

IN CASE YOU DON'T  
RECOGNIZE  
THE SERIOUS YOUNG  
LADY WITHOUT  
HER FRIENDLY SMILE

- or her shoes

See

Personality  
of the  
Month

Page 2



**CAA Employees' Association**

**CAA AERONAUTICAL CENTER  
OKLAHOMA CITY, OKLAHOMA**

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## PERSONALITY OF THE MONTH



DORIS NICHOLS

In this business of running as complex an organization as the Aeronautical Center, there are countless details whose importance to the overall operation is sometimes overlooked. For instance, hundreds of visitors and students have dispatched a message, mailed a memo or letter, requesting hotel reservations and have arrived in OKC to find the matter settled efficiently and with no slip-up.

That is just one of the varied duties Doris Nichols performs as Secretary to the Director of the Center. "OK-DN" on a communication means that the Office concerned has no further need to worry - there'll be a roof over the requestee's head, come rain or shine, or even a convention in town.

Besides taking dictation from Mr. Lanter, handling correspondence for the Front Office, filing, and numerous other tasks, Doris is a mighty quick gal with an answer - accurate and concise if the question is official, witty and clever for the "quasi-official" queries.

Born in Luther, Oklahoma, (she says regarding "when" that she's fibbed about it at various times and really is confused on the year)- Doris had a happy barefoot childhood, as evidenced by the picture on the front cover of this BEACON. The family moved to Oklahoma City when Doris was nine. She was graduated from Central Highschool. Doris's journalistic career



Personality of Month -  
(Cont'd)

started while working on the Annual at Central and has continued at the Aero. Center where she is Editor of WIRETAP and Co-editor of the BEACON.

As secretary to L.C. Mersfelder, of the Kansas City Life Insurance Co., for five years, Doris decided never to be a "Government Employee." Whether it was because Govt. employees die so young that insurance companies don't make money on such policies, or because the G.E.'s don't make enough money to pay premiums, Doris didn't explain.

After her marriage in May 1947, and transfer of residence to Amarillo, Texas, the blonde young lady was forced to make a Decision . . . she would either work for Uncle or not work. A position with the Bureau of Reclamation was her first Civil Service venture and convinced DN that the advantages could outweigh the disadvantages. Though now a firm believer in Federal Sovereignty, Doris also championed States' Rights -- or at least the Right State -- so back to Oklahoma, where else?

At the Center, Doris's first job was for Paul Shively in Procurement, then a year of duty with Guy Ferman, moving into Mr. Lanter's office in 1950.

Though not a licensed aeronautical pilot, no one at the Center can deny that she can really fly -- over ice. To prove her ability, she has a "Certificate for Acrobatics for Car", issued to her by co-workers who shall be left unnamed, after her novel manner of celebrating S-D Day, 1955. Being eager to get to work, Doris accelerated on an icy bridge and made a three-&-one-half-roll landing down the embankment of the Canadian River.

Very active in the choir at Christ Methodist Church, Doris has been selected on numerous occasions to sing the Sunday morning or evening solo. We understand that she can also be prevailed upon to play the piano at social gatherings.

Did we fail to mention Danny? Danny is Doris's son, fast approaching kindergarten age, and we left him 'til last because his mother tells so many cute stories about him that we were afraid we might try to pass them on, and they wouldn't be the same. No one can tell a Doris anecdote like Doris. Ask herself and see what we mean.

-- I. Mc.

FIRST "FRONTIERS OF FLIGHT" AWARD  
GIVEN BY MARYLAND TO MORSE OF CAA

The first "Frontiers of Flight" trophy has been presented to Alan L. Morse, Chief of the Aircraft Division at the CAA Technical Development Center, Indianapolis. The presentation was made by Governor Theodore McKeldin on behalf of the Maryland State Aviation Commission, which established the award to honor "unsung" individuals or organizations contributing significantly to the progress of aviation.

Chosen for a "lifetime of service to aeronautical progress," Mr. Morse has been with the Division since 1937 and has been in charge of many important projects looking toward greater safety in structural and operating characteristics of aircraft.

Developments accomplished under Mr. Morse's direction include bird-resistant aircraft windshields. Having helped perfect these for aircraft currently in use, Mr. Morse now is engaged in testing windshields for the 550 mile-per-hour jet transports that are on the way.

A native of Watertown, Mass., Mr. Morse saw overseas service in World War I as pilot of a Navy observation balloon. Upon graduation from M.I.T. as an aeronautical engineer in 1921, he did aircraft test work for the Army Air Corps at McCook Field, Dayton. He worked as an aero engineer and designer for Martin, Fairchild, and other aircraft manufacturers until joining CAA in 1937.



## GROUND BREAKING CEREMONIES MARK BEGINNING



CAA ADMINISTRATOR JAMES PYLE AT MICROPHONE, ACTING MAYOR LEONARD DICKERSON (third from left on front row), WRF AIRPORT MGR., W. O. COLEMAN (on second row next to Dickerson), HON. JOHN JARMAN, 5TH DISTRICT CONGRESSMAN (fourth from left in front row), CHAMBER OF COMMERCE PRESIDENT H. B. GROH (on left of Pyle), CITY MGR. WM. GILL, (fourth from right), and F. M. LANTER, DIRECTOR, AERO. CENTER (second from right)

Wednesday, February 13, 1957, marked the beginning of a new era for CAA's Aeronautical Center.

Louis S. Rothschild, Under Secretary of Commerce for Transportation, presided at the ground breaking ceremonies for construction of new Center buildings which will replace the temporary war-time barracks now in use.

Referring to the installation as the future University of the Air, Mr. Rothschild graciously dug shovelful after shovelful for the benefit of professional and amateur photographers. Someone aptly remarked that the Secretary had moved enough dirt to qualify as a contractor.

Other Washington officials attending the ground breaking ceremonies were: Lou Burton, James Pyle, Lewis Bayne, Joseph Tippetts, and H. S. Chandler. A public luncheon followed the ceremonies.



OF NEW ERA FOR CAA AERONAUTICAL CENTER



COMMERCE UNDER SECRETARY LOUIS ROTHSCCHILD SPEAKING AT CEREMONIES (top picture) and LIFTING FIRST SHOVELFUL OF DIRT FOR NEW ADMINISTRATION BUILDING (lower picture).

Administrator Pyle (top picture - second from left in front row) exhibits ten gallon cowboy hat which had been presented to him (and one to Mr. Rothschild) by the Oklahoma City Chamber of Commerce at the site of the National Cowboy Hall of Fame.



## NEW PLANES - NEW SUPPLIES FOR AIRCRAFT STAND. & MAINT.

A brand new airplane, Convair N-105, has been seen in Hangar No. 10, Aircraft Standardization and Maintenance Division, and work has been underway to install special equipment and to familiarize our people with this new plane. When all work is completed this aircraft will be essentially a "flying laboratory." After a flight to other Regions for familiarization purposes, the Convair will be permanently based here at the Center in March.

Jet planes, one T-33 and two F-80's, have also appeared on the scene. These planes to be used for flight inspection and training purposes, are presently based at Aircraft Maintenance Branch, Aircraft Standardization & Maintenance Division. AC-130 people have attended Convair and Jet schools to better qualify them for maintenance of these planes.

The installation of the RL830-94 engine in one of our DC-3 aircraft is anticipated in the near future by the Aircraft Standardization & Maintenance Division. This engine has 150 more horsepower than the presently installed RL830-92, thereby increasing the performance of our DC-3's to give a higher safety factor in operations, with better single engine operation, higher ceiling and improved take-off, climb and cruise conditions.

Supply people of Aircraft Standardization and Maintenance Division have a weighty problem these days. It all began when the excess property lists started coming in listing much needed items at no cost. From these lists they have been able to acquire items from nuts, bolts, and rivets, to typewriters, aluminum, fork lifts and drafting tables. But now this property is beginning to arrive and the problem is to find temporary space for storage of this property until that day when the new buildings are completed and there is ample space for storage.

- Ladine Garrett

## DISTANCE MEASURING EQUIPMENT SCHOOL TAKES ON TACAN TRAINING

At Air Navigation Facilities, the DME school, baby of the four electronic training courses at the Center, has grown steadily since the first class convened in August 1950. Since the days when Marvin Eisenbach, Bill Brown, Dick Erwood, Ken Jenkins, Bill Lucey and now Emory Williams, built up the course from schematics (or the "gear" itself), hundreds of students have gone back to their sectors with confidence in their ability to keep the equipment on the air.

The opportunity for each and every student to tune up and trouble-shoot the equipment by himself has been steadfastly preserved by those in charge who know that the "touching of the hands" is vitally important in "pulse techniques". Yet the full technical approach has also been retained through the years so that when new applications of distance measuring like TACAN come along, the men trained in DME readily can adapt their knowledge to meet the situation.

From the old prototype Hazeltine, thru the Federal DTA to the Hazeltine DTB equipment, four units of which now grace the laboratory at Oklahoma City, there has always been plenty of "practice gear" for students including the various airborne interrogators. And now comes TACAN. Preparations have been made to add training on TACAN concurrent with regularly scheduled DME instruction. Now and until December 30, 1957 only familiarization lectures are given, two hours for all schools at Oke City but four hours for DME classes. The familiarization will include a demonstration and "look" at a TACAN equipment which will soon be installed.

On December 30 it is planned to begin separate short and long courses on TACAN, concurrent with DME courses. The short course would be 4 weeks long for classes of 32; the long course for 12 weeks, 16 per class, later doubling to 32.



## AERO CENTER HAS INTERESTING BEGINNING

Why doesn't someone do a "This Is Your Life" on the Aeronautical Center? Its "claim to fame",?? Why, it's the only operation of its kind in the world. And aside from all the vital statistics -- such as when it was started, how it has grown, what activities are included, etc., there are some pretty interesting "personal" angles, too.

If you're a newcomer to CAA -- and particularly to the Aeronautical Center -- bet you don't know it's an outgrowth of several "kissin' cousins" -- for example, it might be said that it actually originates 'way back with the CAA Instrument School at Wayne Major Airport, Detroit, Michigan, which was moved, in January of 1941, to Houston, Texas, and called the Standardization Center.

Like lots of good Texans, the Center's reward came in June 1946, when it was relocated at Oklahoma City and renamed the Aeronautical Center.

At the same time, the Signals Training Center at Fort Worth was moved to Oklahoma City, and before June of the next year, the Communications Training School at Seattle, Washington; the Foreign Nationals Training School at Kansas City, Missouri; and the Structural Materials Facility at Fort Worth had all become a part of the Aeronautical Center at Oklahoma City.

It was a small group -- comparatively -- who made the move 10 years ago (only 47 employees to begin with) and things were a little different then. The War had just ended and rationing was still going full blast. The 1930 model autos were just about worn out and there were numerous traveling problems. Some of the traveling was done on horseback -- or on foot. Guy Faulkner (now with Aircraft Branch) was one of the "pioneers" -- and his problem was getting enough vehicles lined up to make the move. They used the DC-3's and DC-4's and just loaded desks, chairs and filing cabinets in them -- as well as people. Murph Shedenhelm (Chief, Aircraft Branch) came

up early to get offices set up in the hangar. Not far behind came Loring Cramer and George Downs, who ran a shuttle line between Houston and Oklahoma City. (Cramer is now with 2nd Region, and Downs with Flight Inspection Branch). Elwyn Rowe (at Denver now) "piloted" the old CAA Chrysler back and forth, till it finally threw a rod!

Al Krag, Joe Markovic (International Reg.) Joel Chennault, Melvin Cameron, Monroe Ebner, Dayton Parker, Cecil Skidmore, Herb Blanchard, Roy Meinke, George Hudson -- all moved in to Oklahoma City in 1946 -- and W. D. "Bill" Jones made his second move, having gone from Detroit to Houston in 1941. (Bill Jones is Chief, Simulated Instrument Training Branch now; Melvin Cameron is in Technical Services Branch; and the others are in Aircraft Standardization & Maintenance Division.)

Benny Griffin, the first Aeronautical Center Director, arranged for men with families to move into vacant WAC barracks -- luxurious as they were!! In one barracks, having a single bathroom, six families with a total of 12 children were housed. Claude Gardner (Chief, Technical Services Branch) who was in charge of the Ft. Worth contingent, remembers that some of the young bucks with no families -- and some of the old bucks who left their families elsewhere -- lived in the old fire station. One family pitched a tent, but failed to take into account the gentle Oklahoma breeze, which carried away the tent before house warming formalities were under way.

Bob Ray (recently transferred to 2nd Region) remembers the morning an employee fell asleep while coming to work, and his car straddled the concrete foundation on which rested a sentry house right in the middle of the road. He proceeded to drive the car through one end and out the other, not touching either side of the building, which was only a few inches wider than the car. The poor fellow wasn't hurt, but the noise of splintering lumber did awaken him.

(Cont'd page 8)



Looking back to that day when everyone was 10 years younger, we recall vividly that the Center was one of the first "do-it-yourself" projects on record. Quoting Claude Gardner: "...the fine art of folding the hands across the belly had not yet become fully developed." There were no materials and no workmen to remake buildings and install equipment. Most supplies were obtained on a midnight type requisition and everyone had a rugged individualist complex and was proud of it. The director helped move furniture; branch chiefs swept floors and emptied waste baskets ... Division chiefs had not yet become a menace...

There were difficulties -- one employee went to town to get oxygen for some necessary welding. CAA was unknown and no one would extend credit. The employee finally had to pay for the oxygen from his own pocket. --A far cry from today with CAA well known to almost every citizen of Oklahoma City,

There was considerable "helping" of fellow-workers. One engineer "borrowed" a carryall and made several forays into the open country to buy vegetables, chickens and other produce to sell to his co-workers -- at a profit of course.

And when the V.I.P.'s in the "northern" area learned that commodities which were in short supply in their locality were obtainable here, they kept our employees busy procuring steak, butter and bananas. Aircraft leaving the Center in those first early days had the appearance of a flying super-mart!! (This is hearsay and not a recorded fact!!)

Another employee, seeing the poor physical and spiritual condition of the employees from the Houston area started a faith healing revival -- (we've heard that Claude Gardner still has his tent!)

Others seized the opportunity at hand and went into home construction, hash-house, and/or other progressive enterprises that greatly assisted the locality

in its return to peacetime normalcy. One employee combined entertainment and business by operating a crap game on weekends and paydays!

On one occasion, one of the employees started to light a bank of gas-fired furnaces in a warehouse. He shut off the gas first, allowing the gas to escape, then turned it back on. The first and second pilot lights caught without much trouble, but in the meantime gas was escaping in the other six furnaces, unknown to the man. When the third one was started, the furnace blew up -- burning off the hair, pants and shoes. A man was employed immediately to maintain the heating systems.

..... And now it appears that the "temporary buildings" that have housed CAA activities for 10 years will pass out of the picture, and in their place modern buildings will be the scene of ever-growing activities of the CAA.

On the opposite page is an artist's idea of the installation as it will appear when the building project which has just gotten under way is completed.

Will Rogers Field, Oklahoma City, is expected to be a very busy place during the next few months.

-- Doris Nichols

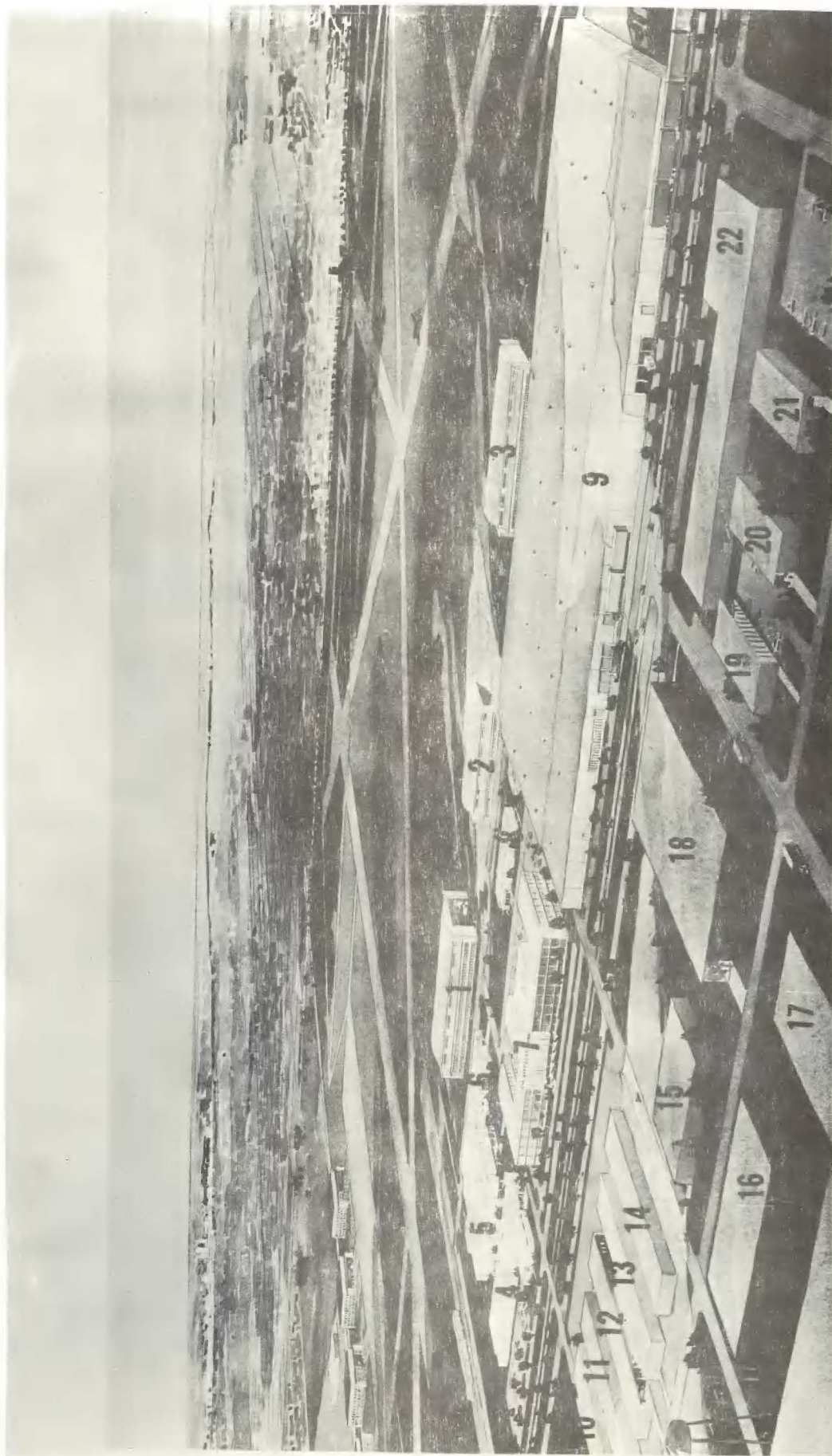
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#### Legend for picture:

1. New CAA Hangar
2. & 3. Present CAA Hangars
4. Air Traffic Control Building
5. Airways Facility Lab
6. Aviation Safety Lab
7. Administration Bldg. (Headquarters)
8. Flight Inspection Lab
9. Warehouse

The buildings shown in the foreground -- 10 thru 22 -- are not in existence or even proposed. They are merely drawn in by the artist for effect.





## DATA PROCESSING



BILL DEASON, Chief, welcomes you to Data Processing Section, Flight Inspection Branch. The Processing Section was established in 1951 for the purpose of analysis and reduction of data from flight recordings made by the Regional Flight Inspectors on Air Navigational Facilities of the Federal Airways System.

Bill entered government service after discharge from the Navy. A former Flight Inspector in Region 2, he transferred to the Aeronautical Center in 1952.

Pictured at left are Data Processing's clerk-stenos, Len Ferguson (in background) and Maxine Weatherford. In addition to other duties, they compile and type the Analyst's findings into report form for distribution to the Flight Inspectors, Regional and Washington offices.

Maxine is a former Facilities steno and Len transferred to CAA from the VA Hospital in August, 1956.

(..since this story was written, Len has transferred to Personnel)







"Going around in circles" is serious business to the Navigational Aids Analysts. Pictured above in foreground are Ted Wernick, marking the recording, and Ken Rogers reading data from recording.

Pictured in the background are Margaret Vaughn and Noel Lucas who are plotting analyzed data from measurements and flight recording onto a final flight check report which contains such information as course characteristics, degree of transmitter error and other pertinent data which will be used by Regional personnel in keeping Air Navigational Facilities in constantly safe operation.



## DATA PROCESSORS



Margaret Vaughan and Ken Rogers are shown at specially designed tables which were erected to facilitate alignment of facility recordings in order that information could be extracted simultaneously.



A man who is always on the go is Frank P. Lawrence, Jr., pilot in Flight Test Section, Flight Inspection Branch. Formerly of AC-132, he has been employed by CAA since January of '48. He was recalled to active duty in the Air Force for two years and returned to the Center in December of 1953. He's happiest when "up in the air" but mighty pleasant and business like on the ground.



"With \$600 sunk into equipment, you expect me to smile?"

IT COULDN'T HAPPEN IN CAA - Said a foreman to one of his workmen: "When I hired you two weeks ago, you told me how good you were. Now tell me all over again. I'm getting discouraged."

A great many people, like cats, lick themselves with their tongues.

You can't believe everything you hear - but you can repeat it.



## THUMBNAIL SKETCHES



Wherever there is a new or expanding federal office, you may see HAROLD LEEPER, who recently joined our Personnel staff. That's the thread which runs through his fifteen years of government service; First as a Civil Service representative early in World War II, recruiting for the new Navy bases at Norman, Clinton, and McAlester; then returning from military service in Counter Intelligence Corps, where he also served as a civilian personnel officer, to the VA in Oklahoma City as personnel officer, to build up a Regional Office of almost a thousand employees. When the Internal Revenue Service was overhauled in 1952, Harold was elected to spearhead the reorganization as Administrative Officer for Oklahoma. Our expansion at the Center offers a challenge to the recruiter, so here he is.

Harold passed the bar examination the week before joining CAA, having gone to school at night. He expects to practice on the side.

Outside activities include serving as General Superintendent of the Church School at Crown Heights Methodist Church and membership on the Board of Trustees; (cont'd page 15)

## CENTER PERSONNEL

JOHN P. DAVIS comes to the Center as Administrative Assistant, Facilities Flight Inspection Branch, from Tulsa, Oklahoma, where he was in business for himself.

John was born at Lebanon, Missouri, and spent his school years there. For five years he was stationed at Fort Leonard Wood, Missouri, with the Department of the Army, where he was active in the National Federation of Federal Employees, serving as an officer with them, and was quite active also with the Federal Employees organization.

He is an active member of the Masonic Lodge and photography is his hobby. This brings out one interesting part of his work with the Department of Army, where he served as Director of Film Library Services. A number of training films

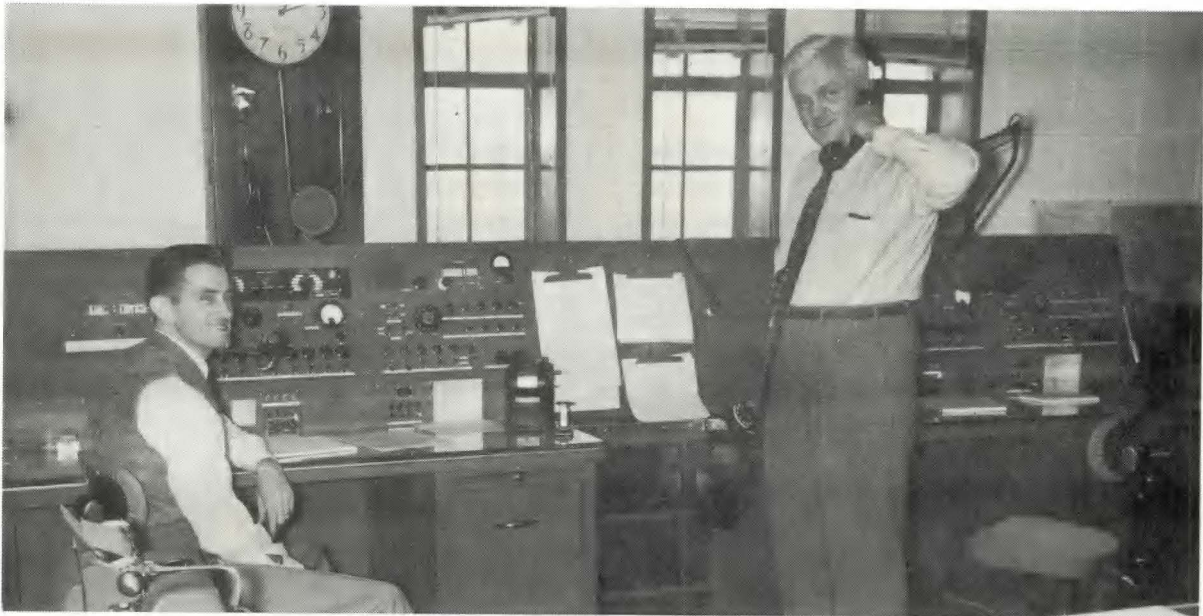


were made at Ft. Leonard Wood at the beginning of the Korean Conflict because of the decided similarity of the terrain there to that of Korea.

John is married and has one son — a 10-year old, whose ambition to grow a mustache emphasizes his devotion to his dad.

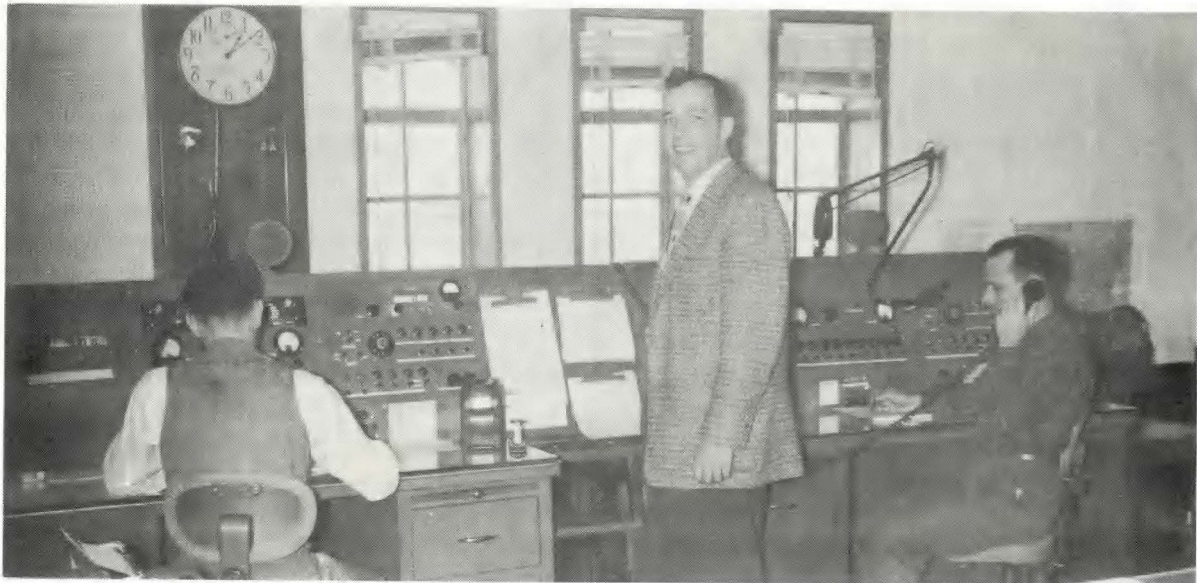


## AIRWAYS COMMUNICATIONS STATION AT



At long last modernization has come to the Airways Communications Station at Will Rogers Airport. Foreign trainees and Communications students from the Aero Center have had access to this facility and have stood watch there to help familiarize themselves with communications duties.

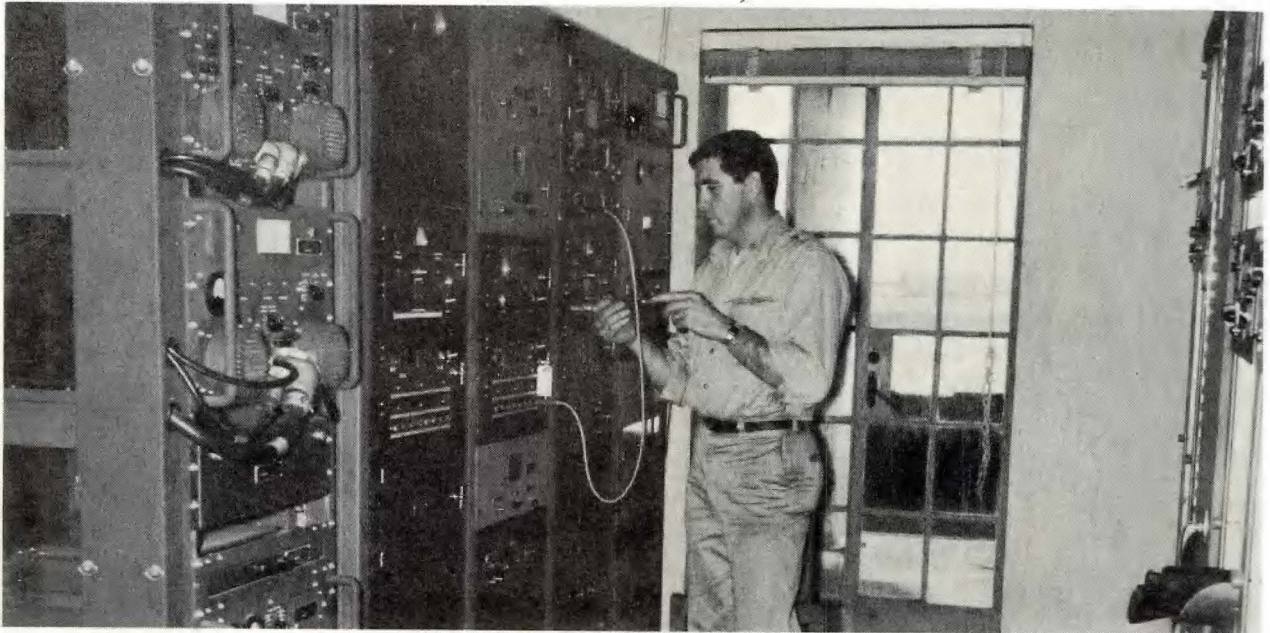
Chief of the Station, C. L. McCormick, no longer has to apologize for the obsolescence of the equipment. Today he is justly proud of the latest kind of machines and accessories. Credit for the new look is, Mr. Mac insists, due Chief Technician Robert H. Rudasill and Installation Manager Freeman of the CAA Regional Office in Fort Worth. Shown above are Chief McCormick and Airways Operations Specialist Leo "Doc" Dougherty at the dual consoles.



Chief Technician Rudasill reflects the happiness of the Station personnel while Airways Operations Specialists Dougherty and Branch carry on business at the new stand.



## WILL ROGERS AIRPORT IS MODERNIZED



Upper picture: Equipment being serviced by Chief Installation Manager Freeman shows the behind-the scenes intricacy that make for modern facility efficiency.

### Harold Leeper (cont'd)

Troup Committeeman and Den Dad in Cub Scouting. He is a charter member and former vice-president of Oklahoma City Personnel Association.

His areas of responsibility at the Center include the recruitment of new employees, providing services to employees and students in the schools, administering the Promotion Plan and Incentive Awards System, and conducting supervisory and employee training activities. It is a big job, and he likes it - and the Center - a lot. He is interested in people and is always eager to help them get ahead.

--- Margo Pickens  
- - - - -



Rearrangement of teletype installation.  
AOS Branch is the man on the job.



## NEW OFFICERS - CENTER ORGANIZATIONS



A new calendar year at the Center means among other things, new reading files, new leaves to turn over - not only in keeping operating manuals and administrative directives up-to-date, but also the "I resolve never --" kind for individuals - and new officers in the organizations on the field.

Shown at left, above, is Beatrice M. Hoebing who was elected president of the Aero-Maids group.

The female contingent on the field gets together once a month for a dinner meeting. New girls should be sure to attend since the first meal is paid for by the organization.

Business is kept to a minimum - the overall purpose is to meet the girls from the various branches and know each other better.

Bea's Home Office is Project Materials Division

Pictured at the right, above, is Jack Webb, new prexy of the CAA Employees Association.

A comparative newcomer to the Center, Jack is a hard worker and good manager, as shown by the good job he is doing as head of training for Facilities Flight Inspection Branch - and for the Association.

Taking office with only one of the elected officers active - the others had to resign because of unforeseen commitments - Jack ramrodded the membership drive and parlayed a dance all in the first week of operation. Both the drive and the dance were a success.



## A HAM'S PLEDGE

by

Ray K. Bryan

### (Call Letters)

*I am proud of this call because I am the only person in the world who has the privilege of using it. It identifies me more than my own name, as thousands of unseen friends will know me only by my call.*

*What I do when on the air with this cherished call, will bring me untold friends or enemies for life. It all depends on me, as I will not be judged by looks or station in life, but by my manners and the consideration I show my fellow Ham while on the air.*

*I value my friends more than any possession. To make this friendship stronger, I pledge myself to be a better operator by following these good operating practices:*

1. I will listen on the frequency before testing or transmitting.
2. I will give the frequency immediately to a station calling break or emergency. I will assume that his call is urgent.
3. I will acknowledge a joining station immediately as he may have an important message.
4. When wishing to join a QSO, I will announce my **call only**, between transmission breaks.
5. When working mobile or on known mobile frequencies, I will keep contacts short and allow time between transmissions for new callers or urgent traffic.
6. I will not forget mobiles are in motion and must have priority with short contacts. They are handicapped with low power and limited frequencies.
7. I will always be helpful and tolerant with my fellow amateur.
8. I will gladly take or give advice when I know it will help my fellow amateur or our hobby.
9. I will serve the public whenever the opportunity arrives.
10. I will do all in my power to cause my fellowman to respect all Radio Amateurs.

COMPLIMENTS OF: RAY K. BRYAN, "W5UYQ"

The pledge card reproduced here was composed by Ray K. Bryan, Pulse Equipment Chief of the Airways Facilities Shops, who is also a Ham. If any hams at the Center would like to have a copy of this pledge card, let Carl Drumeller, AC-671, secretary of W5PAA, know and Ray will furnish the number desired.

## CONTENTED MOUSE TRAP



Sprawled in utter abandon and in complete disdain of office decorum and clicking typewriters, Felix rests between jousts with vicious "mouses" which roamed dark corners at night.

Brought to Air Navigation Facilities by Edna Clabby, Felix became the master and pet of all who came his way. Not a sign of a mouse was seen at AC-670 during his residence.

Soon after adopting the "Outgoing" box for his daytime bed, poor Felix disappeared - probably in the last mad rush into the 4:00 o'clock mail sack.

MAYDAY! MAYDAY! MAYDAY!

- - - - -

### SPEAKING OF CATS-

Researchers in the Laboratories of Physiological Psychology and Otolaryngology of the University of Chicago say that cats have real high-fidelity ears. The doctors tested cats on both low and high notes. Below 500 cycles cats and men hear equally well. But at frequencies higher than 2,000 the cats really shine. Cats, it was found, can hear notes at 60,000 cycles a second. The highest note a man can hear is about 20,000 cycles.

More scientific data on felines: Consolidated Edison tells us that the equivalent of 9,200,000 kitten pats are required to light a 75-watt electric bulbs for 60 seconds.

- - - - -

Lily, the cat in the E. M. Peet Company, Council Bluffs, Iowa, spends her day riding the company's hydraulic fork lift which is used to carry bags of feed around the factory. As soon as the engine starts, Lily leaps from the floor onto the tractor's fender and there she stays.



## JETS ARRIVE AT AERONAUTICAL CENTER



Left to right: Dave Baker, Chief of the Flight Test Branch, and Warren W. Smith, Chief, Aviation Safety Standardization Division, stand beside first jet to arrive at Center.

### CENTER COMES OF AGE

The Aeronautical Center has come of age. The jet age, that is. During December, the Aviation Safety Standardization Division received word that a T-33 was available for the Aeronautical Center from the Lockheed factory at Palmdale, California.

Dave Baker, Chief of the Flight Test Branch, made the trip to take delivery and ferry it back to Oklahoma City.

Then during January, Norman Hodkinson, Chief of Facilities Flight Inspection Branch, and Dave Baker made another

trip to California - this time to Hamilton Field - to pick up two F-80s and brought them back to the Center.

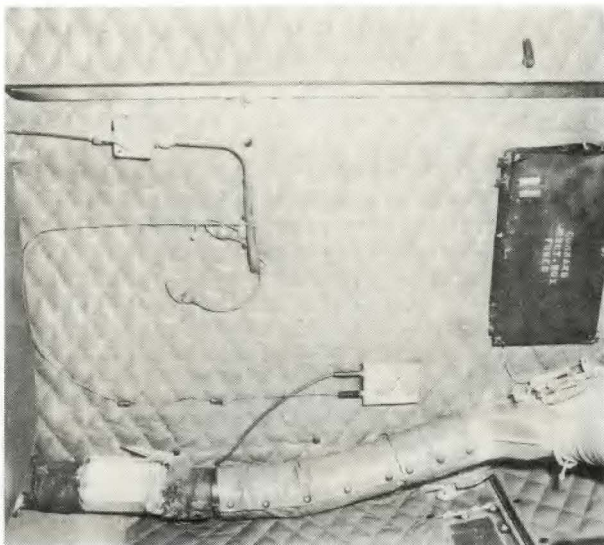
These aircraft are to be used in the jet training programs planned by Aviation Safety.

Arrangements are being made to start the jet indoctrination classes in the near future.

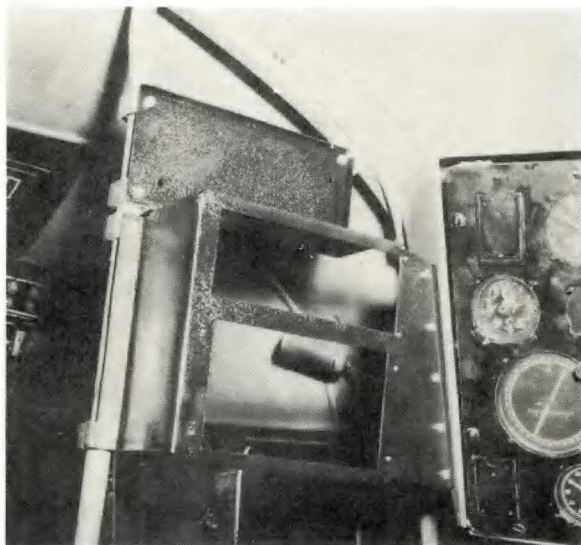
At this writing the planes have all been repainted with CAA colors and bear CAA identification numbers.

-- June Donceel

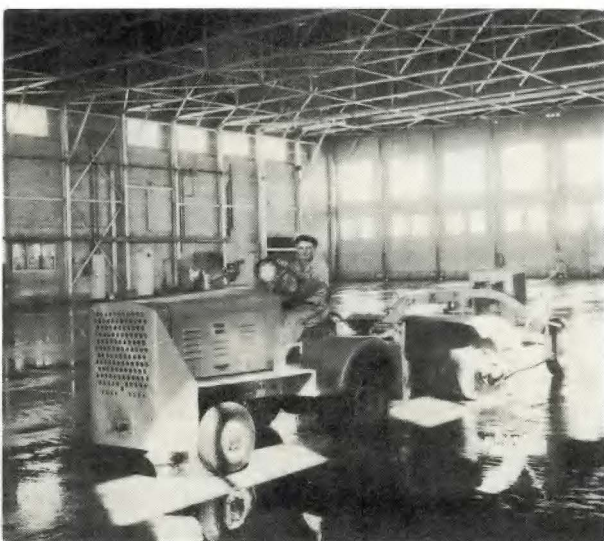
THANKS TO CLARENCE SMITH, AC-132, THE BEACON PRESENTS  
SOME PICTORIAL WHAT'S-GOING-ON-AT-THE-CENTER STORIES



Upholstery installed in Navigator's  
Compartment by Aircraft Maintenance  
Branch gives N-500 the New Look.



N-50 in process of having Bendix  
ignition analyzer installed by  
Aircraft Maintenance Branch.



Russell Miller shows the other Mechanics  
how to cover ground in the New Hangar.

Speaking of pictures - the BEACON  
wishes to thank L. E. Shedenhelm,  
Frank Fuhrer, Al Krag and F.J. Nix  
for helping out taking some of the  
pix and in helping us get ready to  
go to press.



"Well, did I pass?"



DIRECTED STUDY ACTIVITY SOARS TO NEW HEIGHTS;  
DS-90 COURSE SWELLS HOME STUDY EFFORT

Figures compiled early in January for the second quarter period of FY57 revealed a large increase in home study activity in all Regions. Amazingly high totals were influenced considerably by high participation in the new DS-90 Foundation Mathematics course released in September but gains in all courses were significant.

The number of examinations submitted nearly doubled, from 723 to 1331, by comparison with the previous 3-month period.

The number of new enrollments and active students jumped from 400-plus to 600-plus while the total enrollment all courses reached 2373. Interesting to note is the increasing ratio of active students to total enrollment, a measure of overall effectiveness of the home study program. The ratio increased during the quarter from 21.1% to 27.35%. The procedure of sending "reminder" letters has helped to keep enrolled students in closer touch with their training program.

\*\*\*\*\*

FIRST GRADUATES IN DS-1 COURSE  
ARE POSTED

The last study assignment of the DS-1 Basic Electricity home study course was mailed to students in December. By the first week of January five men had returned the examinations and are posted as the first graduates.

\*\*\*\*\*

View of Center's B57 Jet trainer at  
Orlando, Florida.

One of our new Jet airplanes pictured while in Orlando getting new radio gear installation put in for Center's new Jet program. Mr. Milton Shelton who used to work for Mr. Ebner, AC-132, as a radio technician is in picture.





Editor's Note: The following article was written by Robert W. Brown, Jr., Chief Instructor, Radar School, AC-670. This article will be concluded in the next issue of the BEACON...

### THE EVOLUTION OF RADAR

Today "radar" is a relatively common word, the average person having at least a vague idea what the word implies. However, only in recent years has this been so. Radar is a coined contraction of radio detection and ranging, and was coined by the U.S. Navy to refer to a radio system for the detection and accurate location of remote objects. Prior to this time, the system was designated by an assortment of words and symbols. The British called it RDF (radio direction finding). The U.S. Army Signal Corps used the term RPF (radio position finding). The convenient word "radar" was soon adopted by common consent in the United States, and in 1943 was officially adopted by the British.

Radar has enjoyed a unique and illustrious career in its short life span. A highly guarded secret, its accomplishments during the war were fantastic. The first hint of its existence came to the general public on that fateful day, December 7, 1941, when the Japanese raided Pearl Harbor. The public learned that a detecting device had indicated the approach of unidentified aircraft a half hour before their arrival. The public learned through a guarded joint Army-Navy press release on April 24, 1943 that the device was a Signal Corps type SCR-270 radar. After this very fragmentary mention, censorship was again restored, and was not again lifted until Japan had surrendered.

Radar enabled the Royal Air Force to successfully thwart the German air blitz of England in 1940, thus preventing Hitler's forces from invading the island. The effectiveness of the German V-1 "buzz" bomb was destroyed by radar.

Radar was also responsible for defeating the German's new U-boat and the "wolf-pack" technique that was used, and made

(cont'd on page 23)

### AIRCRAFT MAINTENANCE BRANCH CHIEFS MEET AT AERO CENTER



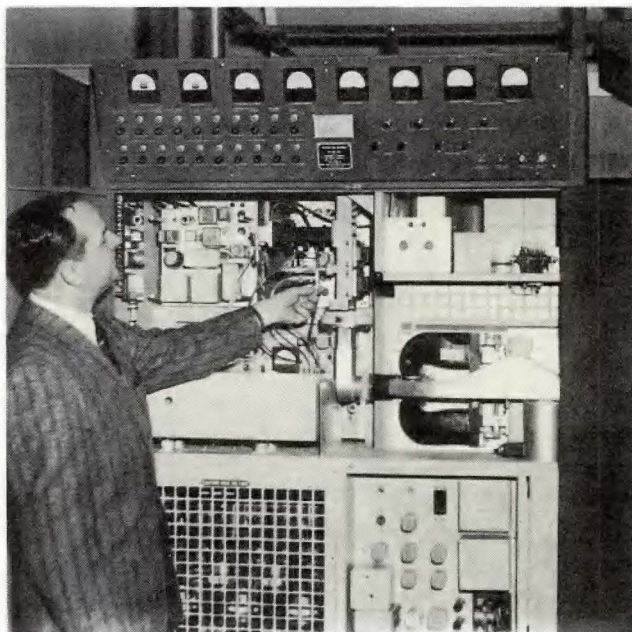
Front row, sitting or kneeling, l. to r.: Mr. Julian Cymbalski, W-77 Budget Estimates; Mr. Walter Baldiga, Aircraft Control Division, Washington, D.C.; Mr. C. Penny, Aircraft Service Branch Chief, Region 1;

Back row, l. to r.: Mr. Monroe Ebner, Chief, Aircraft Maintenance Branch, Aero. Center; Mr. E. Rice, Aircraft Service Branch Chief, Region 4; Mr. H. Cross, Aircraft Service Branch Chief, Region 2; Mr. W. M. Matthews, Chief, Aircraft Standardization & Maintenance Division, Aero. Center; Mr. R. Morris, Aircraft Service Branch Chief, Washington National Airport; Mr. C. Pfrommer, Aircraft Control Division, Washington D.C.; Mr. C. Bush, Aircraft Control Division, Washington D.C.; Mr. J. P. Morris, Chief, Aircraft Control Division, Washington, D.C.; Mr. H. Gardiner, Chief, Aircraft Service Branch, Region 6; Mr. L. A. Bichelmeier, Chief, Aircraft Service Branch, Region 3.

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"Woman begins by resisting a man's advances, and ends by blocking his retreat."





**Transmitter Cabinet:** Through the years the performance and complexity of radar has increased. Moving Target Indication and Video Mapping are incorporated in the CAA ASR-3 radar. R. W. Brown is shown above adjusting the Cathode Mixer, located in the Transmitter Cabinet.

possible the accurate bombardment of Germany by air through almost constant winter overcasts. In the Pacific theatre, radar is credited with disrupting Japanese shipping, and causing the eventual annihilation of the Japanese fleet. Radar won the war, according to Sir Stafford Cripps, chairman of the British Radio Board during the most critical period. "If radar had not prevented the enemy getting by surprise over England," he said after the war had ended, "I don't know where we would have been. It played a greater part in the war's outcome than did the atomic bomb. It contributed to the winning of the war more than any other single factor."

Radar is based upon the principle that

electromagnetic (radio) waves are reflected from objects in much the same manner that light waves are reflected. This fact was discovered in 1887 by Heinrich Hertz, a noted German physicist and pioneer in electronics. For several years, however, the subject was not further pursued. Then in 1904, a German engineer named Christian Hulsmeyer was granted a patent in several countries on a radio-echo collision prevention device; but at this time, efforts were being concentrated on the development of radio broadcasting and reception, and again the subject was not pursued further for a number of years.

On June 20, 1922, Marchese Guglielmo Marconi was awarded the medal of honor of the Institute of Radio Engineers at a dinner in New York City. In the address he made on the occasion, Marconi said: "As was first shown by Hertz, electromagnetic waves can be completely reflected by conducting bodies. In some of my tests I have noticed the effects of reflection and deflection of these waves by metallic objects miles away. It seems to me that it should be possible to design apparatus by which a ship could radiate or project a divergent beam of these rays in any desired direction, which rays, if coming across a metallic object, such as another ship, would be reflected back to a receiver, screened from the local transmitter on the sending ship, and thereby immediately reveal the presence and bearing of the other ship in fog or darkness." Marconi thus first suggested that the device which we now call radar was practical and should be developed.

A short time later, in September 1922, two research engineers at the Naval Research Laboratory at Anacostia, Va. across the Potomac River from Washington, D.C. noted that radio signals were being reflected from boats passing on the Potomac. This appears to be the beginning of military concentration in the United States on a practical device for the detection of ships and airplanes of an enemy.

..concluded in next issue of BEACON



# AERONAUTICAL CENTER CLASSES WELL ATTENDED PRECEDING HOLIDAYS

## AVIATION SAFETY DIVISION CLASSES

### ACO-12 - Operational App. Transport Cat. Requirements - 9/10 to 9/21/56

Johnson, R.T.	Seattle, Wash.
McEliece, J.H.	Alexandria, Va.
Mugge, L.C.	Seattle, Wash.
Sharp, C.E.	New Orleans, La.

### EE-2 - Trans. Aircraft Electrical Systems - 9/10 to 9/21/56

Cain, Leslie B.	Miami, Fla.
Cowles, R.G.	Chicago, Ill.
Moore, Wendell R.	Minneapolis

### AOM-2 - Flt. Engineer Procedures Re- fresher - 9/10 to 9/21/56

Brown, J. C.	Atlanta, Ga.
Gates, Edward	Denver, Colo.
Morris, James J.	New York, N.Y.
Saunders, Royal P.	Teterboro, N.J.

### GO-9 - Instrument Rating Refresher - 9/17 to 9/28/56

Christenson, C.J.	Medford, Ore.
Hartley, H.C.	Cedar Rapids
Hutchison, C.C.	Miami, Fla.
Miller, N.D.	Columbus, Ohio

### ACO-14 - ATC Procedures, Pilot & Con- troller Responsibilities - 9/24 to 10/5/56

Brannon, K.L.	Washington, D.C.
Brant, J.E.	Los Angeles
Clark, W.E.	Kansas City
Howarth, J.E. Jr.	Washington, D.C.
Parker, W. H.	Ft. Worth, Tex.

### GO-7 - Aircraft Characteristics & per- formance - 9/24 to 10/5/56

Doster, J.H.	Billings, Mont.
Forsey, L.J.	Salt Lake City
Markovic, J.G.	San Francisco
Meyer, R.R.	West Chicago
Scholtz, R.F.	Tulsa, Okla.
Arroyo, Carlos	Santiago, Chile

### GO-12 - Business Flying Specialists Course - 10/8 to 10/19/56

Allen, F.A.	Long Beach, Calif.
Barclay, W.B.	Washington, D.C.
Brubaker, W.H.	Tulsa, Okla.
Covert, L.G.	Kansas City, Mo.
Weaver, C.L.	Lindenhurst, N.Y.

### ACO-5 - Airline Transport Pilot Check Procedures - 10/8 to 10/19/56

Farinacci, J.	LaGuardia Field
Laubaugh, R.E.	Chicago, Ill.
Miller, A.C.	Kansas City, Mo.
Arroyo, Carlos	Santiago, Chile

### ACM-1 - Flt. Engineer Certification - 10/8 to 11/2/56

Atkinson, S.J.	Tulsa, Okla.
Couchman, Ted	New York, N.Y.
Estey, Harry D.	Miami, Fla.
Lunsford, John	Denver, Colo.
Chao Ting-Kwei	Taipei, China

### EE-6 - Electronic Aids to Air Navi- gation - 10/8 to 10/19/56

Bjorkman, E.A.	Minneapolis
Dickey, L.E.	San Francisco
Dundale, Joseph	New York, N.Y.
Jackson, N.H.	Houston, Tex.
Odneal, H.D.	Ft. Worth, Tex.
Schaefer, R.K.	Miami, Fla.
Watt, Everett M.	Kansas City, Kans.

### ACO-9 - Flight Navigator Certification - 10/15 to 11/9/56

Barber, T.N.	Burbank, Calif.
Dulin, H.L.	Miami, Fla.
White, H.R.	San Francisco

### GO-11 - Aircraft Characteristics & Per- formance - 10/29 to 11/9/56

Colton, J.P.	Wichita, Kans.
Davis, T.A.	Jamaica, N.Y.
Shine, F.S.	Shreveport, La.
Witter, A.G.	Boise, Idaho
Arroyo, Carlos	Santiago, Chile



FE-1 - Flight Test Branch Chiefs' Conference - 10/15 to 10/19/56

Aldrich, K.R.	Washington, D.C.
Boudwin, J.E.	Washington, D.C.
Carran, J.A.	Washington, D.C.
Disler, M.R.	Washington, D.C.
Frei, W.M.	Los Angeles
Hermes, H.H.	Kansas City, Mo.
Howitt, G.L.	London, England
LeBlanc, A.F.	Ft. Worth, Tex.
Ludwing, J.D.	Ft. Worth, Tex.
Meyersburg, R.B.	Washington, D.C.
Peterson, R.E.	Los Angeles
Staples, J.C.	Jamaica, N.Y.
Thomason, J.W.	Kansas City, Mo.
Von Rosenberg, C.W.	Washington, D.C.

PP-3 - Gas Turbine Engine Development - 10/29 to 11/9/56

Bebbee, Dale R.	Kansas City, Mo.
Brooking, L.E.	Washington, D.C.
Greenwell, R. C.	Dallas, Tex.
Kriebel, Ralph	Ft. Worth, Tex.
Marshall, Granville	Los Angeles
Mueller, J.R.	Kansas City, Mo.
Stahl, Lloyd	Washington, D.C.
Woodward, R.D.	New York, N.Y.

GM-4 - Aircraft Instruments - 10/29 to 11/9/56

Buck, Harold Z.	Van Nuys, Calif.
Carriker, Paul	Columbia, S.C.
Demaree, C.M.	Los Angeles
Fancey, Roger	Midland, Tex.
Hamm, Fred	New Orleans
Kattelmann, H.W.	Los Angeles
Lubitch, C.V.	Miami, Fla.
Mabry, Robert	Oakland, Calif.
Whoolery, Jay	Wichita, Kans.

ACO-6 - Type Rating on Four-Engine Trans. Cat.- 11/5 to 11/16/56

Eakins, H.W.	Kansas City
Kalusche, L.C.	Miami, Fla.

ACO-14 - ATC Procedures - Pilot & Controller Responsibilities -11/5 to 11/16/56

Carpenter, R.L.	Anchorage, Alaska.
Dye, T. H.	Okla. City, Okla.
Foster, R.D.	Washington, D.C.
Skully, R.P.	New York, N.Y.

GO-11 - Aircraft Characteristics & Performance - 11/13 to 11/23/56

Hill, W.D.	Brownsville, Tex.
Patterson, J.W.	Washington, D.C.
Prokop, A.J.	Des Moines, Iowa
Roney, K.T.	Westfield, Mass.

PP-3 - Gas Turbine Engine Development - 11/13 to 11/21/56

Kristan, Andrew A.	St. Louis, Mo.
Lyle, Quay	Little Rock, Ark.
May, Gordon F.	New York, N.Y.
Melberg, R. F.	Los Angeles, Calif.
Moucka, Alfred	Tulsa, Okla.
Ross, Walter	Windsor, Conn.
Tuttle, W.	Dallas, Texas

ACO-11 - Boeing 377 - 11/26 to 12/7/56

Koontz, C.E.	Washington, D.C.
Nelson, L.A.	Minneapolis
Roscoe, M.F.	Okla. City, Okla.

GO-11 - Aircraft Characteristics & Performance - 11/26 to 12/7/56

Cooling, L.J.	South Bend, Ind.
Heefner, B.M.	Norwood, Mass.
Latham, G.D.	Nashville, Tenn.
Reynolds, R.V.	Phoenix, Ariz.

GO-9 - Instrument Rating Refresher - 12/10 to 12/21/56

Earp, H.W.	Washington, D.C.
Gebelin, J.Jr.	Portland, Ore.
South, C.A.	Springfield, Mo.
Sythoff, J.L.	Cleveland, Ohio

GM-6 - General Aircraft Radio Installation & Maint. - 12/3 to 12/14/56

Ford, Wm. D.	Los Angeles
Long, F. L.	Tampa, Fla.
Maley, H. J.	Detroit, Mich.
Maurer, H. H.	Washington, D.C.
Khan, Feroz A.	Pakistan

ACM-9 - Aircraft Instruments - 12/3 to 12/14/56

Christiansen, John	New York, N.Y.
Janes, L.F.	New York, N.Y.
Richardson, R. W.	Winston-Salem, N.C.
Zellmer, Fred	Washington, D.C.

FEDERAL AIRWAYS DIVISION CLASSES

Flt. Inspection USAF - 9/10 to 11/2/56

Lofthouse, D.H.	Major	San Francisco
Veio, E. A.	Capt.	Hunter AFB, Ga.
Bailey, W. R.	Capt.	Robins AFB, Ga.
Loob, F. A.	Capt.	San Francisco
Hays, H. C.	Capt.	Randolph AFB, Tex.
Devaney, J.M.	Lt.	Robins AFB, Ga.
Cooper, Gerrit	Sgt.	Robins AFB, Ga.
Cravey, Frank	Sgt.	Chanute AFB, Ill.
Morrison, R.G.	Sgt.	Mitchel AFB, N.Y.
Kuschinsky, Leo	CAA	New York, N.Y.
Perkins, Jerry	CAA	Okla. City, Okla.

Flt. Inspection Indoctrination - 10/1 to 12/21/56

Covert, C.L.	New York, N.Y.
Chapman, C. D.	Ft. Worth, Tex.
Morgan, J. S.	Ft. Worth, Tex.
Speakes, Roy	Milwaukee, Wis.
Smith, Tom	Kansas City, Mo.
McLin, W. R.	Los Angeles
Graham, C. E.	Los Angeles

Comm. Equip. #68 - 9/17 to 12/21/56

Domeco, Ramon	Spain
Fisher, Ernest L.	Region 5
McKamey, Edgar O.	Region 5
Sheed, Fereidoon	Iran
Torrent, Luis O.	Canary Islands

Flt. Inspection USAF - 11/19 to 2/1/57

Williams, W.W.	Capt.	Randolph AFB, Tex.
Kirkendall, E.M.	Capt.	Griffis AFB, N.Y.
Canavan, M.J.	Lt.	Mitchel AFB, N.Y.
Cronkhite, C.E.	Lt.	New York
Miller, J.A.	Lt.	Chanute AFB, Ill.
Walker, M.R.	Lt.	Chanute AFB, Ill.
Nibblett, C.J.	Egt.	Randolph AFB, Tex.
Bravener, R.L.	Sgt.	Andrews AFB, Wash.
Horton, L.H.	Sgt.	Hamilton AFB, Calif.
Burke, F.E.	Sgt.	Mitchel AFB, N.Y.
Abbondolo, V.T.	CAA	New York, New York
Maxwell, Ray	CAA	Okla. City, Okla.

Radar Class #114 - 10/15 to 1/21/57

Ball, John	Region 2
Brewer, John	Region 2
Brown, Louis	Region 2
Burkett, Clarence	Region 2
Catron, Marvin	Region 2
Dobson, Gerald	Region 4
Eckholdt, Grant	Region 4
Eggers, Harold	Region 4
Ells, James	Region 4
Fairbank, Ernest	Region 5
Fincher, Norman	Region 2
Griswold, Norris	Region 4
Harrison, Monroe	Region 2
Huckabay, James	Region 2
Hunter, Keith	Region 4
James, Bob	Region 4
Jameson, Chesney	Region 4
Keane, Ed	Region 1
King, James	Region 2
Lasniewski, Roy	Region 5
Mabee, Byron	Region 4
McFarland, Leo	AFS
Pinnock, Wayne	Region 4
Rickman, Francis	Region 3
Ringhofer, Joe	Region 4
Schmitt, Louis	Region 4
Shamblin, Pat	Region 2
Spencer, C. F.	Region 2
Thorndike, Phil	Region 2
Welch, Art	Region 2
Welch, Jack	Region 5



Comm. Equip. #69 - 10/22 to 1/28/57

Abrams, A. W.	Region 5
Baker, Dale	Region 3
Blackman, C. A.	Region 1
Bourne, R. H.	Region 2
Britton, A. B.	Region 2
Colomer, Jose L.	Valladolid, Spain
Dols, Pedro	Spain
Galpin, Robert	Region 5
Gordon, Calvin	Region 4
Hatem, George	Beirut, Lebanon
Hunt, Thomas	Region 1
Khattar, Elias Hanna	Beirut, Lebanon
Livingston, J. H.	Region 4
Lopez, Rodolfo	Phillipines
McGinley, Richard	Region 5
Peterson, Howard	Region 3
Prestegard, Leslie	Region 5

ILS/VOR #119 - 10/22 to 1/11/57

Benzon, Chas. L.T.	Covington, Ky.
Burkhart, J.A.	Greensboro, N.C.
Chen, Shui-Chih	Formosa
Foster, Herbert	Puunene, Hawaii
Griffey, Lester	Anchorage, Alaska
Jones, Stanley	Sioux Falls, S.D.
Little, Joseph	Anchorage, Alaska
Madden, Russell	Huntington, W.Va.
Neary, Marion	Laramie, Wyo.
Oya, Ernest M.	Honolulu, Hawaii
Seetharam, H.R.Bapu	New Delhi, India
Shaw, William	Evansville, Ind.

DME Class #118 - 11/19 to 1/11/57

Carter, Ray	Baton Rouge, La.
Chase, Charles	Red Bluff, Calif.
Cummings, Foster	Binghamton, N.Y.
Hartman, John	Ft. Huachuca, Ariz.
Holberg, Robert	Lansing, Mich.
Mitchell, Charles	Kansas City, Mo.
Olmsted, Harry	Washington, D.C.
Roberts, David	Fargo, N.D.
Robinson, Sydney	Buffalo, N.Y.
Stein, Albert J.	Washington, D.C.
Temple, Otis	Waco, Texas
Tunby, Roy	Denver, Colo.
Wilson, William	Birmingham, Ala.
Wingert, Bernard	Gila Bend, Ariz.

Comm. Equip. #70 - 11/26 to 2/4/57

Arabaci, Mehmet Ali	Istanbul, Turkey
Battle, Robert	Anchorage, Alaska
Clampitt, Homer	Little Rock, Ark.
Clanton, Tolon E.	Tulsa, Okla.
Haagenson, Leo W.	Anchorage, Alaska
Hernandez, Jesus R.	Madrid, Spain
Jones, Gerald	Topeka, Kansas
Kidwell, Thomas	Ft. Myers, Fla.
Kralich, Rudolph	Tyler, Texas
Milindasuta, Charoon	Bangkok, Thailand
Prosser, Lester	Harrisburg, Pa.
Suh, Jin, Hwan	Korea
Tabaka, Leo	St. Louis, Mo.
Tulloch, R. G.	Missoula, Mont.
Wheatley, Jack	Great Falls, Mont.
White, Richard	Akron, Ohio
Yenersoy, Ahmet D.	Ankara, Turkey

Radar Class #115 - 12/3 to 3/8/57

Atkins, Gus	Miami Springs, Fla.
Baker, Charles	Kansas City, Mo.
Berklund, Walter	Anchorage, Alaska
Bowen, Louis	Park Ridge, Ill.
Cordle, Nelson	Washington, D.C.
Cronander, Russel	Nome, Alaska
Dille, James	St. Louis, Mo.
Evans, Robert	Indianapolis, Ind.
Floch, Robert	San Francisco
Hagadorn, Carl	Spokane, Wash.
Johnson, John	Montgomery, Ala.
Kilpatrick, Lyle	Kansas City, Mo.
Kirmer, Arthur	El Paso, Tex.
Kolodzie, Stanley	Louisville, Ky.
Latimer, Ellison	San Antonio, Tex.
Makowski, Thad	Idlewild, N.Y.
Miles, James	Tinker Field
Mitchell, Charles	Atlanta, Ga.
Newman, Thomas	Cleveland, Ohio
Owens, Robert	El Paso, Tex.
Perrin, Donald	Kansas City, Mo.
Pieper, Glen	Milwaukee, Wis.
Roper, Claude	Minneapolis
Shockey, Scott	Covington, Ky.
Sullivan, Robert	Barksdale AFB
Terranova, John	Burbank, Calif.



ILS/VOR #120 - 12/17 to 3/8/57

Artigas, Perez, Carlos	Madrid, Spain
Burson, Benard	Austin, Tex.
Carrascosa, Juan	Madrid, Spain
Chall, H. H.	Allentown, Pa.
Gonzalez-Betes, Antonio	Madrid, Spain
King, Jack	Albuquerque, N.M.
Graca, Jayme Magalhaes	Rio de Janerio
Martinez-Lacaci, Ignacio	Madrid, Spain
McClendon, Melvin	Ft. Worth, Tex.
Terry, Frederick L.	Syracuse, N.Y.
Pezzoli, Victor	Burbank, Calif.
Robinson, H.Louis	Kansas City, Mo.
Snowberger, John	Des Moines, Iowa

ATC - TS-56 - 9/4 to 9/14/56

Albrecht, H.W.	Jamaica, N.Y.
Bell, J.H.	Kansas City, Mo.
Galambos, Louis Capt.	Germany
Hobart, W. N.	Winston-Salem
Lamb, Virgil	Anchorage, Alaska
Mangum, J.O.	Atlanta, Ga.
Norris, Eugene Capt.	Washington, D.C.
Poole, Thomas	New York, New York
Varese, U. J.	Jamaica, N.Y.
Luza, Arroyo, Carlos Capt.	Santiago, Chile

ATC - TS-57 - 9/17 to 9/28/56

Danielson, W. A.	Fairbanks, Alaska
Garner, Donald Capt.	Shaw AFB, S.C.
Holloway, R.T. Lt.	Shaw AFB, S.C.
Howard, Edward CWO	Ft. Polk, La.
Klosek, Alexander	New York, N.Y.
LaBarre, John C.	Honolulu, Hawaii
Neumann, W.R.	Washington, D.C.
Seyertson, S.R.	Seattle, Wash.
Wallis, Harold	Seattle, Wash.

ATC - TC-18 - 9/24 to 11/16/56

Alexander, James M.	Keese, Samuel M.
Allison, Ray A.	Lamm, Elwyn D.
Bates, Garner A.	McAnnaly, S. W.
Bays, Ernest E.	Mathis, I. T.
Clark, Cedric D.	Rothhammer, Grant
Draughn, William	Sherwen, S. M.
Duncan, Thomas	Slaten, D. F.
Gilmore, Robert	Spivey, E. L.
Broth, Lawrence	Well, Hugh D.
Heath, Robert L.	Widener, W. L.

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

Adams, K. C.	Layton, Robert
Allen, Jack	Little, Clyde
Baldwin, R. J.	Larson, Robert
Bishop, Floyd	Macasa, Ricardo
Black, Donald	Martin, Randall
Blain, Robert	McCool, Kenneth
Blowers, Loyd	Meyer, Maurice
Bracy, Earl	Micco, Frank
Carr, Daniel	Miller, Charles
Cassel, Damon	Mishak, Wayne
Cooper, James	Murray, James
Coppinger, John	Ogden, John
Covey, John H.	Otis, Donald
Crynk, William	Otte, William
Cunningham, F.L.	Patterson, Jack
Crouse, Jerry	Philipps, Richard
Crooks, Robert	Pedri, Frederic
Davis, Francis	Pieper, Sigmund
Davis, David	Purrier, Richard
Davis, James	Reichmuth, Quentin
Dawley, David	Reichard, Clyde
DeDauw, Albert	Resser, John
Egnatchek, George	Rigby, Alden
Fleming, Edwin	Roman, Pedro
Folimer, Kenneth	Rosenberg, Verne
Genemaras, C. K.	Samp, Earl
Greenawalt, John	Schanel, Raymond
Grogg, Alfred	Shiel, Patrick
Haines, Wm. A.	Skinner, John
Haskin, Robert	Smith, Robert
Havens, Mac H.	Sova, Richard
Henry, Loyal	Stamper, Joseph
Hiliman, Frank	Squiers, John
Hisel, J. L.	Sullivan, Billy
Huff, Edgar	Unger, Arthur
Hurst, Richard	Wattenburger, Robert
Inslee, Gene	Williams, Jack
Johnson, Robert	Winkel, Norman
Knuth, Herman	Yoder, Raymond
Kline, Donald	Yow, Nathan C.

ATC - TS-59 - 11/13 to 11/21/56

Cianfrani, T. C.	Yakutat, Alaska
Hager, Kenneth	Anchorage, Alaska
Jacot, Charles Capt.	Langley AFB, Va.
Larner, W. A.	Washington, D.C.
Palmer, L. N. Coll	Chanute AFB, Ill.
Sherret, W. G. Capt.	Shaw AFB, S. O.
Tarleton, Delmar	Anchorage, Alaska



ATO - TS-58 - 10/20 to 11/9/56

Angelos, T. G.	Denver, Colo.
Bobskill, S. W.	New York, N.Y.
Buchanan, Geo. S.	Honolulu, T.H.
Cobb, John D. Major	Dayton, Ohio
Cox, William M. Major	Chanute AFB, Ill.
Hess, H. G.	Kansas City, Mo.
Houy, C. W.	Glovis AFB, N.M.
Knight, V. E.	Anchorage, Alaska
Quick, Jack B.	Glovis, N.M.
McBride, James A.	Honolulu, Hawaii
Michael, Pierce B. Lt. Col.	Chanute AFB
Russell, Bernard	Shaw AFB, S.C.
Slone, Ralph W.	Homer, Alaska
Wentworth, Braudon	Anchorage, Alaska
Whitehead, S.A.	New York, N.Y.
Williams, Clyde	Kansas City, Mo.

ATO - TC-19 through 31 - 10/8 to 11/30/56

Aarsund, K.O.	Buffington, Bobby
Acord, S.D.	Burbine, Robert
Acers, J. F.	Burger, Ronald
Amundson, R. J.	Burton, Bill
Arnold, D. L.	Butkiewicz, R. P.
Austin, Eugene	Butler, Percy
Ayers, James	Cahoon, W. W.
Bailes, Albert	Callaway, C. L.
Bailey, P. H.	Carlson, H. L.
Baldwin, J. R.	Carstensen, H. J.
Barganier, R. P.	Carter, Grady
Barnett, C. H.	Caruso, W. R.
Beck, A. S.	Chadwick, R. M.
Bedell, J.W.	Chandler, E. G.
Berrettini, D. D.	Chastain, M.M.
Besier, Lee Roy	Chiavario, R. A.
Bianculi, R. D.	Clark, H. L.
Biava, R. P.	Cohen, Jerome
Blackwell, K.E.	Colley, John
Blair, Roy	Collins, Karl
Blocker, Franklin	Collins, Pierre E.
Boremski, R. R.	Cotter, John
Bosley, J. W.	Craft, Joseph
Bowen, James	Crick, James
Boyd, Dannis	Grimbring, W. R.
Bradley, L. H.	Cronkhite, W. G.
Break, Douglas	Cruz, Rudolph
Brickley, J.R.	Curtin, John
Brill, W. L.	Dacey, Donald
Brooks, R. D.	Damps, Benjamin
Brown, Delyle	Dew, William
Browning, D. M.	Dickey, Donald
Bruce, R. W.	Dodd, Charles

ATO - TC-19 - 31 (continued)

Dolman, Robert L.	Hegenheiser, A. P.
Douglas, Robert	Holm, Arthur
Drury, James F.	Hutchison, Thomas
Dugas, Edmond P.	Janecek, Joseph
Ellenberger, Edward	Jenkins, Gordon
Elliott, Joseph	Jenkins, Robert
Ellis, Nevan C.	Jennings, James
Elston, Donald	Jicka, Donald
Ezop, Franklin	Johnson, Robert
Farmer, Glenn	Johnson, Roger
Farrington, Rodney	Justice, John
Ferdon, Robert	Jutras, Robert
DiGiovanni, Ronald	Kastory, Donald
Ferguson, Robert	Keepers, William
Finney, Christopher	Keller, James
Mason, Phillip	Kelley, Joseph
Nesbitt, Thomas	Kile, Lee E.
Fischer, John	King, Edsel O.
Fisher, David	Kingsley, Ralph
Folkening, Donald	Kinney, Thomas
Frazier, Bennett	Kirk, Grant
Freeman, Welton	Kucala, Joseph
Froelich, Edward	Lafitte, Bobby
Gallagher, Thomas	Lake, Eddie
Gammon, Charles	Lamkin, Bobby
Gardner, Alton	Engelhart, William
Garvey, Daniel	LaRosa, William
Goller, Alva	Laurent, Harold
Gravitte, Charles	LeClair, Henry
Gravning, Vernon	Lee, Victor
Grula, John	LePage, Ronald
Harris, William	Lightle, Neal
Harrison, Albert	Logue, Anthony
Hart, Robert	Lucas, Rudolph
Hartwick, Donald	Lyle, William
Harry, G. P.	MacIver, Robert
Mahoney, Robert	Gucciardo, Peter
Sherwin, James	Marr, Jack
Steiner, William	Marschner, Paul
Mason, Gerald	Lewis, John
Maye, Joseph	Milbrath, Arthur
Mayne, Wallace	Monaghan, Ralph
McAndrews, George	Moore, Richard
McCafferty, James	Molitoris, George
McElwain, Roy	Olsen, Kenneth
Meade, James A.	Rettinger, Richard
Meneghelli, Joseph	Wadleigh, Donald
Meyer, Frank	Morris, Jesse
Michaud, Melvin	Mulliken, John
McCarron, James	Murray, Elmo
Ondrick, Lawrence	Nicholson, Harry
Ellingwood, Foster	Noel, Joseph



ATC - TC-19 to 31 - (continued)

Nordgren, Wesley	Skrilitz, Richard A.
Morton, Earl T.	Slaughter, Lee
D'Brien, John	Smith, Richard
Ostman, Richard	Sowell, John
Owens, Dick	Sparks, Franklin
Owens, James	Hansen, John
Owens, Robert	Stanton, Robert
Parnell, Thomas	Stehling, Raymond
Pearson, William	Stenstrom, Joseph
Pelham, William	Stewart, Albert
Pettipas, David	Stott, Ray
Piccoli, Renzo	Strouce, William
Pierce, Robert E.	Sullivan, Dearel
Pierson, Donald	Swing, Robert
Pileggi, Floyd	Terry, Charles
White, Theodore	Quartuccio, Joseph
Seaman, James	Tignor, Carl
Sherwood, Ross	Trapp, Ferrel
Pratt, Kenneth	Turner, Donald
Thomas, Lawrence	Van Auken, James
Randels, Delmar	Van Cleave, Dale
Remington, Marcus	Varney, Roger W.
Reppert, William	Walker, Jack
Richards, Wilbur	Walker, John
Rizley, William	Walker, Wayne
Robson, Ronald	Ward, Richard
Waters, David	Wartenbe, Lawrence
Salter, Robert	Warth, John
Scamaccia, Francis	Murdock, Jack
Schleper, John	Sincero, Paul L.
Haire, James	Sullivan, James M.
Shepherd, Lester	Sullivan, Rebecca
Sheppard, Edward	Watkins, Gerald
Plotke, Thomas	Ryan, James
Short, George	Watts, Alvin O.
Simmons, Robert	Webb, John
Williams, James T.	Webster, William
Wilson, Glenn	Wheeler, Stanley
Wilson, Oran	White, Donald
Wilson, Wayne	Whitfield, Charles
Winger, Hardine	Williams, Jack
Wisherd, Dale	Wright, Robert
Wood, Thomas	Younghein, Sam
Worthy, Jack	Zirkle, Byron I.

ATC - TS-60 - 11/26 to 12/7/56

Cox, H.L.	New York, New York
Elam, Frank E. Capt.	Robins AFB, Ga.
Gray, Frank	Fairbanks, Alaska
Katzman, Harold Lt.	Tinker AFB, Okla.
Kellner, Kenneth	Anchorage, Alaska

ATC - TS-60 - (continued)

Narciso, Angelo	New York, New York
Northrop, LeRoy Lt.Col.	Ft. Huachuca, Ariz.
Stockner, T. G. Capt.	Robins AFB, Ga.
West, Gene A.	Anchorage, Alaska

ATC - TS-61 - 12/10 to 12/21/56

Gordon, B.D. Major	Tinker AFB, Okla.
Holland, Carroll	Anchorage, Alaska
Musgrove, Everett	Big Delta, Alaska
Rogers, Daniel C.	Anchorage, Alaska

ATC - TC-32 to TC-44 - 12/3 to 1/25/57

Adams, Harry J.	Distasio, Carl A.
Agee, Jack W.	Donoghue, John
Allman, Richard	Downs, William
Andersen, Paul W.	Dufour, Gerald
Annunziata, Louis	Dye, Sammie
Arnette, Marvin	Edison, Peter
Babilon, James	Embert, Frank
Bach, Harold G.	Farmin, William
Baugh, Lawrence D.	Faulstich, Jack
Bernhard, Peter	Ferguson, Gerald
Besharse, Herman	Fields, George
Blanks, Henry E.	Fogelstrom, Odis
Bliss, William	Fontana, Lawrence
Bothwell, Donald	Formiller, Edward
Bowers, John P.	Fradette, John L.
Bradstreet, Donald	Francipane, N. F.
Brill, Merle	Freels, John
Brown, Charles	French, Hugh
Brown, George	Frigon, Donald
Brown, Harold	Friman, Durwood
Burchett, John	Fruend, Howard
Buttrey, Robert	Gaines, Jackie
Carter, Ronald	Galland, Benoit
Cauthon, Gilbert	Garbarino, Charles
Cavaleri, Henry	Gilmore, Robert
Cheek, Darrell	Godbold, James
Click, Arnold	Goettsch, Kenneth
Cobb, John	Goodman, Herbert
Cogar, Robert	Greer, Buford
Conklin, Charles	Gregory, John
Cook, Robert	Gussin, Michael
Cook, William	Hacker, Robert
Cox, Donald	Hagerty, William
Cramer, Rolf	Haggbloom, Oran
Daniel, Albert	Hall, Frank
Davidson, William	Hamann, Robert
Davis, Osborne C.	Hanten, James
Deachin, Jerome	Harber, Ramond D.
Dion, Clement R.	Hau, James M.



ATC - TC-32 to TC-44 - (continued)

Hepler, Donald	Melton, Vernon
Herron, William	Metz, Daniel
Hickey, Robert	Miller, Paul
Holleran, Raymond	Minor, William
Horne, Robert	Mitchell, John
Hottenstein, Merle	Moss, Leonard
Howden, James D.	Murray, Martin
Hughes, Philip	Naylor, William
Hugley, Pierre	Nelson, Harold
Hull, Gordon	Nichols, Roger
Hurley, Robert	Nutterfield, L.T.
Jackson, Leroy F.	Oehler, Allen
Jespersen, Frode	Olsen, Peter
Johnson, Joseph	Oman, Kendall
Johnson, Paul	Osborne, Edwin
Jones, Donald	Osgood, Paul
Kaiser, James	Pace, George
Katica, Gary	Paddock, Carl
Keefe, Barry	Parker, Merrill
Kelly, Charles	Patchen, Raymond
Kilpatrick, Bradford	Payne, James
Kirchler, James	Peattie, Donald
Klaker, Leonard	Persake, James
Koelker, Ambrose	Peterson, Harold
Kolakowski, John	Pierce, Loyal
Kollar, Donald	Piperata, Robert
Kramer, Harold	Pollard, Norman
Krehel, Michael	Porter, Cyrus B.
Lamonds, Charles	Prince, Roy
Langford, Calvin	Quarles, Luther
Larson, Wilbert	Ravenbuehler, James
Lavent, Valere	Reid, Ernest
Lawrence, Gonzello	Reumann, Henry
Lefler, James L.	Richardson, H.T.
Leroy, Donald	Richardson, R. G.
Lewis, Veldon	Riley, Robert
Link, Herbert	Risano, Richard
Long, Louis	Roderick, Gerald
Linn, Theodore	Robinson, Hayward
Lowder, Richard	Robinson, Raymond
Lucas, Robert	Roeder, William
Lunsford, Bobbie	Rose, Thomas
Maccollister, R. B.	Rosenberger, S.J.
Mansholt, Heiko	Rozema, Raymond
Markle, Gene	Sachse, Thomas
Marshall, Monty	Sanchez, Winfield
Mathews, Robert	Schaefer, E. L.
Maulding, Eugene	Scheid, Bertram
Mavis, Willis	Scroggins, Norman
McCurnin, Shelby	Self, Sherril
McFadden, Robert	Semon, Richard
Meadows, Donald A.	Shaw, Harry R.

ATC - TC-32 to TC-44 - (continued)

Shinn, Jack	Varnado, Arthur
Shumski, William	Vassiliou, William
Simmons, Franklin	Verno, Michael
Slough, David	Vetter, Joseph
Smith, Carl	Wacker, James R.
Smith, Ernest	Wagoner, Vaden W.
Smith, James	Walker, Robert
Smith, Jay	Wallerstedt, R. H.
Smock, Howard	Walters, Norman
Speer, Clifton	Ward, Everett
Sperry, Ira	Ward, Gordon
Stamos, Nicholas	Wardroup, C. W.
Staples, Ervin	Watmore, Robert
Stenning, Franklin	West, Robert L.
Stephenson, Paul	Wester, Joseph G.
Steward, Dallas	Whetzel, Robert
Stillwagon, Kenneth	White, Richard
Strachan, David	Whiteley, John
Sullivan, John C.	Wilkerson, Anthony
Sussman, Melvin	Wilkins, Richard
Szydlo, Thaddeus	Williams, Buford
Tarr, Robert	Williams, Roy
Taylor, Charles	Wilson, Maurice
Taylor, Robert	Wilson, Paul J.
Teeter, Floyd	Wilson, Paul M.
Tipton, Wesley	Wimes, Charles
Tompkins, Thomas	Wolfe, Thomas W.
Treimann, Walter	Wood, Frederick W.
Turnbow, Wesley	Yocom, Kenneth
VanSickels, Frederick	Young, Richard W.
VanderNaalt, Stewart	Young, Robert L.

ATC - TU-55, 56 and 57 - 10/1 to  
12/21/56

Accone, Paul A.	Lt.
Alleman, Richard	WO W-1
Bender, Ralph W.	Capt.
Brodkin, George	Lt.
Bowman, Kirby C.	CWO W-2
Buck, Robert L.	Lt.
Burnett, Alexander	ROAF Flying Off.
Cobb, George B.	Lt.
Colburn, Ned D.	Lt.
Combs, Charles D.	Lt.
Crow, George W.	Lt.
Ellison, Roderick S.	Lt.
Ent, James P.	Lt.
Flesher, John C.	Major
Francisco, Donald E.	CWO W-2
Friedman, Joseph	Lt.
Gavlick, John	Lt.



ATC - TU-55, 56 and 57 - 10/1 to  
12/21/56 - continued

Gillespie, Max H.	WO
Gurley, Arnold	Lt.
Gustafson, Ronald	Lt.
Hagan, James	Lt.
Hamilton, Vergil	Capt.
Hansel, Lincoln	Lt.
Hartnett, John	Lt.
Rentsch, Helmut	Capt.
Schmitz, Richard	Capt.
Herbert, Francis	GWO W-2
Hodgkins, Weston	Lt.
Johnson, Clarence	Lt.
Jordan, David	Lt.
Kathman, John	Lt.
Leonelli, Joseph	Capt.
Liddle, George	Lt.
Loftus, Francis	Lt.
Loida, Robert	Lt.
Madden, Ralph	F/L
Manocchio, Nicholas	Lt.
Miner, Robert	Capt.
Moore, Stewart	Lt.
Neely, John	Lt.
Neil, William	Lt.
O'Brien, Thomas	Lt.
Phillips, William	Lt.
Polito, Joseph	Lt.
Purtell, Edward	Lt.
Resch, Ernest	Lt.
Schwarzrock, James	Major
Shumard, William	Lt.
Silva, Thomas	Lt.
Tischendorf, Rudolf	Capt.
Volkel, George	Lt.
Wilpan, Harold	Lt.
Wurth, Jack E.	Capt.

A gentleman who had undergone a medical examination for a life insurance policy received a wire: "Regret to inform you that tests show you have pneumonia, heart disease and ulcer". An hour later, however, a second telegram arrived. "Sorry", it said, "first telegram mistake. Confused your examination with that of another applicant."

The relieved man wired them immediately: "Sorry, but I committed suicide half an hour ago."

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There ain't nothing wrong with drinkin' like a fish if you drink what the fish does.

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The New Yorker

"I don't know—sometimes I get the feeling he doesn't like me."



## TYPEWRITER CONTEST SHOWS STARTLING ADVANCEMENT MADE IN OFFICE MACHINES

A typewriter contest spanning 83 years was conducted recently in New York. Contest was arranged to trace rising productivity of most common office machine - the typewriter - since the first model appeared in 1873.



**ON 1873 TYPEWRITER,** Loretta McCue could finish but three lines of letter in three-minute contest, as slow action of keyboard limited her typing speed.



**ON 1880 TYPEWRITER,** Aline Behan doubled Loretta's output by finishing six lines of letter in allotted time. Key action of this model was faster.



**ON 1895 TYPEWRITER,** Andree Clute added another three lines, finishing nine. Typewriter of this period included several innovations, was faster.



**ON 1925 TYPEWRITER,** Mary Lou Evangelides doubled lineage to 18 on same letter. She used first electric typewriter made by Remington.



**ON 1956 TYPEWRITER,** Nancy Frostler completed full 24-line letter in three minutes. Her new typewriter represented vastly improved office machines.



BEACON's Staff Photographer,  
Emory Williams, took a cute  
picture of his daughter --  
Suzanne Gay. We enjoyed  
looking at it.

Thought you would too.

