

# BEACON

JULY                      AUGUST  
SEPTEMBER              OCTOBER  
1956



THE MAN WHO IS HERE BUT  
IS NOT WITH US ---

See "Personality  
of the Month"

**CAA Employees' Association**

**CAA AERONAUTICAL CENTER  
OKLAHOMA CITY, OKLAHOMA**

## S T A F F

## PERSONALITY OF THE MONTH

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Published bi-monthly at no  
expense to the Government by  
the CAA Employees Association.  
Address: BEACON, CAA Aero.  
Center, P. O. Box 1082,  
Oklahoma City, Oklahoma



Philip Lawrence Coupland was born May 30, 1897 at Phelps, Texas, and has been rather widely known since by the aliases of "Phil" or "Cope." He was a brilliant child who "knew more than his teachers", and who therefore considered school a waste of time. As a result he says he has had to study hard for more than 40 years since leaving high school.

He entered the U.S. Navy as Apprentice Seaman at the age of 17 and saw service in the Nicaraguan Campaign, the Mexican Campaign, and World War I. He was discharged in September 1919 as Chief Electrician (Radio) — a rating that is now called Chief Radioman.

He went to sea as a radio operator on merchant vessels from September 1919 to May 1921, and from June 1921 to February 1925 was with the U. S. Air Mail Service at Salt Lake City as a radio operator.

He was Railroad Telegrapher and Station Agent with the Southern Pacific Railway in California from 1925 to 1930, then came to the Airways Division of the Lighthouse Service in October 1930, as Junior Radio Operator. This was during a period when a "freeze" on all promotions was in effect, similar to the freeze now in effect in the Commerce Department, with one minor exception — absolutely no exceptions to the freeze were obtainable from 1930 to 1933. Being known



to the Division officials of the Airways Division, most of whom had formerly been with the Air Mail Service, he was immediately detailed to the construction of facilities in the field, with the title of "Acting Radio Electrician". The salary was \$1620 per year, less 2½% retirement deduction, and after March 1933, less an additional 15% which was lopped off by Mr. Roosevelt to achieve economies in Government operations. Per diem allowance was \$4 per day for the first 30 days only at any particular station -- after which, NOTHING! Remember?? Remember, too, how everyone journeyed back to headquarters station on the twenty-ninth day of travel?

Phil has been with the same organization since 1930 throughout its many changes in name, and was finally promoted to Radio Operator, Radio Electrician, Maintenance Inspector, Senior Airways Engineer (overseas assignment during World War II) and Chief of the Airways Facilities Shop.

He was the first CAA Radio Engineer to be sent overseas during World War II, and almost the last to return. He built air navigational facilities in the Outer Hebrides, Scotland, Ireland, Wales, Algeria, The Gold Coast, Senegal, The Sudan, Nigeria, Eritrea, Egypt and Arabia. He has been in 56 foreign countries during the past 41 years, and in 47 of the 48 States. (O.K. -- so you're curious! -- It's North Dakota.)

He does not apologize for being a Texan; --neither does he criticize others for being less fortunate in their nativity. He left his home State in March 1915 and did not return until May 1944. And if asked what he did in the interim, he will

tell you he was a tramp for twenty-nine years and two months.



Among his many weird and strange experiences was that of being shipwrecked 106 miles north of the Arctic Circle near Narvik, Norway on January 2, 1921 (SS Ethan Allen, Seaboard and Gulf Steamship Line.) He was aground for 58 days in the dead of an Arctic winter. Being the only radio operator aboard he was somewhat instrumental in obtaining the 110 barrels of cement, the sand, gravel and lumber with which the crew built a concrete bottom in this 12,600 ton tramp steamer and then steamed her cautiously back down the fjords 1,284 miles to Landskrona, Sweden for inspection and bids on the repair job. Repairs were made in Copenhagen, Denmark. What does a radio operator do when his ship is in drydock? That's right -- the finest six weeks vacation he ever had. Details of it are lacking to this reporter, but

he was young and unmarried, and knowing him now we would be willing to bet he had one heckuva good time in Denmark 35 years ago.

Phil holds Private Pilot's License number 35,041, and has owned five airplanes between 1936 and 1951 — when he could not afford them. About the time he became able to afford airplanes, he decided they were too expensive a hobby.

He has been active in organizing Air Mail Pioneers, a fraternal order consisting of all of the former employees of the U.S. Air Mail Service between August 12, 1918 and August 31, 1927, and he has just completed publication (May, 1956) of a book which lists the names and service periods of the 2,728 members, and in addition, contains 25 articles about the Air Mail Service, or Air Mail Pioneers, as well as 35 photographs of the airplanes used — all of the pictures being 30 to 38 years old. He is, at the time of this printing, in Oakland, California, attending the Western Division reunion of Air Mail Pioneers and will go to Chicago in October to attend the bi-ennial convention of that organization.

He bought a farm in May 1955 and shortly thereafter learned that he would have to rid himself of it or take it to Oklahoma City with him. He still has his house in town, but lives on the farm with one wife, six cows, seven guineas, one cat and three kittens. Cottontail rabbits and pigeons are also present in abundance, but haven't been inventoried.

His principal hobby is hard manual labor; he has built an extra room onto his farm dwelling; dug ditches and laid 400 feet of irrigation pipe; dug up and relaid sewer drainage tile; repaired more than two miles of fencing, and has worked up quite a group of hard calouses on his hands, which at his age, (or so says he) do not belong on his hands. He is also

quite a mechanic and does all of the service work and repairs on his automobiles, automatic washer, home freezer unit, radios, television, garden tractor, power lawn mower, deep well pump, etc., and insists that what he lacks in training and experience with such units is more than compensated by his sincerity of purpose and determination to do a thorough job.

He has been at the Airways Facilities Shop in Fort Worth since May, 1944, and fully intended to remain there to the absolute end of his working career. Someone changed his mind on that score by ordering a move of AFS from Fort Worth to Oklahoma City (that Yankee City to the North) in the not-too-distant future, and he is attempting to persuade as many as possible of his AFS people to go to Oklahoma City with him because he knows them to be the finest workmen and the grandest bunch of folks it has ever been his privilege to be with.

— L.S.

(Note: After this, we're going to expect articles from LaVerne Samuels in every issue of BEACON. Since she works with Mr. Coupland, she was asked to do the personality of the month — and a mighty fine job the staff thinks she has done. She's been sending in weekly contributions to "Wiretap" — local "offspring" of BEACON which is distributed locally to keep one and all informed of new cars, new homes and new babies. ... Welcome to the Staff, LaVerne.)

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#### DOING TIME

The Folsom California Ground Observer Post has 165 members who have more than 90,000 hours accumulated among them in one of the nation's oldest GOC Posts. It was easy for them — since the 165 members are inmates of the Calif. State Prison and were doing time anyway.



## VETERAN EMPLOYEE LEAVES FOR VIENTIANE, LAOS ASSIGNMENT



After nearly 26 years of service with the CAA, W. G. Forman transferred from the Aeronautical Center to the Foreign Aids Program, International Cooperation Administration, State Department. He will be assigned overseas for a period of two years, to the capitol city of Vientiane, Kingdom of Laos, what was formerly French Indo-China. He has been informed the inhabitants of Laos are "Laotitians," and are not called "Lice."

Vientiane is located on the north bank of the Mekong River, 102.5 degrees east and 18 degrees north, 550 miles northwest of Saigon and 350 miles northeast of Bangkok. Mr. Forman will assume the duties of Administrative Officer, and all the troubles and woes that go with it.

After attending a two-week orientation training period in Washington, and a few days leave, he and Mrs. Forman will fly over to Laos. Friends and creditors will then have to go half-way around the world to find him!

The employees of the Foreign Aids Program in Vientiane have been waiting to get the roofs on their thatched huts. There is a new government housing area being built there. In the meantime, everyone is furnished first class temporary quarters -- they're all sleeping in tents!!

Quoting Mr. Forman, he served his first sentence in the Ft. Worth Regional Office, was paroled to the Atlanta Regional Office for three years, returned to Ft. Worth to serve six more years, and has been on good behavior at the Center ever since.

Mr. Forman's little granddaughter has counted up the time of those two years in terms of birthdays and Christmases gone by, and informed him that he will owe her four presents when he returns.

A former associate in the Ft. Worth Region, Pogue Ramsey, who has had experiences with Mr. Forman previously, wasn't too shocked upon hearing of his transfer, but remarked, "Guy, what in the world have you done now?"

--Ann Martin



Presentation of "Goodbye and Good Luck" gift from Center Employees was made by Director Lanter and Deputy Rand.

A quick thinking employee came up with a new one when his foreman said, "Hey, bud, how come you're sleeping on the job?" "Goodness gracious", the employee answered, "can't a man close his eyes for a minute of prayer!"



## PROPERTY MANAGEMENT BRANCH



Over in the Property Management Branch, they have built quite a reputation for fast and efficient service. Pictured on page 6 and 7 are the people who provide the kind of service necessary to earn such a reputation. AC-180 provides assigned property, supply and transportation services for the the Aeronautical Center, and furnishes aircraft parts and supplies for all CAA Aircraft based throughout the world.

You name it and sooner or later Aircraft Parts Specialist, Don Brown (above) will probably find it. Branch Chief Art McKinney, who has been selected for promotion and transfer to the Washington Office, is apparently dictating to Clerk-Steno Hap Lawlor, who recently joined the AC-180 Staff.



(Right) Harriet Wilson, who has been chosen for promotion and transfer to the Payroll Section, and Hal McVey, Property and Supply Clerk, handle a diversity of property records, acquisition and disposal assignments and both are well-known throughout the Center.

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WHAT WERE YOU doing 10 years ago? Sort of difficult to bring the details back to mind, isn't it? Well, 10 years and some 3 months ago the Aeronautical Center was established in Oklahoma City. That wasn't its beginning, actually, but for the purpose of our story we'll start

there. We had planned to run the story in this issue - but found there were more numerous stories that came to mind when some of the aborigines were questioned, and we want a month in which to get them together - and censored. See you next issue.



AERONAUTICAL CENTER-180



AS A rule, Storekeepers in the Aircraft Materiel Section are pretty well scattered throughout AC-180's fifteen warehouse buildings; however, here they were all caught within camera-range. Left to right: Winifred Ladd (on the ladder), Harvey Smith, Elmer Peterman, Jimmy Jones and Glen Browning. Section Chief Roy Olinghouse, vacationing in Colorado, is not pictured.



Perpetual inventory and records and allowance controls, as well as speedy handling of purchase requests and requisitions for aircraft parts, are among the major products in the Stock Control Section. Pictured are, left to right, Helena Drake, Grace Clark, Section Chief Kate Myers, and Mildred Garrett.



Providing packing, carting, shipping, receiving and other transportation services for all Center operations, except PMD, is the major assignment carried out by Crater Albert Denny (left), Traffic Management Clerk Mary Ava Wells (photogenic, isn't she?), and Storekeeper Noah Barrick.



**OUTSTANDING AWARDS  
FEDERAL AIRWAYS STANDARDIZATION DIVISION**



Pictured above, back row, left to right: Augustus Hall, Jr., Air Traffic Control; Harold Maloy, Flight Inspection; John Mensik, Flight Inspection; Perry Bolyard and Robert A. Riedel, Air Traffic Control; Robert Brown, Jr., Harold Scott, and Mervyn Martin, all of Facilities Branch;

Front row, left to right: Asia Krause, Division Office; Margaret Vaughan, Flight Inspection; Jack Grewell, Air Traffic Control Chief; Lois Bodine, Flight Inspection; and Loretta Falvey, Air Traffic Control.

Other personnel of the Federal Airways Standardization Division who received outstanding ratings but were not available for the picture were: Naomi D. Brown and Bascom N. Lockett, both of Flight Inspection; Harold T. Swenson, Facilities; and William E. Morgan, Air Traffic Control.

Presentation was made by Mr. W. H. Hill, Chief of the Division.



OUTSTANDING AWARDS  
AVIATION SAFETY STANDARDIZATION DIVISION



Shown in the picture above are employees of the Aviation Safety Standardization Division who received Outstanding performance ratings.

From left to right: John F. Kempf, Air Carrier Operations Branch; Edwin H. Timme, Aircraft Branch; Warren W. Smith, Division Chief, making the presentations; Frank Fuhrer and Robert Bridges, both of Aircraft Branch.

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**TWENTY-ONE FEDERAL EMPLOYEES TO TAKE  
MANAGEMENT TRAINING COURSE THIS FALL**

Twenty-one Federal employees, from localities over the Nation, have been selected by their agencies to participate in the eighth annual Junior Management Intern program which began September 7 and will terminate January 25, 1957, the Civil Service Commission has announced. Appointment was limited to employees in grade GS-7 or below.

The 21 selected will be given a 5-month course of lectures, group discussion, college courses, and practical work assignments designed to bring out potential managerial skills. Ultimate goal of all JMI programs is to add to the number of Federal workers capable of eventually handling responsible administrative positions in the Federal Government. The successful candidates were selected by a competitive written test given by the Civil Service Commission.

**OUTSTANDING AWARDS  
PROJECT MATERIALS DIVISION**



The above photograph shows two FMD employees receiving Outstanding Ratings from the Division Chief, Mr. R. W. Pulling. Pictured left to right are: R. D. Redie of the Paint Shop, Mr. Pulling, and John W. Galvin of the Sheet Metal and Panel Shop.

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## OUTSTANDING AWARDS

### AIRCRAFT STANDARDIZATION & MAINTENANCE DIVISION



Pictured above is Paul E. Fast, Aircraft Standardization Branch, who received an Outstanding performance rating.

### GENERAL SERVICES DIVISION



Pete Adams congratulates Charles M. Flowers, custodian at Air Traffic Control, on receiving an Outstanding rating

## FACILITIES BRANCH SCHOOLS START TRAINING EXPANSION

The first wave of a great expansion in electronics training has struck the Facilities Branch with almost daily problems in recruitment of instructors, arranging for office and classroom space, reproducing more and more training material, devising workable lecture and experiment schedules, and in planning for even greater future expansion.

With radar classes already "overlapped" another wave of growth hit when ILS/VOR Class 118 arrived August 27 to overlap with Class 117 which is nearing the half-way mark. The Communication Equipment School chalked up a milestone when it convened its Class 67 on August 13, for that marked the resumption of training for new employees in continental regions. This aspect of training becomes a vital factor in properly maintaining expanding airways facilities with newly-recruited personnel.

Anticipating increased activity in months to come, the Directed Study Section was organized into three units to facilitate the technical writing and administering of additional courses. The new divisions of responsibility and supervisors are: Mathematics, P. M. Wilcox; Electronics, J. E. Downs; and Electro-Mechanics, H. W. McKinley.

That Directed Study is sure to expand is evidenced by the continual flow of new enrollments for they pour in at a better than 100-a-month clip. Total enrollment now exceeds 1600, and a new course in Foundation Mathematics will be activated September 1. Scores of requests are on file for this course already. The last quarterly report revealed such comparisons as for FY-56 over FY-57, 61% increase in enrollment, 96% increase in examinations submitted, 23% increase in participation (active students per total enrollment).

## NEW SUPERVISORY POSITIONS ARE FILLED AT FACILITIES



As a step in expanding resident training programs, four new supervisory positions were filled in Facilities Branch. Heading up the four electronics training schools are Mervyn Martin, shown above in one of the Communications Equipment School labs; H. T. Swenson, who is Chief of the ILS/VOR training unit; Emory C. Williams who heads the DME school; and Robert Brown, Jr. who heads the Radar Training Staff.

Other recently filled positions at Facilities Branch in the Communications (cont'd)



## NEWCOMERS TO AVIATION SAFETY



**M. R. ROSCOE IS NEW CHIEF AIR CARRIER OPERATIONS, AVIATION SAFETY**

M. F. Roscoe arrived at the Center on June 18 to take over the duties of Chief of the Air Carrier Operations Branch, Aviation Safety Standardization Division.

Mr. Roscoe transferred to the Center from the Anchorage Regional Office where he was Chief of the Air Carrier Safety Branch.

He is a most able and enthusiastic young man and we feel he is a great addition to our staff in Aviation Safety.

Mr. Roscoe and his wife, Irene, live at 1734 Hasley Drive, and we hope they will be as happy here as we are to have them with us.

### Speaking of FOOTBALL ..

Among classic football exaggerations is the following retort made by one coach when asked about the size of the opposing team.

"Big?" he growled. "Why, that team is so big that when their boys run onto the field, they tip it up on one side."



**JOHN PAUL JONES TRANSFERS TO CENTER AS FLIGHT TEST INSTRUCTOR**

John Paul Jones transferred to the Center recently from the Ft. Worth Regional Office as an instructor in the Flight Test Branch.

He is already well-known to many of the people at the Center as he has been with CAA for 12 years, most of the time spent in this section of the country.

He is at present in a "bachelor apartment" and his wife, Lois, is still in Fort Worth selling their home there before moving to Oklahoma City. Their daughter, Barbara, has enrolled in O.U. this fall.

John Paul is an avid enthusiast of jazz and since his arrival at the Center has entertained the Aeromaids with a discussion of the early days of jazz, using a tape recording of portions of classic jazz records. This was thoroughly enjoyed by all the girls in attendance.

Glad to have you with us, John Paul!



## TRAINING ON CPN-18 AND FPS-8 RADAR EQUIPMENT REVIEWED

A number of inquiries have been received regarding how much time is devoted to training on the CPN-18 and FPS-8 radars with the addition of two weeks to the radar class beginning with Class 112 which convened July 9.

Training on the CPN-18 is 8 days in length and covers the complete block diagram, timing sequence plus details on circuits that are unique to the CPN-18. The fundamental Surveillance Radar to be taught will be the ASR-3, whereas similarities and differences between the ASR-3 and CPN-18 will be brought out in the CPN-18 course. Some portions of the CPN-18 equipment have been received for use in laboratory work but at the present time it is not known how much time can be devoted to laboratory work with Class 112. When it is incorporated, adjustment will be emphasized.

Study on the FPS-8 radar will be 4 days in length in Class 112 with possible lengthening of the course in subsequent classes. Here, too, as with the CPN-18 coverage will include the overall block diagram timing sequence, and major differences between it and the ASR-3 equipment.

The CPN-18 (air transportable) surveillance radar is similar to the CAA's ASR-1, ASR-2 and ASR-3. It has maximum range of 53 miles, has video mapping equipment and is used at RAPCON centers to control traffic in the airport areas. PRF is 1500 pps, pulse width is 0.5 microsecs, and scanning speed is 10 or 18.7 rpm. There is a choice of 1° or 2° beam width. Peak power is 750 kw.

The FPS-8 (fixed station) is a long range radar to be used in en-route traffic control. Maximum range is 200 miles, PRF is 360 pps, and the scanning speed is variable up to 6 rpm. Other specs include one megawatt peak power, pulse width of 3 microsecs, beam width of 2.5° azimuth, and vertical pattern is  $\sec^2$ . It operates in the L band, around 1280 mcs.

## NEW EMPLOYEES IN FLIGHT INSPECTION



Jerry W. Perkins reported to the Flight Inspection Branch for duty July 29 as an Airplane Pilot. Jerry was formerly an Electronics Data Processing Analyst At Tinker Air Force Base, working with the IBM-702 (the electronic brain). He is also a Squadron Commander at the Oklahoma Air National Guard during his after-duty hours.

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### FACILITIES SUPV.--(cont'd from p. 12)

Other recently filled positions at Facilities Branch in the Communications Equipment School are: George McKinnis from Lovelock, Nevada; Kermit Kruger, Kansas City; Homer Cook, Dallas; J. H. Tanner, Alaska; Fred Bright, Oklahoma City; and R. P. Miller, Midwest City. Joining the Directed Study Staff September 10 was Roy N. Pickett from Salt Lake City, and formerly Fairbanks, Alaska.

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Federal employees staff over 70 agencies.



NEWS FROM AIRCRAFT ENGINE AND  
SHOPS BRANCH, AC-133  
(Thanks to Eugenia...)

Carl "Pop" Nuckolls recently planted a white rose cutting in his yard whose history coincides with his family tree. Roses long have been the inspiration of the poet, the proseman and the song writer, and once upon a time were closely associated with a war.

The "War of the Roses" was a struggle during the 15th Century between the rival houses of York and Lancaster for possession of the English throne. The house of Lancaster took as their emblem the red rose while the Yorkmen took the white rose. The Nuckolls family before their migration to America were adherents of the Duke of York. This rose cutting was taken from the offspring of that original planting in England.

Howard Shepherd certainly has a green thumb or else it was that cool spring-like weather (105°) we had during August. During that month he had Easter lilies blooming and has proof of same by a picture that appeared in the magazine supplement of the Sunday Oklahoman.

Vacations took members of the Aircraft Engine & Shops Branch to the "four winds"; Robert W. Ray to Florida; Henry Hardee to Georgia; Carl Nuckolls to Virginia; also Michigan and Canada; Donald Hilterbran to Texas; Harold Smith to California; Aubrey McNally, George Ross and Richard Holman to Colorado; and Theodore DeWitte and Carl Allen to a far-away place called Oklahoma.

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Women drive the same as men — only they get blamed for it.

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Hindsight: what most women are in slacks.

WILL ROGERS PARK INVADED  
IN EARLY MORNING HOURS!



It wasn't "Operation Alert" at all — but the AEROMAIDS having a sunrise breakfast. Eugenia Olsen, AC-133 and Allene Davis, AC-2, were co-hostesses and served man-sized plates of scrambled eggs and bacon. In spite of considerable heckling beforehand about the probability of electric skillets, electric toasters, and electric coffee-pots making an appearance, the food was actually cooked over the campfire, and some of the hardier individuals even "toasted" their bread over the coals. The greatest concession to "soft living" was a tin can of flowers which graced the center of the table.

P.S....The gals all made it to work .. on time!!





## NEW PERSONNEL IN PERSONNEL



When LUCILLE TAYLOR joined the Personnel Staff Division last December, she was "back where she started", since she formerly worked in this same building for Personnel Division of Will Rogers Army Air Base back in 1943. She's been in personnel work ever since, with the exception of two tours of military duty.

Se enlisted in the Women's Army Corps during WWII and served as a Classification Specialist with the Air Corps in Santa Monica, California. Being so near Hollywood, she saw many movie stars (swears she was kissed by Basil Rathbone) but most thrilling single experience was parading after VE Day for General Hap Arnold, the "boss man" of the Air Corps.

After the war ended she came back to Will Rogers Field and transferred to Personnel in the Veterans Administration when Will Rogers Field was de-activated. Enjoyed being a civilian for four years but one month after the Korean War broke she was called back into the Army. Served as Classification and Assignment Officer at Ft. Sill Reception Center for 2½ yrs. and one year as Executive Officer of a WAC Company in Hqs. U.S. Army Europe, Heidelberg, Germany. Liked seeing the sights but was glad to return to the States and civilian life in 1954. Was with the VA till it had a reduction in force last fall. (cont'd on p. 17)

MARGO has been doing a mighty fine job of keeping BEACON readers posted on AC-90 characters or should we say personalities - but this time she decided to play turn-about (aren't we aeronautical?). BETTY ELLIS, the newest Personnel employee, writes her own story, Margo standing by with the whip, of course.



I was born in Coleman, Texas, but since my father was an oil field worker, we lived a sort of gypsy life and lived just about all over the State of Texas - sometimes making as many as 7 moves in a year. I graduated from Luling Highschool in 1940 and attended Southwest Texas State Teachers College in San Marcos for 2 yrs. At that time I quite to accept Civil Service employment with the Engineer Supply Depot at Ft. Sam Houston in San Antonio, later going to Baton Rouge, La.

In May 1943 I traded Uncle Sam for Bob, a brand new 2nd Lt. in Our Uncle's Air Force. After the customary waiting period our first daughter, Penny, was born. Bob served 13 months overseas during the war. Out of service, he took a stab at civilian life but decided before his 90 days were up that Air Force life wasn't so bad after all, so back to Texas and into the service.

When our second daughter, Pam, was several months old, (cont'd on p. 18)



## NEW FACES AT FLIGHT INSPECTION

Welcome to Jack Webb as new Chief of the Flight Inspection Training Section. Jack reported for duty at the Branch on August 17 and we're glad to have him aboard.

Also welcome to all the new Electronics Technicians reporting to the Avionics Section:

Howard Anderson	George L. Harveson
Charles Verniard, Jr.	Glen A. Greer
Jimmy D. Bradford	Talmer S. Kimsey
Walter C. Bird	James D. Kinney
Homer G. Carpenter	Archie R. Lynch, Jr.
Rex Childers	Frederick L. McElvaine
George J. Clark	James H. Hoy
Bill J. Conway	Robert T. Reece
Donald M. Ewing	Bobby J. Roberts
Thomas J. Gannon	George H. Steed
Thomas R. Gooch	Bolen P. Woods
Willie R. Goode, Jr.	Francis R. Berry
Maurice M. Green	Ralph G. Ohler

### TAYLOR (cont'd)

Lucille now works on recruitment and internal placement for Federal Airways Standardization Division, Federal Airways Project Materials Division, and Aviation Safety Standardization Division. She says she wishes an Airways Operations Specialist or someone had been around, or that she could have recruited one on the double last month when she almost got run over by a plane while in summer camp at Ft. Meade, Maryland. One of the Post roads crosses the air strip and while driving this road one night, she stopped when she saw an MP waving a flashlight and minutes later a plane buzzed in, right in front of her car.

(ed. note - In the old days when 59th St. went straight by the airport instead of Monroe-ing over the countryside, landing planes could also cause harrowing experiences at Will Rogers. For details, ask Daisy Dovell.

AND ALSO - - - - -



On the right in the picture above is Leonard Ferguson (and Leonard is her real name) who joined the Flight Inspection Branch in August. Len was previously employed at the VA Hospital. Shown also in the picture is Maxine Weatherford, a former Facilities steno who came to F.I. Branch in November 1955. Both girls are in the Data Processing Section.

ED Note to NEW EMPLOYEES: We are growing so fast we may not mention everyone. If your BEACON reporter does not tell us, you tell him or her. Give us some facts of your life - the printable ones, of course.

TO OLD EMPLOYEES: (we mean "old" in sense of years worked at the Aero Center so come off the ceiling and read the rest). Give us a picture or new item on yourself - you don't have to wait to be begged. If you are the modest type, tell us something about the family or pets.



## INSTRUCTORS WRITE TECHNICAL REPORTS

Gene Taylor (Facilities Radar School) wrote and is submitting a suggestion and report on the use of echo box and signal generator, for checking sub-clutter visibility instead of the more complex test instrument, MTI Evaluator.

Harold Swenson (ILS/VOR) has submitted a paper on causes for frequent unexplained changes in Localizer course width. His report suggests a cause may be shifting of phase with SBO grid tuning and adjustments based upon readings from a critical location of the clearance detector.

### ELLIS (cont'd)

Bob went overseas again - this time to Okinawa. After 13 months we were allowed to join him. This trip really indoctrinated us into overseas travel. We went the Cook's Tour of the Pacific on a 1500-passenger ship but crowded with almost 3000 people. All this and no port holes. It took 26 days with stops at Honolulu, Guam, and Manila. Just about everything happened, including Penny's breaking out with chicken pox 2 days out of Honolulu. As a result the entire ship was quarantined in Guam. We spent a most enjoyable tour on Okinawa and returned to the States 1 year later.

Three stateside moves and 2 years later, Bob was again sent overseas, this time to Germany. We joined him 5 months after, this trip taking only 8 days. We had a very nice ship and enjoyable trip. We spent 3 wonderful years near Munich. For our 10th anniversary we at long last got to take a honeymoon - to Paris for a week.

Upon returning to the States, we were stationed in California for a year, then to the mudlands of Mississippi, which wasn't to our liking. We volunteered for the first assignment that came through. It was Oklahoma City. We hope to stay here for the larger share of our remaining 5 years in the service, squeeze in one more tour of Germany, and then retire to the Florida Sands.

## CAA EMPLOYEES ASSN. PICNIC IS GOING AWAY PARTY FOR HORNING, CAMERONS & ABSHIRES

Dozens of camera bugs, enthusiasts, pros, amateurs and just plain people who click that button, and not one thought to bring any picture-taking apparatus to the Association picnic held

But thanks to ROBERT BRIDGES, Social Committee Chairman, nothing else was missing - good food - and PLENTY of it - games for all ages (under able coaching of Bob, Dallas King and Cecil Skidmore) - prizes for winners - gifts for losers. Even a fire in both fireplaces - one sponsored by Boy Scouts and one by Girl Scouts - for those who stayed until the cool of the evening.

The only sad note was realization that Al Horning, Deputy Director; Loren Cameron, Classification Officer, Personnel; and Marion Abshire, secretary to Chief, Aviation Safety Stand. Division, were really leaving the Center.

Inimitable Master of Ceremonies Hope Biggers did a fine job of presenting the gifts Center employees had bought for fond farewells.

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NEWS OF FORMER CENTER EMPLOYEE ROBERT SPEAR comes from Region 4 Newsletter. Helicopter, Inc., of Denver (where Bob and Pete Young both spend their working hours) has applied for a non-subsidized Cargo Only Helicopter Service route between Denver and 14 nearby cities. If approved, at least 2 flights per day would be made using Bell 476's. It is expected that the volume of cargo will allow several more daily flights and that the service will cut the Air Express delivery time by as much as 24 hours.

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The Swedish Jet Fighter, SAB-J29 is said to have a top speed of 660 miles per hour.



THE ACCOUNTS STAFF DIVISION WELCOMES TO  
ITS STAFF TWO RECENT ADDITIONS



Richard P. Dawson, a former employee of the Army Finance Center, Indianapolis, started work at the Aero Center as Fiscal Accounting Clerk on June 28. He is married and has a little girl.



Mrs. Rojean D. Lacey, a former employee of Tinker Air Force Base, started to work at The center on July 16, as secretary to the Chief of Accounts Division. Jean is married and has a 3-year old daughter and a son 8 months old.

A hearty welcome is extended to both.

NEW SECRETARY SELECTED FOR  
AVIATION SAFETY POSITION



Pictured above is Carolyn Dare, who is a recent addition to the secretarial staff of the Aviation Safety Standardization Division.

Carolyn is no newcomer to the Center, having served as Paul Shively's secretary prior to her transfer, to Aviation Safety,

Carolyn is secretary to Dave Baker, Chief of the Flight Test Branch.

We were afraid Carolyn might not accept the job after the advance publicity given us, all in fun of course, but Carolyn wasn't sure how much was truth.

We're trying to convince her 'taint so.

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Women - Bless 'em

Now thirty's a nice age for women,  
Not young and not old, but just nifty  
Especially nice age for women  
Who're rapidly verging on fifty.

\* \* \*

A girl who knows her onions can end up  
with carats.



"AROUND PMD" ..with Ralph Gamel

VACATIONS: RUFUS COX spent a week in Akron, Ohio, with his son and family. Tried out his new Chevrolet Station Wagon; it sure came in handy since he brought his 4 grandchildren back for a visit.

THE GARRY COSTARS spent four weeks on vacation and camping trip to Vancouver, B.C. Garry thinks these great outdoors are here to stay - and he's heartily in favor.

TOM COLLIN and family took guests from Kansas City to Sequoyah State Park for a weekend of camping and water skiing. Got the bald spot sun-burned, Tom said, from water skiing.

California was the vacation spot for R. W. PULLING and family. Chief R.W. swears he never saw so many cars in his life. Must look like the Aero. Center at quitting time.

DICK WENZEL and wife enjoyed that pretty air conditioned Chevrolet on a trip to Dallas.

POP SPAULDING and VERO JUSTICE also got away from it all but their vacation whereabouts were still top secret as the BEACON went to press.

BILL FARRIS spent two weeks in Rome -- Rome AFB, New York - on military leave.

#### NEW EMPLOYEES:

JACQUE CRASS recently came out of retirement to join the CAA. Jacque has a husband, John, who is to receive his Bachelor's Degree in Electrical Engineering from Oklahoma University in January. Daughter Jan - real cute - is 2½ years old.

Coming to CAA from a local machine shop is JUNIOUS WINSTON.

L. F. FANNING recently returned to service with the Shops from the City of

Oklahoma City.

JOE HLAS, on loan from AFS, is helping out in the Woodmill.

#### OUR NOMINATION FOR EMPLOYEE OF THE MONTH:

HARRY DONCEEL, Procurement; LUCILLE TAYLOR, Personnel. Harry for his fine work and assistance in helping PMD with their many Procurement Problems. Lucille for her assistance in finding employees to fill the needs at PMD.

Understand the grasshoppers ate BOB HOFFER's trousers off up to the knees. Sure has pretty legs!!

Pat on the back to R. H. WILL who is doing a fine job in handling procurement requests at PMD.

#### ...Ed. Note:

Watch the next BEACON for further details - maybe Whitey Thompson will tell his fishing secret - see pictures of Jacque Crass and other new PMD employees -- and Mr. Hoffer! this story must be told.)



"... unless we receive your remittance at once, we shall have to take legal steps."





SHOWN WITH BRACE AND BIT (WOODEN)  
USED BY HIM AS A BOY IN COPENHAGEN

It was in December of 1907 that Conrad (Pop) Jensen, at the age of 20, left his native land of Denmark to seek his fortune in the new world. This summer, after nearly 50 years, he saw again the land of his birth.

When Pop came to American with his uncle it was their plan to use their savings to operate a newspaper in California. The uncle was experienced in this work.

Pop remembers struggling through customs, and he remembers, too, misunderstanding some instructions of the customs inspector which caused him to roll up his sleeves ready to fight. His knowledge of the language was limited to a few phrases of English, but no "American".

The two adventurers veered from their course long enough to visit a friend in New York, a professor; and that visit changed their whole course. It just happened that this friend knew all about how to make a fortune in America. The thing to do was to buy an apple farm in Arkansas. And so they did.

In Arkansas, Pop and his uncle found a 40-acre apple farm for sale "as was" which included a pony team and hack.

Unaccustomed as they were to farming (long walks in the country being the extent of their rural experiences) they nevertheless took possession of their farm with optimism and a little apprehension. For instance, when Pop took over that pony team he asked the former owners to just leave it harnessed because he planned to use it. The fact was, he knew he would never get that harness back on unless he saw how it came off. So he began taking each strap apart and laying them carefully in order. When he had finished, the bridle was in nine separate sections; and the rest of the harness was in more pieces than he cares to remember. But the next morning he got it back together again. He followed the same procedure every evening and morning for several days until he happened to witness a neighbor unharnessing a horse by simply unfastening a strategic buckle or two. That discovery made apple farming seem much easier.

Eventually he increased his farm to 160 acres and owned a cannery. In 1917 he married Ruby and three daughters were born. One is Helena Drake of AC-180. He now has nine grandchildren.

The apple farm venture was a victim of the depression, and since then Pop's experience has been varied and interesting. He worked in the oil fields for a number of years as everything from head carpenter and construction superintendent to lease foreman. He even got into mining and still owns stock in the Bantam Mining Co. in New Mexico. During the war he entered Civil Service at Tinker Field and from there transferred to Hawaii. After the war he set up a woodworking shop for the Veterans Administration Hospital. In 1947 he transferred to the Center where he is in charge of the woodmill and where he produces some splendid handiwork as most any office or classroom at the Center will attest.

Pop has a love of fine wood and a feel for cabinet work which has stayed with him since he worked with wood as a boy in Copenhagen, first at a manual training school and later for an old cabinetmaker who specialized in Grandfather clocks. Also, Pop has a respect for his tools.



Speaking of tools, Pop recalls one incident when his tools came in mighty handy. When he started the shop at the VA Hospital, it had only two patients. When the first emergency operation was performed, Pop got a frantic SOS from a doctor asking for some tools. It was with Pop's wood rasp and two coarse files that the emergency bone operation was done.

WHEN Pop went back to Copenhagen in May to visit his one brother who is still living, he found many things just as he remembered them. He found the old house where his parents raised their seven children. He walked along the streets he used to walk, saw the church where he was confirmed, visited neighborhood shops where he found people who remembered him, and he went back to the school where he had been one of the first students.

At the school the first change noticed was the absence of the 8-foot fence which had separated the girls' play yard from the boys'. He found two classrooms with the same old benches. He noticed that there were 38 showers now in the boys' locker room where there had been only 4, and a group of small boys were having their shower using pads of excelsior to scrub with. In Copenhagen showers are provided in the public schools because most of the old houses and apartments cannot make room for them. Incidentally, over there school continues six days a week with a 3-week summer recess.

With his brother and sister-in-law, Pop made a trip to the West of Denmark, to Jutland, a part he had not seen as a boy. The overnight steamer trip was all luxury and the cost was but \$6.00 for the round trip. Near Jutland is Rebild Bakke, a great amusement park built by a group of Danish-Americans and featuring a Lincoln log cabin which flies both an American and a Danish flag. Pop says "Imagine a place 20 times the size of Springlake, with every known amusement, then add some good theaters and some good restaurants and that is Rebild Bakke". A 4th-of-July celebration is held there every year. This year, Pop has been told, 50,000 people attended.

Everywhere the friendliness and helpfulness of the people made his visit the more enjoyable. The food seemed inexhaustible. He relished the many wonderful cheeses and the delicious Danish pasties, but he had trouble eating all of the six meals served regularly each day. He gained 10 pounds in the 30 days he was gone.

Pop was impressed with the sanitary brightness of Denmark as well as with the many conveniences there. His longest wait for a bus was 4 minutes. He says the Scandinavian planes don't even level off before food is brought.

Among the things he will remember longest are the beautiful old parks and forests with stately trees hundreds of years old. Cars are not allowed, but buggies and hacks are available for a scenic and leisurely ride.

Pop went to Europe on a plane chartered by the Civil Aeronautics Club. The plane took him to Paris via London, and he managed to spend a few days in France and Germany.

Pop reports that there was not one moment's disappointment in the whole trip.



"No, you don't get Flight Pay for riding in a Jeep."



GROUP OF FOREIGN VISITORS TOUR AERONAUTICAL CENTER



Back row, L. to R.: Capt. Eric Hamber, LAV, Venezuelan Airlines; Capt. J. L. Rood, Trans Canada Airlines; Mr. L. J. Shagan, El Al Israel Airlines; Mr. Charles T. Travers, Dept. of Transport (Canada); Mr. Henk K. deGraaf, KLM, Royal Dutch Airlines; Capt. Frank A. Taylor, British Overseas Airlines; Mr. Rene Bulin, SGACC (French Govt.); Capt. Jean Sauvage, Air France; Capt. Robert A. Steffes, El Al Israel Airlines.

Front row, l. to r.: Mr. J. D. Nissen, Danish CAA; Mr. J. R. Robertson, Dept. of Transport (Canada); Mr. Jaques Herbomont, Air France; Mr. C. N. Van Staveren, KLM, Royal Dutch Airlines; Mr. Bertrand Jaquier, Swissair; Mr. John Brennan, CAA - New York, N. Y.; Mr. Fred Waelchli, Swissair; Mr. Lincoln F. Stock, CAA - London.

On June 3, 4, and 5, 1956, a group of foreign airline and government officials visited the Aeronautical Center under the guidance of Mr. John Brennan, Chief Advisor, International Region; and Mr. Lincoln F. Stock, Aviation Safety Advisor, IFR, London, England.

The party was taken on a tour of the Federal Airways and Aviation Safety training facilities. Various courses were explained to them in detail, together with laboratories and equipments utilized in connection with various training programs.

The group included those listed under photograph of the Douglas N-2 shown above.



LARGE ATTENDANCE AT AERONAUTICAL CENTER SINCE LAST ISSUE OF THE "BEACON PUBLISHED

AVIATION SAFETY CLASSES

ACM-9 - Aircraft Instruments - 6/18 to 6/29/56

Atkinson, S. J.	Tulsa, Okla.
Brown, Raymond H.	Washington, D.C.
Denison, Vernon M.	Minneapolis
Dravenstadt, L. V.	Washington, D.C.
Jackson, N. H.	Houston, Tex.
Peterec, Thomas A.	Indianapolis

EE-6 - Electronic Aids to Air Nav. - 6/18 to 6/29/56

Buckner, Francis B.	St. Louis, Mo.
Crosby, W. E.	New York, N.Y.
Griffith, M. H.	Los Angeles
Hemingway, James L.	Washington, D.C.
Ogilvie, Edward F.	Miami, Fla.
Taylor, Paul G.	Washington, D.C.
Temte, John N.	Okla. City

ACO-6 - Type Rating on 4-Engine Trans.- 6/18 to 6/29/56

Jenkins, A. S. Jr.	New York, N.Y.
Poteat, Jack L.	Atlanta, Ga.

GO-11 - A/C Characteristics & Perform.- 6/18 to 6/29/56

Clapsaddle, H. W.	Washington, D.C.
Joyce, E. A.	Indianapolis
Kress, K. T.	Allentown, Pa.
Raulerson, H.	Houston, Tex.

ACO-7 - A/C Characteristics & Perform.- 7/30 to 8/10/56

Harrison, C. S.	Miami, Fla.
Monaco, F. J.	New York, N.Y.
Noltemeier, R. H.	Dallas, Tex.
Scott, W. W.	Indianapolis
Aden, E. L. -Frontier	Denver, Colo.
Nino de Rivera	Mexico, D.F.

EE-1 - Light Aircraft Electrical Sys. - 8/13 to 8/24/56

Allen, D. D.	Yakima, Wash.
Burton, William E.	Pittsburgh, Pa.
Garver, Chester N.	Springfield, Mo.
DeCrescenzo, J.	Teterboro, N.J.
Eubank, Eugene O.	Kansas City, Kan.
Rieger, Fritz	Rapid City, S.D.

GM-3 - Helicopters - Prin., Const. & Maint. 7/30 to 8/10/56

Couchman, Ted	New York, N.Y.
Myers, John H.	Harrisburg, Pa.
Olsen, Rolph C.	Cheyenne, Wyo.
Reed, Arnold W.	Fargo, N.D.
Salles, Norman H.	Minneapolis
Scott, Donald D. -Army	Washington, D.C.
Smith, Guy E. -Army	Washington, D.C.
Williams, Roy P.	Grand Rapids, Mich.

ACO-7 - A/C Characteristics & Perf. 8/13 to 8/24/56

Dulin, H. L.	Miami, Fla.
Short, D.A.	San Francisco
Talunas, W.	Honolulu
Warner, E.M.	Washington, D.C.
Perkins, J.W.	Okla. City
Ringdal, N.	Oslo, Norway

ACO-11 - Boeing 377 8/13 to 8/24/56

Hudson, J. W.	Minneapolis
Stanne, F. R.	New York, N.Y.
Strawn, H. B.	Tokyo, Japan

GO-2 - Instrument Rating 8/13 to 9/7/56

Young, Chi-Kuang	Taipei, Taiwan, China
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ACO-6 - Type Rating on 4-Engine Trans. 8/6 to 8/17/56

Jefferson, L. W.	Chicago, Ill.
Kolankiewicz, T.	Washington, D.C.



# FEDERAL AIRWAYS CLASSES

## DME - 7/30 to 9/21/56

Anderson, Eugene V.	San Antonio
Anderson, Hans	Los Angeles
Bennis, Harry	Windsor Locks
Campbell, Chas. M.	Boston
Field, John A.	Miami, Fla.
Gaines, Thomas O.	Charlotte, N.C.
Kienzle, Fred J.	Allentown, Pa.
Lumblad, Bengt J.	Mason City, Iowa
McCullough, Carl A.	Dyersburg, Tenn.
Preston, Wm. H.	Denver
Rasmussen, Oscar A. Jr.	Palacios, Tex.
Sabourin, Frank M.	Salt Lake City
Spencer, Rex A.	Kansas City
Welch, Paul G.	Kansas City

## RADAR - 7/9 to 10/15/56

Anderson, Dale B.	Ogden, Utah
Austin, Jack G.	Oklahoma City
Bushman, Harrison D.	Anchorage
Daskam, Linton F.	Cleveland
DuBose, Robert A.	Norfolk, Va.
Dunn, Wilford	Nashville
Ebeling, Valgene	Midland, Tex.
Estes, Herbert D.	Memphis
Gonzalez, Manuel	Washington, D.C.
McKinney, Milton E.	Los Angeles
Reed, Herman L.	Nashville
Reid, Gerald C.	Knoxville
Williams, Porter	San Francisco
Wolford, Hugh E.	Fort Worth

## ILS/VOR - 7/2 to 9/21/56

Barker, James T.	Washington, D.C.
Harding, John F.	Altoona, Pa.
Lee, R. D.	College Sta.
Moreno, Manuel	Sevilla, Spain
Nicklas, Oliver R.	Baltimore
Ortega, Alfonso	Sevilla, Spain
Owen, James N.	Anchorage
Park, Melvin	Wake Island
Rooney, Paul R.	Kremmling, Colo.
Tunby, Roy H.	Ft. Smith
Smith, Paul	Denver
Wade, Everett A.	Kansas City

## USAF Flt. Insp. #02076 - 7/2 to 8/24/56

Harris, Robert M.	Capt.	Andrews AFB
Moe, Wilbur H.	Capt.	Ellsworth AFB
Sigall, Edward	Capt.	MacDill AFB
Veaco, Gordon S.	Capt.	Offutt AFB
Young, Billy G.	Capt.	Andrews AFB
Harpster, Milton	Lt.	Robins AFB
Keronen, R. O.	M/Sgt.	Chanute AFB
Lyles, D. E., Jr.	T/Sgt.	Chanute AFB
McKendrick, Joe	T/Sgt.	Mitchel AFB
Johnson, Arthur		Aero. Center
Bridges, Robert A.		Aero. Center
Lawrence, Frank P.		Aero. Center

## ATC - TF-19 - 7/2 to 11/30/56

Bassols, Claudio	Spain
Beltran, Francisco	Spain
Benedetti, Alfonso	Colombia
Bhattacharjee, Satyabrata	India
Butra, Udom Thanom Kuls	Thailand
D'Alves, Noel	Pakistan
Dankerlui, Eugene	Surinam
Dhabharangsi, Suwan	Thailand
Gauss, Darcy	Brazil
Henriquez, Rafael	Colombia
Khan, Muhammad	Pakistan
Mukhopadhyay, Subrata	India
Robinson, James H.	Chile
Wolff, Frederick	Costa Rica
Zaccagnini, Adolfo	Spain

## ATC - TS-54 - 6/18 to 6/29/56

Cardinali, L. J.	Jamaica, N.Y.
Clayton, V. M.	Los Angeles
Henry, Fred G.	San Diego
Lewis, Evan J.	Washington, D.C.
McQueen, Raleigh	Offutt AFB
Mirzaoff, August	Andrews AFB
Smith, Theodore J.	Los Angeles
Warner, C. G.	San Antonio

ATC - Curtis Assistance Engr. Committee-  
7-16/17

Alexander, S. N.  
Anast, James  
Bassett, Preston R.  
Dewey, Gordon  
Johnson, Ralph P.  
Perper, Lloyd P.  
Queal, Ralph W.  
Smith, Norman R.  
Witunski, Michael

ATC - TS-55 - 7/23 to 8/3/56

Durant, Jerry	Anchorage
Fletcher, Robert	New York, N.Y.
Fritzshall, R. B.	Myrtle Bch. AFB
Hayes, Edmund J.	Alexandria, La.
Reis, Eric M.	New York, N.Y.
Schneider, Lloyd	Anchorage
White, Gordon J.	Washington, D.C.

ATC - AIR FORCE - TU-52 and 53  
7/9 to 9/28/56

Barrows, Malcolm Chas.	Captain
Behnett, Howell Ira	CWO-W2
Berg, Robert James	Captain
Branscome, Eugene H. Jr.	2nd Lt.
Burnette, Stanley C.	2nd Lt.
Bush, Gaston O.	2nd Lt.
Carey, Scott T.	2nd Lt.
Davis, Wayne S.	CWO-2
Deturck, Henry M.	2nd Lt.
Diniz, Jorge Carlos	WO
Dodson, Donald R.	1st Lt.
DeCarvalho, Jose	WO
Easley, Joseph H. Jr.	2nd Lt.
Fanton, Donald Denike	Captain
Ford, Otto Theodore	CWO-W2
Fowler, Thomas N.	2nd Lt.
Fraser, Terry R.	2nd Lt.
Gardner, Mack Williams	Captain
Giordano, Robert L.	2nd Lt.

TU-52 and 53 - continued

Grant, Edward F.	Major
Herbert, Arthur A. Jr.	Captain
Holland, Cecil B.	2nd Lt.
Hugill, William B.	Lt. Col.
Jones, Homer L.	2nd Lt.
Laughlin, Ronald L.	2nd Lt.
McGowan, Patrick T.	2nd Lt.
Martin, Jerome J.	1st Lt.
Miller, Glenn Edward	2nd Lt.
Miller, John S.	2nd Lt.
Moutinho, Artur A.	WO
O'Brien, Alva B.	2nd Lt.
Olah, George W.	Captain
Oswalt, Billy G.	2nd Lt.
Partlow, James M.	2nd Lt.
Powell, Robert O.	2nd Lt.
Prudhomme, Mayo K.	2nd Lt.
Rasmusson, Silas R.	WO -W1
Remis, Joseph V.	Captain
Rescorl, John	WO-W1
Rieman, Ray A.	Captain
Sacks, David W.	Captain
Selby, Thomas E.	
Sherrard, Harold N.	Major
Silveira, Belmiro M.	WO
Slade, Clyde M.	2nd Lt.
Small, Leland F.	2nd Lt.
Smith, Richard P.	1st Lt.
Tangney, James W.	Capt.
Taylor, Newton L.	2nd Lt.
Taylor, Robert L.	Capt.
Theriot, Jacques A.	2nd Lt.
Warren, James C.	1st Lt.
Watson, Jack P.	2nd Lt.
Wayne, Edward A. Jr.	2nd Lt.
Wilson, Clarence E.	Captain
Wright, David S.	2nd Lt.
Wright, Richard A.	1st Lt.
Yardley, Noel W.	1st Lt.



ATC - Training Supervisor's Course  
8/6 to 8/17/56

Ault, Nina	Kansas City, Mo.
Cox, Wayne M.	New Orleans, La.
Gourley, Fred	Jacksonville, Fla.
Henneman, H. E.	Denver, Colo.
Harding, S. J.	Salt Lake City
Jenness, Richard J.	El Paso, Texas
LaRenzie, A. H.	Chicago, Ill.
Olson, Harold S.	Albuquerque
Seely, F. J.	Boston, Mass.
Sims, Ernest W.	Ft. Worth, Tex.
Sisson, S. D.	Chicago, Ill.
Smith, John M.	Cleveland, Ohio

ATC - TC-14, 15 and 16 -  
8/20 to 10/26/56

Adams, Kenneth C.  
Allen, Jack A.  
Baldwin, Robert J.  
Bishop, Floyd C.  
Black, Donald D.  
Blain, Robert R.  
Blowers, Loyd T.  
Bracy, Earl G.  
Carr, Daniel E.  
Cassel, Damon F.  
Cooper, James C.  
Coppinger, John M.  
Covey, John H., Jr.  
Crynck, William I.  
Cunningham, Franklin L.  
Crouse, Jerry M.  
Crooks, Robert T.  
Davis, Francis E.  
Davis, David H.  
Davis, James R.  
Dawley, David L.  
DeDauw, Albert H.  
Egnatcheck, George  
Fleming, Edwin S.  
Folimer, Kenneth F.  
Genemaras, Chauncey K.  
Greenawalt, John A.  
Grogg, Alfred R.  
Haines, William A.  
Haskin, Robert D.  
Havens, Mac H.  
Henry, Loyal E.

Communications Equip. - 8/13 to 11/16/56

Artigas, Carlos	Madrid, Spain
Baker, Ben	Rapid City, S.D.
Carrascosa, Juan	Madrid, Spain
Chen, Shui-Chih	Formosa
Cuda, Peter	Chicago, Ill.
Gaugl, Edward M.	Arcata, Calif.
Gonzalez-Betes, Antonio	Madrid, Spain
Graca, Jayme	Rio de Janiero
Hardy, Harold G.	Salt Lake City
Kopp, David J.	Cambridge, Mass
Kubes, Frank J. Jr.	Portland, Ore.
Leveille, W. H.	Cross City, Fla.
Noel, Bob F.	Pinehurst, Wn.
Russell, Stanely W.	Endicott, N.Y.
Seabrook, Harvey E.	Seattle
Stewart, John C.	Fort Worth
Martinez-Lacaci, Ignacio	Spain

ATC - UC-14, 15 and 16 - continued

Hiliman, Frank T.  
Hisel, J. L.  
Huff, Edgar K.  
Hurst, Richard L.  
Inslee, Gene L.  
Johnson, Robert D.  
Knuth, Herman A.  
Kline, Donald L.  
Layton, Robert L.  
Little, Clyde, Jr.  
Larson, Robert A.  
Macasa, Ricardo C. Jr.  
Martin, Randall O.  
McCool, Kenneth C.  
Meyer, Maurice A.  
Micco, Frank R.  
Miller, Charles S.  
Mishak, Wayne W.  
Murray, James R.  
Ogden, John H.  
Otis, Donald M.  
Otte, William E.  
Patterson, Jack M.  
Phillipps, Richard H.  
Pedri, Frederic W.  
Pieper, Sigmund  
Purrier, Richard H.  
Reichmuth, Quentin M.

Reichard, Clyde E.  
 Resser, John J.  
 Rigby, Alden P.  
 Roman, Pedro B.  
 Rosenberg, Verne B.  
 Samp, Earl G.  
 Schanel, Raymond J.  
 Shiel, Patrick H. III  
 Skinner, John L.  
 Smith, Robert B.  
 Sova, Richard J.  
 Stamper, Joseph A.  
 Squiers, John H.  
 Sullivan, Billy W.  
 Unger, Arthur H.  
 Wattenburger, Robert C.  
 Williams, Jack L.  
 Winkel, Norman  
 Yoder, Raymond A.  
 Yow, Nathan C., Jr.

Bouman, K. Harris  
 Cofer, John W.  
 Davidson, Leo M.  
 Little, Harry E.  
 Loesche, Irving C.  
 Mark, Hart H.  
 Mattson, John D.  
 Parker, William W.  
 Prather, Elmer M.  
 Reich, Charles J.  
 Violet, Dorothy  
 Ward, William W.  
 Wiggins, George W.  
 Woodward, Allen L.

Great Falls, Mont  
 Atlanta, Ga.  
 Inkster, Mich.  
 Oakland, Calif.  
 St. Louis, Mo.  
 Seattle, Wash.  
 Anchorage, Alaska  
 Memphis, Tenn.  
 San Antonio, Tex.  
 Washington, D.C.  
 Indianapolis, Ind.  
 Miami, Fla.  
 Honolulu, Hawaii  
 Fairbanks, Alaska



"He's been like that since yesterday. I suppose  
 this time one really did get away."





NORMAN R. HODKINSON, Chief, Facilities Flight Inspection Branch, receives Meritorious Award from Mr. Lanter.

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