROOF (NOT BIG ENOUGH)'

To: Doris Nichols

I would like to call your attention to the following item which appeared in the January 31 issue of Wiretap: "And now we know what some people think of Wiretap - Harry Inch, Data Processing Section, had the latest issue of Wiretap stuck under the windshield wipers of his car during the icy rain."

This article has created an impression which is not true. In the first place I have never used an issue of Wiretap as a windshield protector. I have, on occasion used it to cover a hole in my shoe sole, but this should prove the advantages to be gained by being a regular subscriber.

I feel that the weekly appearance of Wiretap does much for the morale of people here at the Center. I offer my thanks and congratulations to the editor and staff. I also trust my experience might at least emphasize the moral to this story. Since all Pontiacs are not mine and all Chevrolets do not belong to the editor, we should be extremely cautious that all Pontiac or Chevrolet passengers, activity therein, etc., are not attributed to us.

—Harry Inch, AC-320

BEACON PICTURES INTRODUCE CORRESPONDENTS

TO: Editor, BEACON

The 1955 Christmas issue photographic introduction of Aeronautical Center employees is wonderful...I particularly enjoyed meeting Mr. Pulling and Beatrice Hoebing whom I had contacted through mutual Government bills of lading. I became well acquainted with Mary Ava Wells via the BGL route..Congratulations..Mrs. Grace Wynne, Traffic Section, Alaska Sub-office, Seattle.

THE TRUTH WILL OUT

TO: Editor, BEACON

"I bring to your attention the inaccurate reporting on the bottom of the right hand column of page 12 of the Sept.-Oct. issue of BEACON. The article in question refers to a portable EDI, Mark I, which Hope Biggers purports to have developed over a period of ten years.

"We in Region 4 are more than justly proud of the development of this precise instrument and feel that we are, to put it plainly, being gypped out of due recognition for this milestone in aviation. We don't like to brand Hope Biggers as a brain-picker, plagiarist, and other fancy names we could pick out of the dictionary, but feel that when we donated this instrument to his branch out of the goodness of our heart, Region 4, and particularly the San Diego ASDO, should be given full credit for its development.

"Knowing your desire to print the truth and nothing but the truth, we assume there will be a retraction in the forthcoming issue of the BEACON which will end this matter to our satisfaction.

/s/ H. G. D'Estout
ASDO, San Diego, California
(Inventor of the EDI)

—Editor's Note: Our reply is late, but we did hate to get into this name-calling in our Christmas issue...

There aren't any fancy names in any dictionary that someone hasn't already applied to Hope Biggers. However, the use of the term "brain-picker" in connection with one who holds such a responsible position (and isn't Biggers responsible for everything that goes wrong?), causes a cringing among us more sensitive souls.

Furthermore, Mr. Biggers has offered to submit his "original" drawings — just as soon as his draftsmen get the EDI model torn apart.

PERSONNEL IN ATTENDANCE AT ATC BRANCH
SCHOOL NOW ALMOST 150

When the CAA entrance-on-duty classes in Air Traffic Control started on Monday, February 3, it marked the highest number of personnel in attendance at the ATC Branch in its history.

Sixty CAA personnel are in the 10-weeks course which began February 3. Sixty Air Force officer personnel are in the 12-weeks course. Ten CAA administrative and supervisory personnel are in the 2-weeks Short Course, and 15 nationals of other countries are in the 22-weeks Technical Assistance Course.

Students presently in attendance at the ATC Branch are as follows:

TU-46 Class - 1/9 - 3/30/56

Adams, Richard E.	2nd Lt.
Aguillard, Hillman S.	1st Lt.
Barnes, Francis E.	Capt.
Black, Ernest W.	Capt.
Blackmon, Carroll L.	2nd Lt.
Bostick, Carl B.	WO (W-1)
Brennan, William J. Jr.	2nd Lt.
Brotemarkle, Upton	Capt.
Bruce, William A.	2nd Lt.
Brunthaver, Carroll G.	2nd Lt.
Burtness, William S.	2nd Lt.
Busse, Gary D.	2nd Lt.
Card, Hubert F.	2nd Lt.
Cannon, William E.	2nd Lt.
Carroll, William R. Jr.	2nd Lt.
Corbett, Donald E. Jr.	2nd Lt.
Davis, Joseph E.	2nd Lt.
Decker, Buck L.	2nd Lt.
Dembow, George F. Jr.	2nd Lt.

TU-47 Class - 1/9 - 3/30/56

Dempsey, Darrel L.	2nd Lt.
Diven, James E.	2nd Lt.
Donaldson, William R.	2nd Lt.
Dunaway, James E.	Civilian
Elliot, John A.	2nd Lt.
Elliot, Robert A.	2nd Lt.
Fajen, Donald L.	2nd Lt.
Ford, John W. Jr.	Capt.

TU-47 Continued

Garst, Robert K.	2nd Lt.
Gustafson, Bernard G.	2nd Lt.
Hudson, George M.	2nd Lt.
Jackson, James E.	2nd Lt.
Jasken, Robert J.	2nd Lt.
Jolliffe, Ernest F.	Capt.
Keeny, James S.	2nd Lt.
Knaggs, James F.	2nd Lt.
Krieger, Jack R.	2nd Lt.
Logan, Richard G.	2nd Lt.
Loving, Arlon D.	Capt.

TU-48 Class - 1/9 - 3/30/56

Lum, Kwong H.	2nd Lt.
Meyer, Vincent D.	2nd Lt.
Miller, Louis T.	2nd Lt.
Milligan, James S.	2nd Lt.
Morton, John C.	Capt.
Murray, Max C.	2nd Lt.
Pacer, Vincent J. Jr.	Capt.
Patterson, Ruben H.	Capt.
Patrick, John C. Jr.	Capt.
Peiffer, Kenneth C.	Capt.
Rogers, Roy	Capt.
Shadoan, Robert	CWO (W-2)
Shelverton, Claude W.	Capt.
Stephens, Lawrence E.	1st Lt.
Strong, John W.	2nd Lt.
Sydnor, Glendyn C.	1st Lt.
Talley, Pickens C.	Capt.
Ticer, James A.	2nd Lt.
Vogt, Alan H.	2nd Lt.
Webb, Homer W.	1st Lt.

CAA 10-Weeks Class and tentative assignments

Albertson, James E.	SAT ARTC
Atwood, Clyde O.	PBI CS/T
Batts, Perry L.	RDU TWR
Beck, Lafayette H.	MOB TWR
Beroth, Marion S.	CAE CS/T
Bond, Robert L.	CRP CS/T
Curroughs, Allen C.	MEM ARTC
Butt, Herbert H. Jr.	CLT CS/T
Cadro, Palmer L.	NEW CS/T
Callaway, John T.	ELP ARTC
Carlton, Thomas L.	LBB CS/T
Carson, Charles C.	NEW ARTC
Chamberlain, Philip C.	CLL TWR

TC-1 Class - Continued

Chan, Robert J.	NEW ARTC
Chapman, Harold R.	CRP CS/T
Christian, Herbert L.	CHA CS/T
Clark, Samuel W. Jr.	TRI CS/T
Clower, William C.	ATL ARTC
Connolly, Theodore J.	SHV CS/T
Cooper, John C. Jr.	GRE CS/T

TC-2 Class and tentative assignments

Dabbs, George W.	MAF CS/T
Davis, Jack W.	LIT CS/T
Davis, William D.	PNS TWR
Dunning, Jesse D.	TYR CS/T
Durham, Billy L.	ACF TWR
Fields, Roy T.	JAX ARTC
Fipps, James	IMN CS/T
Flint, John A.	ATL ARTC
Goodwin, John R.	PNS TWR
Greer, Thomas D.	SAT ARTC
Grubb, Robert L.	ARG CS/T
Harris, Walter L.	LIT CS/T
Hill, Edgar E.	SAT ARTC
Jestes, Richard L.	TRI CS/T
Johnson, Durward E.	SAT TWR
Jones, James E.	PBI CS/T
Kepley, Frank T.	IMN CS/T
Mathews, Harry L.	ACF TWR
Moore, Glenn S. Jr.	ATL ARTC
Mould, Edward C.	NEW ARTC

TC-3 Class and tentative assignments

Nichols, Clarence J.	MIA ARTC
Olney, Donald W.	SPA CS/T
Page, Odie L.	NEW TWR
Petermann, Walter G.	LBB CS/T
Phares, Glenn E.	GRE CS/T
Prescott, Cecil A.	MEM ARTC
Pupello, Peter Jr.	TPA CS/T
Ray, Edwin E.	ABI CS/T
Ray, Robert S. Jr.	MIA ARTC
Radykowski, Richard E.	AUS TWR
Ruth, John I.	JAX ARTC
Sandusky, James R.	SPA CS/T
Satterfield, James E.	MGM CS/T
Schemayder, Alcest J.	NEW ARTC
Sheaffer, Raymond E.	CLL TWR
Stephens, Erland D.	ELP ARTC
Tharp, Billy J.	SAT TWR
Wiginton, Wilbert L.	ACT CS/T

TC-3 Class - Continued

Willingham, James R.	SAV CS/T
Wilson, Ronald	JAX ARTC

TS-41 Class - 11/7/55 - 11/18/55

Culver, U. M.	Anchorage
Fielder, Arthur F.	Los Angeles
Guccione, Vincent T.	Jamaica
Larsen, Charlew W.	Los Angeles
McGuire, Leo W.	Kansas City
Swoffield, B. C.	Los Angeles
Watine, Melvin N.	Jamaica
Young, Lloyd N.	Ft. Worth

TS-42 Class - 12/5 - 12/16/55

Blakely, Leo W. Major	Robins AFB
Carl, Marvin H.	Washington
Carrick, Harold J.	Tokyo IFO
Englander, Samuel H.	New York
Flanary, Paul N.	Kansas City
McKean, George S.	Anchorage
Martin, John L. Capt.	Robins AFB
Rosecrans, Clifford P.	Korea
Savage, Thomas J.	New York

TS-43 Class - 1/9 - 1/20/56

Barth, Jack E.	Jamaica
Farrell, Richard A.	Jamaica
Hardee, Slade	Los Angeles
Jacobsen, Walter V. Lt.Col.	Hamilton AFB
Joynt, Gilbert T.	Juneau
Morgan, Forrest H.	Paris IFO
Rowe, William J.	Idlawild
Ullstrom, William P. Major	Norton AFB
Williams, Robert T.	Anchorage
Wood, Robert F. 1st Lt.	Langley AFB

TS-44 Class - 1/23 - 2/3/56

Bernardo, James V.	New York
Behn, W. R.	Kansas City
Fuqua, Frank H.	New York
Hartnett, Timothy L.	New York
Marsh, Edward C.	New York
Roscoe, M. F.	Anchorage
Sherrill, Hugh P.	Jacksonville
Stein, Albert J.	Washington
Tibbs, Anselm W. Jr.	Anchorage
Triplett, William R.	Los Angeles

TS-45 Class - 2/6 - 2/17/56

Boyle, Merritt D.	Minneapolis
Daly, John P.	New York
Estes, Herbert D.	Memphis
Hammarley, Leon E.	Anchorage
Minuse, William B.	New York
Newman, Everett E.	New York
Orr, Joseph A.	Los Angeles
Simonds, E. P.	Los Angeles
Tracy, John W. M.	Washington

TS-46 Class - 2/27 - 3/9/56

Bender, Harry	Kansas City
Detwiler, Donald J.	Washington
Duffey, Howard J. II	Anchorage
Edstrom, Lawrence W., Capt.	Vance AFB
Erickson, Stanley J.	Anchorage
Hall, Bernard H.	Honolulu
Kendall, S. H.	Anchorage
Phillips, William D., Lt.	Ft. Huachuca
Qualls, Vernon A.	Midland
Wall, Kenneth B.	Los Angeles

TS-47 Class - 3/12 - 3/23/56

Danner, O. G.	Ft. Worth
Davis, Thomas A.	New York
Hooper, J. C.	Anchorage
Mark, Irving	New York
Nash, Glenn E.	Kansas City
Patterson, John W.	Washington
Schultz, Rogen F., Capt.	Vance AFB
Smith, Harold A.	Los Angeles
Tegeler, Albert E.	Washington
Upton, Frederick	Ft. Huachuca
Young, Alfred K.	Anchorage

TF-18 (Technical Assistance)

Aranda, Jose Gavalda	Spain
Calderon, Jose Gonalo	Nicaragua
Cardoze, Jack Isaac	Panama
Dourvaris, Eleftherios	Greece
Lecerf, Roger	France
Fernandez, Ramon Fernandez	Spain
Garrido, Jose Capa	Spain
Gotor, Manuel Tavora	Spain
Hrdlicka, Willibald	Uruguay
Martin, Jose Luis	Spain
Richter, German	Bolivia
Shehab, Gamal El-Din Hassan	Egypt

TF-18 - continued

Torrell, Cesar Gomez	Spain
Vieira, Ivan	Brit. Guiana
Wong, Cheh-Wing	Formosa

ADDITIONAL AVIATION SAFETY CLASSESEE-1 - Light Aircraft Electrical Systems - 2/13 - 2/24/56

Galvin, A. H.	Seattle
Maugeri, A.	Milwaukee
Milliken, I. M.	Portland, Me.
Miraldi, L. J.	South Bend
Pilker, W. B.	Jacksonville
Poole, R. G.	Lindenhurst
Robinette, F. W.	Reno
Rutherford, Huey	Birmingham

PP-3 - Gas Turbine Engine Development 2/13 - 2/24/56

Brownscombe, H. T.	UAL	Denver
Gass, D. L.	AAL	Tulsa
Guagliardo, N. V.	AAL	Tulsa
Layman, Don W.	UAL	Denver
Lusby, Arthur		Washington
Miller, Ernest		New Castle
Phillips, Harold K.		Washington
Quick, J. S.		San Francisco
Stoughton, R. W.	AAL	Tulsa
Toomey, E. H.	AAL	Tulsa

EE-2 - Transport Aircraft Electrical Systems - 2/27 - 3/9/56

Brown, William	Aero. Center
Hospy, J. F.	Chicago
Koy, Andrew	Miami
Yarbrough, John C.	Washington

GM-3 - Helicopters - 2/27 - 3/9/56

Farrand, Rollin E.	Indianapolis
Fletcher, Chas. L.	Indianapolis
Ketrow, Chas. L.	Indianapolis
Kinnaman, Dwight E.	Indianapolis
Miley, Bernard E.	Indianapolis
Stolarick, John	Washington

Bigamist; A man who keeps two himself.

ACM-2 - Flight Engineer Procedures
3/12 - 3/23/56

Burnett, R. B.	Seattle
Hann, John F.	Aero.Center
Knobler, Chas. H.	Washington
Rider, Dudley R.	Burbank

ACO-3 - Flight Navigator Certification
3/19 - 4/13/56

Barber, T. N.	Van Nuys
White, H. R.	Millbrae

GO-6 - Type Rating on DC-3 (General)
3/12 - 3/23/56

Carpenter, E.	Houston
McCarthy, J. J.	Levittown
Trumbauer, F.	Kansas City

SGT. FOSTER LEAVES THE CENTER

Master Sgt. John Foster, who served as Non-Commissioned Officer in charge of liaison between the Technical Training Air Force and the military students at the Air Traffic Control and Flight Inspection Branches was recently transferred to other duty.

The genial sergeant will be truly missed as he was of great help in the efficient handling of the Air Force program. He was continually assisting in personnel problems militarywise, which resulted in much workload being taken off the Center staff.

At an informal, farewell get-together, Sgt. Foster was presented with a handsome leather two-suit, as a token of appreciation and expression of best wishes for continued success and good fortune in the assignment ahead.

Sleep is a boon to mankind. It keeps a lot of people from complaining twenty-four hours a day...Frances Rodman.



W. H. Hill bids Sgt. Foster goodbye

EMPLOYEES ASSOCIATION PLANS FOR SPRING DANCE NOW COMPLETE

The Aeronautical Center Employees Association has completed the plans for the spring dance - to be held on April 6 at Cedar Terrace, northeast of the City. Chairman of the Recreation Committee, Robert Bridges isn't telling all he knows but rumors are that he and Robert Ray, who has volunteered to spearhead entertainment have a treat in store for all who attend.....

With only 6 more weeks to bowl, the competition is downright cutthroat - Clark Affleck's "Woodpeckers" are still in the lead, but H. J. Barnett's "Wing Pins" and Chick Longman's "Pin Bombers" have cut the margin down to an uncomfortable few points, and all the way down to 6th spot there's only 11 points difference, so almost anything can happen before May 8th.....

See your Branch Secretary now and join the Association. (Associate memberships available to students at the Center.)

