

# BEACON

VOLUME 57 No. 2



THE DARING YOUNG MAN BY THE FLYING MACHINE

is identified in

PERSONALITY OF THE MONTH

page 2

**CAA Employees' Association**

**CAA AERONAUTICAL CENTER  
OKLAHOMA CITY, OKLAHOMA**

## S T A F F

## PERSONALITY OF THE MONTH

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The man behind the men behind the old Aviation Safety Standardization Division, now called Flight Operations and Airworthiness Division, is Warren W. Smith, Chief.

He was born at Hoquiam, Washington, and by the time he was 12 his interest in flying was quite evident. Before he finished highschool, he had learned to fly. He completed highschool at Hoquiam, and then attended the University of Washington at Seattle, but this flying business kept buzzing around in his activities, and in 1933 he and some friends started a flying school. This was a typical "small-town" operation -- with hangar and shops, airplane and engine overhaul, a flying school -- and on Sundays they carried passengers or went barnstorming.

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**PERSONALITY OF MONTH**  
**(cont'd)**

By 1937 Warren had bought out the others. Then he sold it and went to work for CAA as Assistant Aeronautical Inspector. (An interesting note is that the first man he reported to in Washington, D.C. was F. M. Lanter who was then Chief, General Inspection Section, and who, says Mr. Smith, has been giving him the beady eye fairly regularly ever since.)

After 3 months in Washington, Mr. Smith went to Kansas City and spent short tours of duty at both Wichita, Kansas and Lincoln, Nebraska. The following year he was Supervising Inspector in the Kansas City District Office, and stayed there until 1943, when he went to the Regional Office in Kansas City as Chief of the Branch. In 1946 "Mr. Smith Goes to Washington" - again. This time as Chief of the Technical Personnel Division, and later as Assistant Director, Airman Service, where he served until 1948 when he came to Oklahoma City as Chief, Aviation Safety Standardization Division.



In conference at Aeronautical Center with W. H. Weeks, Herbert Toomey, C. W. VonRosenberg, and Hope Biggers

Back in the days when he was running the flying school, there was a girl -- or maybe we should say a special girl. She spent her spare minutes flying with Warren W., or driving a car to carry spare gas for the plane -- in spite of the fact that flying made her ill -- literally.

This was Hope -- who became Mrs. Warren W. Smith the year before he went to work for CAA.

Soon after their marriage, the Smiths bought a cocker spaniel. This dog lived to a ripe old age of 14 or 15 and helped raise the two Smith children (whom we'll mention later). Hope didn't want another dog ever, after losing their good friend, but just about that time Hope Biggers (and who in CAA doesn't know who Biggers is...) gave them a dachshund pup. This was "Ranger". And you don't know the Smiths very well without knowing about Ranger.

They were encouraged by the dog show people to show the young dog, and that did it!! Ranger was the first Oklahoma City dachshund to finish his championship, and he did this by winning six shows in ten days -- which is something of a record. Biggers' favorite gripe now is that he gave away a pup and "it promptly made a fortune for Smith."

In the meantime, at one of the shows the Smiths became intrigued by Bassets -- they now have 5 dogs: 2 dachshunds, one of whom is a champion, and 3 bassets, two of whom are champions. Ask Mrs. Smith what was the most hectic day in her life and she'll probably tell you it was the day that both the dachshund and basset bitches had their first litters - within minutes of each other.

Back to the boys -- the Smith's have two. Mike 13½ and Chuck 17. Both boys play in the band at John Marshall. Chuck plays first trumpet in the highschool band and Mike plays first sax in the intermediate band.

It was Chuck who talked his folks into showing Ranger, and in fact it was Chuck who first showed him. Mike too has an interest in the dogs - being the owner of a champion basset. Both boys are top students, and Chuck is president of the KEY Club - a service club for young people sponsored by Kiwanis International.

They are both interested in model airplanes. Back in Washington Mr. Smith started them out by building four or five models and flying them "for the boys." Now Chuck builds the models and refuses to let his dad fly them "for fear he'll tear them up."

.....Never you mind, Mr. Smith - you can fly the T-33's. - D. N.



OUT OF THE OLD BUILDINGS --



Construction of their new building (out of sight beyond this one) muddled the plans of Air Traffic Control personnel this spring. Sometimes the road was navigable as shown by the four cars parked on the ramp, but most of the time ATC cars were parked west of MacArthur. Students and instructors walked to the building via a path that was planked part of the way.



## INTO THE NEW



In spite of rain, rain, rain and more rain (most unusual weather for Oklahoma) the new CAA buildings are coming into existence.

The period of transition has not been easy for employees and will continue to present problems, but judging from the newly completed Flight Inspection laboratory, these buildings are going to be worth any and all inconveniences.

## THE EVOLUTION OF RADAR

..(This is Part 2 of an article written by Robert W. Brown, Jr., Chief Instructor, Radar School, AC-670) ..

Radar as it exists today operates on the pulse principle. A very short duration pulse of radio energy, on the order of one microsecond in length, is radiated from a transmitter by an antenna. This pulse travels away from the antenna at the speed of light (approximately 186,000 miles per second), strikes a reflecting object such as an aircraft or a ship, a portion of this energy being reflected by the object and returned to the originating point. A sensitive receiver, which is disabled during the time that the transmitter operates, collects this energy through the same antenna, amplifies this signal, and by suitable devices measures the time required for the signal to make the two way trip. An indication is provided to the operator, which he uses to determine the distance and direction of the detected target. This pulse principle was first employed in 1925 by Gregory Breit and Merle A. Tune, of the Carnegie Institute of Washington, D.C., in experiments designed to measure the height of the ionosphere. The ionosphere is an ionized layer of air in the upper atmosphere that causes reflection and refraction of radio waves. Radio waves reflecting from the ionosphere are responsible for our ability to transmit and receive broadcasts over vast distances of the earth's surface. The ionosphere varies in height, and thus the distance over which communication is possible varies. By transmitting signals straight up, and determining how long it took these signals to be reflected and reach the earth again, Breit and Tune were able to accurately measure the height of the ionosphere. From these measurements, they were able to make predictions of the distance over which communication would be possible for a projected period of time. Although considerable refinement of the process is now used, the pulse principle is still employed in our modern day radar systems.

Dr. Taylor continued to experiment with the

phenomena he first observed in 1922. Eight years after his original report, in November 1930, Dr. Taylor submitted a report called "Radio Echo Signals from Moving Objects" to the Navy's Bureau of Engineering. He was then assigned this specific problem: "Investigate the use of radio to detect the presence of enemy vessels and aircraft; special emphasis to be placed on the confidential nature of this problem."

On the following January 1931, the Secretary of the Navy wrote the Secretary of War describing these experiments, and suggested that there would be more application in certain phases of the problem to the Army than to the Navy. It was then suggested that a system of transmitters and receivers might be set up in a defense area to test the effectiveness of the method in detecting aircraft flying into the area. By 1931, aircraft at distances up to 50 miles, under favorable circumstances, had been detected by radio reflection. Dr. Taylor reported this startling fact, and added that the laboratory's next object was "to develop instruments for the collection, automatic recording, and correlation of the data to show the position, angle, and speed of approach of plane or ship." This can be termed the true frontier- the advancement from observed phenomena to practical use, and the real inception of what we now call radar.

Progress was very rapid during the ensuing four years. So much so that in 1935, excited over the prospects, the House Naval Appropriations Committee gave the Naval Research Laboratory a voluntary special appropriation of \$100,000 for additional research.

A demonstration in June 1936 found Admiral Bowen, Chief of the Bureau of Engineering, an enthusiastic convert. He subsequently ordered a set installed experimentally on a battleship as an adjunct of fire control. The Navy's line officers were convinced of its usefulness at a demonstration during Pacific fleet maneuvers that fall. During the next two years, a practical shipboard



unit was produced, installed on the battleship NEW YORK, and given extensive tests in battle maneuvers in January, February and March 1940. This was the first permanent American shipboard installation. The manufacture of radar by a private company had begun in October 1939 with a contract let to the Radio Corporation of America by the Navy for six sets like that on the USS NEW YORK. By this time two of the major electronics laboratories in the U.S. were working closely with the Naval Research Laboratory. They were RCA and Bell Telephone Laboratories.

Meanwhile, the U.S. Army had been diligently working on the problem. In November 1938 the Coast Artillery Board of the U.S. Army tested a radar position finder, designed for control of anti-aircraft guns and searchlights, built by the U.S. Army Signal Corps Laboratory. This was the first demonstration of radar equipment to Army officials, and the results were termed highly successful. This was the first Army radar set and was called the SCR-268. Its antenna could be rotated horizontally and also tilted up and down. By means of a signal presented on an oscilloscope the operator could accurately point the antenna at the target aircraft, and the antenna position was automatically relayed to the searchlight and anti-aircraft gun crews.

The Signal Corps Laboratory was also working on a long range aircraft detection radar at the time. This development had been requested by the U.S. Air Corps in 1937 and the completed set was demonstrated to the Secretary of War by the Signal Corps in November 1939. This radar set, called the SCR-270, was the equipment that detected enemy aircraft approaching Pearl Harbor on December 7, 1941. A contract had been let for the manufacture of this equipment in August 1940.

By this time it was realized that research and development activities should be unified for better efficiency. An air of urgency prevailed, with England already engaged in war with Germany, and the realization that the U.S. would in all probability be soon involved. A presidential

executive order on June 27, 1940, established an independent agency that was called the National Defense Research Committee to "correlate and support scientific research on the devices and mechanisms of warfare." The Army and Navy were thus able to turn over to scientists mobilized by this committee a large number of problems of a long-range and somewhat speculative nature certain to involve considerable fundamental research. This research was accomplished through contracts with universities, nonprofit research institutions, or commercial concerns. The N.D.R.C. set up no laboratories of its own, and encouraged the fullest decentralization of effort. This structure was not basically altered when, a year later, the N.D.R.C. was made a part of a new and larger independent organization - the Office of Scientific Research and Development, headed by Dr. Vannevar Bush. A Microwave Committee, headed by Dr. Alfred Loomis, was set up in July 1940, to explore the possibility of using microwaves in radio detection, a problem that appeared speculative in the extreme, since no good source of power at these short wavelengths (high frequencies) was known at the time.

Radar development by the British dates from the establishment by the Air Ministry, during the winter of 1934-35, of a Committee for the Scientific Survey of Air Defense. The Committee received, among other suggestions, a carefully worked out plan for the radio pulse-echo detection of aircraft. This was proposed by a Scots physicist then heading the radio department of the National Physical Laboratory, Sir Robert Watson-Watt.

The first experiment of the Watson-Watt type set was conducted in the spring of 1935 on a small island off the east coast of England. By the fall of 1935, the main features of a chain of warning stations to protect England had been worked out, and construction of the first five stations began in 1936. By March 1938 these stations had been completed and were being operated by Royal Air Force personnel along the Thames estuary.

(cont'd page 19)

## TACAN TRAINING CLASSES ARE SCHEDULED FOR FY58

Two distinct resident courses for training on TACAN will be set up and activated in Fiscal Year 58. Beginning on April 7, 1958, a 4-week course will be provided for those who have previously completed both ILS/VOR and DME resident courses. The time will be spent almost wholly on equipment familiarization and laboratory training.

Convening on the same date will be the first class for a longer TACAN course... 12 weeks in length and covering all principles applicable to operation of this type of facility as well as direct study on equipment. Eight TACAN units are expected for us in the lab, four of them modified military versions and the remaining four are expected to be CAA type.

### TACAN LABORATORY PLANNED

Final plans are being prepared for a 5000 sq. ft. laboratory to house 8 TACAN equipment units. The new laboratory will be located in the open area just beyond the present Communications Equipment school Receivers building.

The TACAN building follows a pattern of constructing laboratories separate from the main new Center for radiating equipment or where other factors such as noise require isolation.

Eventually also to be lined up along the north side of SW 62 with the TACAN building will be a VOR laboratory where the old Localizer was located; there'll be an Electro-mechanics building where the DTB laboratory now is located, and finally in the planning is a long range radar laboratory to be built about where the Communications Equipment "H" buildings are now situated.

## FY'57 TRAINING EXPANSION RAPID IN AIR NAVIGATION FACILITIES

A quick recapitulation of ANF Branch training affairs during the fiscal year just ended, reveals a rapid increase in the training effort.

For example, the Branch started the year with 55 positions, and ended with 105, 91 of which were actually filled; in July, 1956, there were 59 students in daily attendance but in June of 1957 there were 257 men in class every day, or more than 4 times as many.

Again, during FY 57 there were 602 men who received resident training and there were 581 certificates issued for completion of Directed Study courses. Also in Directed Study the year started with 1,421 students enrolled and near the end of the year there were nearly 2,700, and just as significantly participation in home study increased 43%.

### AIR NAVIGATION FACILITIES INSTRUCTORS -

SHUFFLE IN -- Four new instructors have reported, or will be present by September, to begin duties in the Radar and ILS/VOR schools. Walter E. Berklund and Harry Burton will instruct in radar upon arrival from Anchorage, Alaska. (Probably before this issue of the BEACON is out).

For ILS/VOR, will be John R. Park, also from Anchorage; and Charles W. (Spike) Mabbott, from Fairbanks.

AND SHUFFLE OUT -- Leaving the Branch on June 14 were Carl Drumeller, after 11 years of instructing, and Phil Wilcox, who served 2½ years in Directed Study. Both have assumed positions (and promotions) in Flight Inspection Branch.

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Committee - A group that keeps minutes and wastes hours.

Channels: - The trail left by an inter-office memo.

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Technical definition:

Pink elephants - beasts of bourbon.



"HAMS" MILLER AND  
COUPLAND REMINISC

Daniel R. "Doc" Miller, Electronic Technician, recently joined AFS. When he mentioned that he had used the Ham call letters 5TC immediately after World War I Phil Coupland challenged him with the following:

"I used that call before World War I; furthermore, you and I had some correspondence about it in 1921 after a radio contact between us. I was in Salt Lake City and you were in Dallas. Your QSL card mentioned you were on the USS Frederick, in Brazil, 1917, and my letter to you informed you I was aboard the USS South Dakota on the same cruise in which the four Armored Cruisers - Pittsburgh, Pueblo, Frederick and South Dakota, spent 8 months in Brazil, Uruguay and Argentina".

In the conversations that followed, it further developed that the Frederick, with Doc Miller still on board, convoyed 50 vessels, including the USS Astoria, with Coupland on board, across the North Atlantic to Britain in December of 1917, encountering hurricane conditions that caused the loss by sinking of seven of the fifty vessels in the convoy. The crossing required 35 days.

Doc Miller and Phil Coupland, both of whom have memories extending back more than 40 years, have found a great deal to talk about these past few days.

LaVerne Samuel

- - -

CLARENCE L. SUPLEE, Electronic Technician, Aircraft Branch (AC-260) can reminisce with Doc Miller about far off tours of duty during World War II.

He recognized Doc's picture when helping the BEACON editor get material ready for this issue.

PHIL COUPLAND RETIRES  
AS HEAD OF AFS



Unfortunately the BEACON doesn't always "scoop" the news. Last October we printed a story about Philip L. Coupland, complete with picture (remember the beard?)

We told then of his almost 37 years with the Government (27 of them with CAA -or its parent organization)...But we didn't know he was planning to retire. We're sorry not to get this information out 'way in advance of his retirement, for this is one of those occasions when friends throughout the regions of CAA will want to write and say "Congratulations, you lucky dog."

We haven't heard Mr. Coupland say what he intends to do with all his time, but suspect that farm he bought just outside Fort Worth, will probably keep him occupied. He may even get around to inventorying the cottontail rabbits and pigeons (see the BEACON story of October, 1956.)

Seriously, we'd like to say for all Mr. Coupland's co-workers — lots of good luck and lots of fun after your retirement.



## BUDGET AND FINANCE DIVISION



Left to right: Ed A. SCHMIDT, Fiscal Branch Chief; BETTY BLACK, secretary to Mr. Whitacre; LOUISE H. BODE, Budget Estimates Chief; and A. K. WHITACRE, Budget & Finance Division Chief.

"Service is our most important function" might well be the motto of the Budget and Finance Division at the Aero Center. Many of us are familiar only with the service of having our pay checks ready for distribution on That Day or payment of travel vouchers. Yet these are actually by-products of the many activities carried out by this division which operates as a staff function to the Office of the Director. It handles so many different programs, including reimbursable projects for other agencies and governments, that its workload equals that of a CAA regional budget office.

Headed by Mr. Karl Whitacre, this division comprises two branches: Budget Estimates Branch; and Fiscal Branch, which consists of Audit, Accounts and Payroll Sections.

Budget and Finance Division is responsible for coordinating the establishment of Center programs from the beginning. After the program is planned, this office assists operating people in establishing a work program, in preparing budget estimates, and where programs overlap works out cooperation between divisions concerned. Following through, administratively, B&F obtains approval of these programs and the authority to employ people needed. Important phases of procedure are certifying positions to Personnel, making fiscal reports and preparing revisions of programs and funds allocations when necessary. In order to keep programs for operating people running smoothly a rigid deadline schedule is set up and met monthly and/or quarterly with fiscal information furnished from records



maintained by the Accounts Section who also maintain a complete double entry bookkeeping system and must record every penny spent according to appropriation and organization by program or project and whether it was for travel, supplies, equipment, etc. They also must prepare bills for collection of funds owed the Center for work done for other Government agencies or CAA Regions, and maintain a record of Center assets, both real and personal.

It is interesting to trace a budget operation. It starts when the Washington office advises the Center of a program requirement for a project. Operating people, in cooperation with Budget, determine how they will do this work. Budget advises with regard to personnel, money and what is actually to be accomplished. They literally put "price tags" on each phase of the work, how many people can be paid how much (or quoting Mr. Whitacre, "estimate dollar cost of positions"), how much can be spent on equipment, supplies, etc.

#### BUDGET ESTIMATES BRANCH



Robert Oliver, Marvin Reimche  
Louise Bode, Leona Rickman



Margaret (Mike) Farley, E. A.  
Schmidt, Rojean Lacey,  
and (seated) Florina  
Crockett

These proposals are cleared with the Director and submitted to the CAA Washington Budget Office. They, in turn, will approve (sometimes they do not, or will revise) and send back an approved fiscal program. That is the ready signal to go to work hiring people, buying materials and equipment. It gives the Center authority to spend a certain amount of money to get the program under way.

Periodically the accomplishments of this work are reviewed two ways:

1. Physical accomplishments, or "Report on Evaluation of Program Effectiveness", to show how much of the program has actually been carried out.
2. Fiscal accomplishment, or "Status of Funds", to show relation between work done and amount of money spent, review of work remaining to be done and whether or not funds are adequate to finish it. Sometimes adjustments have to be made. (C ont'd p.12)



## AUDIT & ACCOUNTS SECTIONS



Standing, left to right: Frances Chase, Irene Riggins, Florine Crockett, Harriet Wilson, Paul Dawson, Shirley Pfrehm, Mildred Lamb, Joyce Vick, Beryl Belisle, LaVerne Davenport, Dorothy Elliott.

Seated: Mike Farley, Rojean Lacey, E. A. Schmidt, and Grace Clark

Although the financial portion of working programs is often complicated and complex, the whole operation is based on a simple fundamental: Spending a Government dollar is controlled by law. Budget & Finance Division is guided by basic law Administrative Orders and administrative policies prescribed by the Department of Commerce and CAA.

So don't look for a salary increase or additional money on a voucher payment unless such procedure is legal. And for the same reason do not feel that Audit is just being difficult or personal when certain items on your travel voucher are not certified for payment.

Travel is authorized and reimbursed in accordance with administrative regulations. Compliance with such regulations is checked annually by the General Accounting Office. If the Center Audit Section does not make sure travel payments are correct, the GAO will make the exception, resulting in a lot more trouble for you and everyone concerned.

Mr. Whitacre suggest that the best time to think of reimbursement for official travel is when the Travel Order is made. Any special provisions to cover extra expenses should be requested at that time so that explanation on the voucher can be kept to a minimum.



## PAYROLL SECTION



Left to right, Grace Clark, Harriet Wilson, and Shirley Pfrehm (

Not so many months ago the Center was small enough that the Payroll Section could furnish information relative to annual or sick leave by telephone to anyone who called. The workload has been increased to such an extent that this is no longer practicable. It will be to the best interests of all concerned if the individual employee will request this information from his time keeper who, if necessary, will contact Payroll via memorandum.

The increase in the number of people working - from approximately 300 to 1,000 - does not tell the whole story for Payroll. Beginning of a night shift (with night differential to be figured) and changing of some employees to Wage Schedule (6-8¢ per hour wage differential) have made the periodic computation of earnings and preparation of payroll much more complicated.

Incidentally, Payroll has to figure such salary adjustments, certify time worked and forward this information to the Dallas Regional Disbursing Office in time for the checks to be written and returned for the payday deadline. That is why it is so important that your SF-1130 (Time & Attendance Report)

SF-1130 (Time & Attendance Report) is turned into Payroll before noon of the Monday following the end of a pay period.

These time cards have to be checked individually to see if the time shown - work & leave - totals 80 hours, if leave is initialed or accompanied by a SF-71, if the time keeper has signed, etc. Any leave has to be posted to leave card to see if the employee has enough earned leave to cover what he has taken. If not, so many hours LWOP have to be shown and adjustment made on salary. Leave, time worked, overtime, etc. for each individual have to be entered into the ledger "Employee Earnings Card". Change slips have to be made on new employees, transfers, in-grade raises, etc.

In short, there are countless details necessary to be worked out and recorded by Accounts for each dollar of salary, bit of equipment bought or supplied used. Each Section in this Division works separately yet so closely integrated is the overall operation that one could not exist without the other. Nor would the rest of us be working members of the Aero Center family if there were no B&F to help get our programs underway, Payroll to reward our efforts, or Audit and Accounts to pay the bills and keep the records.

- I.M.



"We'll take your word you did all that tipping, Mr. Choate. It wasn't necessary to bring along everybody you tipped!"



## SECRETARY WINS HIGH AWARD



FAY D. LINEHAN, Supervising Inspector of the CAA District Office, Will Rogers Airport, congratulates IRENE C. SMITH, secretary in that office, on receiving a Certificate of Commendation and a cash award of \$250.00.

By suggesting and compiling a ready reference information manual, Mrs. Smith has won the highest award that a CAA Region can authorize. Used since 1951 in the Second Region District Office, the Manual has proved to be of immeasurable value to veteran Inspectors and will be invaluable to new personnel. The chief justification for the award is the number of man hours its use saves.

In addition to the Certificate of Commendation, Mr. L. C. Elliott, Regional Administrator of the CAA Second Region, directed the following letter to Mrs. Smith:

"It is with great pleasure that I notify you that the Civil Aeronautics Administration has adopted your suggestion: 'The Aviation Safety Inspector's Ready Reference Information Manual'. Without the ingenious ideas of people such as you C.A.A. could not have advanced so rapidly in such a short period of time.

"Realizing this, a Certificate of Commendation is issued you in official recognition and appreciation for your contribution of the invaluable suggestion which has been adopted and will help improve the service of C.A.A. May we encourage you to always submit your ideas and suggestions.

"May I be the first to congratulate you on this award. It is very satisfying to me to have women of your outstanding quality in our organization. I realize that you have spent many hours of your own time thinking through and planning out this suggestion. I am sure the personal satisfaction you received accomplishing this job means much to you.

This commendation and award is the CAA's way of saying, 'Thanks for a job well done'."

L. C. Elliott  
Regional Administrator

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Money isn't everything, but it's the best substitute we have found for credit.

Franklin may have discovered electricity but the man who invented the meter made more money.



## NEW BRANCH ESTABLISHED IN A/C STAND. & MAINT. DIVISION

A new branch has been established in the Aircraft Standardization & Maintenance Division. The name is Technical and Special Projects Branch, AC-134. When fully staffed, this branch will be comprised of a branch chief, three project officers, an aeronautical engineer, two draftsmen, a technical files clerk and a clerk-stenographer.

Duties of this branch will be to handle professional and technical aspects of programs and projects in the division, coordinating with and furnishing technical information to branches of this division as well as to other divisions and regional C.A.A. personnel.

Personnel of AC-134 will be responsible for preparing a plan of action for projects and programs of the division, after coordination with personnel of the branch or branches responsible for accomplishing the work. This will include analysing data for engineering and technical feasibility; furnishing technical information pertaining to material and supplies and work methods in assigned areas; keeping informed and disseminating complete and accurate information on new requirements and interpretations of Civil Air Regulations.

In addition to the above, drafting personnel work with the engineer and project officers in making sketches and drawings on changes and modifications to airframe, powerplant accessories and systems of C.A.A. aircraft, and making drawings for final engineering approval. A technical library is being set up and will contain all applicable T.O.'s and other publications and data to assist personnel in performing their work requirements.

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Work on the new hangar was started June 10th. This is good news to everyone in Aircraft Standardization & Maint. Division since we will occupy the hangar when it is completed. - Ladine Garrett

## DIRECTED STUDY AT CENTER READIES FOR BIG PROGRAM

With continuing increases in home study looming ahead, the Directed Study Section staff has been increased to 17 instructors for FY 58, and has been divided into four units in its organization. The units are designated as Electro-mechanics, Navigational Aids, Pulse Techniques, and Avionics, with responsibilities assigned to Unit Chiefs.

New courses will be written and indications are that the constant upward trend in training by home study in many areas of CAA will take a distinct surge again in September.

Additional clerical positions are being made available to handle the increased activity.

The fundamental courses are proving ever more popular, especially in the field of applied mathematics. The Foundation Mathematics Course DS-90 and Electronic Fundamentals and Engineering Mathematics Course DS-100 have largest participation, the former alone has an enrollment of over 1,000.

Directed Study courses are made available to people throughout CAA and enrollments are increasing for personnel in Flight Operations and Airworthiness, Air Traffic Control, Office of International Cooperation, Avionics and others.

- Art Schmitt

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## REPAIR COMPLETED ON BADLY DAMAGED C-54

Repair and modification of a C-54 for another government agency has been completed by A/C Standardization & Maintenance Division and the first flight test has been made. The plane, when brought here, was so badly damaged as the result of a fire that some parts had to be salvaged from another plane to put it in airworthiness condition. In addition to major repairs, the interior was reupholstered, seating capacity increased, soundproofing installed, plus the installation of a PB-10A autopilot and radar nose.



PETITE EULA STEENERSON  
LIKES WORK IN SHOPS



Eula Steenerson is a sheet metal worker in Aircraft Engines and Shops Branch, AC-133, and she's doing the work she likes best.

Eula, known as "Peanut" to everyone in the branch, began doing sheet metal work during the war when many women were learning various types of work completely new to them. She went to Douglas training school and upon completion of her training went to work for Douglas Aircraft, Oklahoma City, where she worked for three years. After the Douglas plant closed, Eula decided she wanted to continue to do sheet metal work. She worked for two local companies before coming to CAA. She has had a hand in making a variety of items, including root beer stands, jeep tops, auto luggage carriers and grocery carts.

In January 1951 she came to work for CAA and has been "on the job" longer than any other girl in the shops. Eula does modification work on aircraft, making and installing overhead cockpits, radio sections and instrument panels. Her size (5'2", 98 pounds) is an asset in her work as she can accomplish work in small areas of a plane without difficulty.

Her off duty hours are spent keeping house for her husband Al, but they both find time for square dancing and fishing. Fishing is her favorite pasttime as is evidenced by her vacation plans each year -- to Minnesota and Canada to fish. She always catches big ones, so never complains about the big one that got away.

NEW MACHINES ARE DREAMS-COME-TRUE  
FOR WORKING HOUSEWIVES

The latest step in automatic living for the American home is the combination of two related appliances. The combined washer-dryer is already here. An experimental model of a combination freezer and electric oven has been demonstrated.

A complete meal can be conveyed from freezer to oven, merely by pushing colored buttons for whichever foods are desired.

General Electric engineers are experimenting with this robot. And it is a robot for it not only moves things along but also thinks. The person manipulating this mechanism (it doesn't even have to be a cook) will push all of the food buttons at one time, but the machine won't send them into the oven until the proper moment so that roasts and vegetables will all finish cooking at the same time.

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Very often it takes only a good wife to make an old rake into a lawn mower.

Intuition is nothing but sound reasoning in a big rush.



AERO CENTER EMPLOYEES ASSOCIATION - 1947 to 1957



Front row, left to right: Maxine Weatherford, Iola McElderry, Doris, Eva Metz. Back row, left to right: Marvin Reimche, Joe Motley, Phil Wilcox, Dean Merilatt, John Paul Jones, and Jack Webb

Like everything else at the Aeronautical Center, the Employee's Association has grown from a "spring chicken" to a full fledged . . . Well, if we seem to crow a little, it's because we're proud of the Association's progress and of the many Aeronautical Center employees who have so cheerfully contributed to its growth for 10, these many years.

Over ten years to be exact, because it was on April 29, 1947 that a group of employees met to get the Club organized and in November of '51 a State Certificate of Incorporation was issued to the Association. The first group of officers elected were: Merrill Morgan, President; Charles "Pete" Adams, Vice President; Faye Franklin, Secretary; and Mary W. Ford Treasurer.

The lack of funds to start with was compensated by the enthusiasm and cooperation of the members and in those days it took a stiff canvassing of all members to find enough to make up a couple of

"committees." And the idea was - and is - to operate the Club for the benefit and enjoyment of employees, and business ventures and social activity has been most "varied."

One of the first projects was the organization of the Amateur Radio Club under the leadership of Carl Drumeller. (This organization has continued to function and has grown to quite an organization within itself.) It is open for operation by any employee or student of the Aeronautical Center who has an amateur radio operator's license.

And that first business venture, the Snack Bar, will long be remembered by the "Old Timers" (we use that term loosely because of course you're not old in years) who not only loaned their \$10 but their aching backs for 10 or more hours of work to get it started. Sounds like work - and it was!

The Association has sponsored a variety (cont'd page 18)

### Association Activities (cont'd)

of social activities ... everything from a fishing club, square dancing, golfing, bowling, picnics and dances, and when someone suggested a roller skating party in May, we weren't a bit surprised to find that the Aeronautical Center had some expert skaters. There were no casualties, fortunately, and unfortunately there were no cameras.

The Association has procured discount cards, fertilizer, Prestone, tickets to various Fairs or Expositions for the members' convenience, and at a reduced price. Flowers are sent to members in cases of illness or a death in the immediate family.

Of course you're all familiar with that bit about "Published bi-monthly at no expense to the Government by the CAA Employee's Association," that appears regularly in the BEACON. We think it would really take some oversized medals in order to give recognition to those who have served this publication as editors and workers, both past and present.

Our bank account stands at a healthy sum and membership at present is over 300. Present officers are: Jack Webb, Pres.; John Paul Jones, Vice Pres.; Eva Metz, Secretary; and Phil Wilcox, Treasurer. The officers, together with an elected representative or alternate from each Branch make up the Board of Directors and elections are held yearly.

If you are not a member, please call your representative (or one of the officers listed above) and say, "I want to join." If he has not contacted you for membership there is probably one of several reasons - he's too busy, too - we're rapidly increasing in number - or he just can't jump far enough over the ditches and puddles to reach you. The membership fee is \$2.00 per year and new employees can join for the balance of the year for \$1.00.

So come on in!! We need you and your ideas in order to keep up with providing good fun, good news and special benefits for CAA employees. - Marine Weatherford



Chest X-Ray mobile unit is brought to Aero Center each year by sponsorship of Employees Association. Shown above are technicians with unit stationed at Hangar 9 for three days during last week of July.



(cont'd from page 7)

A home chain of similar stations was erected about the borders of the United Kingdom in succeeding years. It was these stations, called CH for chain home, that are credited with preventing Hitler from invading England. Under the impetus of necessity, the development of radar in England generally preceded that in the United States during the years preceding the entry of the United States in the war.

In the latter part of 1938 and in 1939, development work in England shifted to air-borne equipment. Two types of equipment were needed. The first was a radar set for the detection of surface vessels or surfaced submarines by patrol aircraft (called ASV for air to surface vessel), and secondly a need was recognized for an equipment to enable night-fighter aircraft to home on enemy aircraft (called AI for aircraft interception). An experimental ASV set was demonstrated to the Chief of R.A.F. Fighter Command in August 1939. During this period a search was begun for a high powered high frequency (microwave) transmitter-oscillator. This search led to the development of the multicavity magnetron oscillator tube, by the British, during 1940. This oscillator was capable of providing 10,000 watts of pulse power in the microwave region, with present day magnetrons providing power exceeding a million watts. This was probably the most outstanding accomplishment of the British toward the technological advancement of radar, and opened up a large field of new possibilities.

By the end of 1940, U.S. and British radar work was carried out on a basis of full mutual exchange of information. A British technical mission arrived in the United States in October 1940, with full information on British development and samples of the newly developed cavity magnetron. Arrangements were made for continual exchange of technical information and coordination of developmental effort.

In discussions with the Microwave Committee of the U.S. National Defense Research Committee set up a few months before, the British mission proposed two specific microwave radar developments: (1) A microwave

version of the AI equipment, and (2) a microwave position finder for anti-aircraft fire control. To follow these suggestions, the Microwave Committee of N.D.R.C. made arrangements to set up a radar developmental laboratory staffed principally by physicists from a number of universities. The British had previously established several highly successful developmental agencies similar to this.

The Radiation Laboratory, as the new N.D.R.C. establishment was named, opened its doors at the Massachusetts Institute of Technology, Cambridge, Mass. in November, 1940. Its director throughout its 62 months of existence was Dr. Lee A. DuBridge, on leave from the University of Rochester, and later president of the California Institute of Technology. The U.S. Army and Navy looked to the new Radiation Laboratory for the development of microwave radar. Their own development agencies were already fully occupied with getting long range search radar into production. At this time the use of microwaves in radar was only speculative, and therefore the Army and Navy laboratories understandably felt that it was more important to concentrate efforts on radar techniques already worked out.

The Radiation Laboratory of M.I.T. was destined to enjoy widespread fame for its developmental work in radar. Aside from some development contracts awarded to private industry, practically the entire effort was concentrated at M.I.T. which worked in close cooperation and mutual effort with the Signal Corps Laboratory, and the Aircraft Radio Laboratory at Wright Field Dayton, Ohio. The work carried on went far beyond the original British requests that caused the formation of the Radiation Laboratory. While only 40 people were employed at the Laboratory at its inception in 1941, it had grown to a major organization with 4000 personnel employed by 1945.

The growth of the radar industry was tremendous during World War II. Prac-

tically every electronics manufacturer in the United States was under contract to the government for the manufacture of radar equipment. At the end of the war, approximately \$2,700,000,000 of radar equipment had been delivered to the Army and Navy, while new equipment was being built at the rate of \$100,000,000 per month, and there was \$1,500,000,000 of equipment on order and not delivered.

During the period described, radar has grown from an observed phenomenon of no practical use, to a highly valuable strategic weapon, fostering a major industry in the process. After the war, the importance of radar did not diminish, but instead, new applications have been found for it. The C.A.A. was quick to recognize the advantages to be gained in the use of radar for air traffic control. Radar increases safety in the air by allowing an operator on the ground to "see" all aircraft within his control area regardless of darkness or weather conditions, thus enabling him to "vector" the aircraft by means of communications facilities in such a way as to prevent collision. In addition, arrival and departure schedules can be maintained at congested terminals much more rigidly than by former means, by allowing closer separation between arriving and departing aircraft. Another peace-time use for radar that has developed since the war is that made by the U.S. Weather Bureau. Precipitation of any type can be seen on radar thus allowing storms to be tracked and predictions of violent weather to be accurately made.

The evolution of radar has not ceased during the years since the war. One of the most outstanding post-war developments was Moving Target Indicator radar. One of the severe restrictions in the use of radar was imposed by the fact that radar signals are reflected not only from desired targets such as ships and aircraft, but also from stationary objects such as buildings, trees, mountains, etc. In areas of heavy "ground clutter", it is frequently impossible to see the desired aircraft target. The M.T.I. system eliminates the returns from these stationary

targets and causes only those targets in motion to be presented on the indicator used by the operator. If it was not for this feature, the use of Terminal Area Radar in the CAA would be severely limited.



The radar art has undergone continuous improvements since the war. Illustrated here is the console of the CAA ASR-3 Radar. It is used for the control of aircraft in terminal areas, and incorporates the Moving Target Indicator system referred to in the text. Robert W. Brown, Chief of the Radar school, is shown making an adjustment of the controls.

Another improvement in radar has come about very recently, and is still in very limited use in the CAA today, although contracts have been let to equip all CAA radar with the device. This is a device that will, by circularly polarizing the signal being radiated from the antenna, cause a great reduction in the amount of "clutter" produced by precipitation. When radar is needed most it is sometimes severely inhibited by reflections from precipitation, which can completely obscure the aircraft target. Circular polarization can minimize, and in some cases completely eliminate the precipitation effects, thus greatly increasing the usefulness of radar.

(cont'd page 21)



### Safety Committee Organized

M. A. Ebner, AC-132, L. E. Shedenhelm, AC-260, Roger M. Blizzard, AC-360, Clark B. Affleck, AC-701, Catherine C. Salmon, (secretary), AC-180, and Harry A. Lahtinen, Safety Officer, AC-180 comprise the membership of the Safety Committee here at the Center. W. F. Burnett, AC-134, T. K. Archer, AC-250, and Margaret E. Vaughn, AC-681, and Garrison B. Costar, AC-700 serve as alternates.

This Committee is very active as a run-down of a few of the projects they have under way will show.

### First Aid Training Course:

After analyzing the situation it was determined that there were very few personnel at the Center qualified to render first aid treatment to an injured employee. Since it (See story on pages 22-23)

### Traffic Difficulties:

Arrangements were made with the Traffic Control Section of Oklahoma City to have one of their traffic experts survey the situation at the Center. Several recommendations were made and are now under consideration. Let's hope some of these recommendations will become realities or have you noticed the coming-to-work and going-home traffic?

ED NOTE: All in all, Center employees are courteous and considerate drivers. The manner in which the main traffic stream on MacArthur allows converging cars to feed into the line with a minimum of delay and confusion is a strictly Golden Rule operation.

### Volunteer Fire Fighters:

A volunteer fire fighting group is now on duty here at the Center. They meet once a week with members of the GSA Fire Department. They are doing an excellent job and deserve our thanks. The volunteers are Dutch Munsinger, AC-132, Robert S. Shawver, AC-132, George Boal, AC-133, David L. Day, AC-133, Cleo Sanders, AC-747.1, James T. Jones and Glenn W. Browning, of AC180, and Willis M. Williams, AC-757.

### Fire Inspection:

Fire inspectors from the Oklahoma City Fire Department made a thorough inspection of all fire-fighting equipment and looked for possible hazards. With the costly equipment housed here and the construction work under way it is doubly important that everyone be extremely safety conscious. Accidents don't always happen to the other fellow.

### Tornado Bulletin:

The Safety Committee was responsible for the issuance of the Administrative Notice dealing with tornadoes. This information is really worthwhile to us who are under tornado alerts so often -- usually smack in the middle of a favorite TV program. Somehow or other it's not too comfortable TRYING to catch 40 winks in the cellar.

### Driver Training Program:

With the issuance of Administrative Order 8-2 the program of driver examination for Government licenses was set up at the Center. It is now underway in full force.

- Cathy Salmon

### HISTORY OF RADAR (concluded)

The evolution of radar is still continuing today. Additional improvements are forthcoming in the new AERSR-1 radar that the CAA has contracted for. Every improvement tends to increase the complexity of the equipment, increasing the need for 21

highly trained maintenance personnel. The Radar school here at the Center is keeping abreast of all of the new developments, and incorporating them into the course as soon as the need exists.

- Robert W. Brown, Jr.

## FIRST AID CLASS

The new CAA Occupational Safety Committee as established by Administrative Order 11-1 in its first meeting recognized the urgent need for personnel qualified to administer emergency First Aid at the Aeronautical Center because of the time and distance involved before adequate medical attention could be provided.

First Aid is best described in the American Red Cross First Aid Text Book as: "The immediate and temporary care given the victim of an accident or sudden illness until the services of a physician can be obtained. It may mean the difference between life and death, between rapid recovery and long hospitalization, between temporary disability and permanent injury. In every case, proper first aid reduces suffering and make the physicians' task easier when he assumes the care of the patient. The responsibilities of the First Aider stop when the physicians' begin. First Aid tells what to do until the doctor comes."

Beginning April 17, 1957, an 18 hour Standard Aid Course was conducted at the Aeronautical Center by Mr. Hartshorn, Administrative Officer of the Oklahoma City Chapter of the American Red Cross, for a period of two hours per week for 9 weeks. This course was completed on June 19, 1957. (See picture on page 23).

This very interesting and informative course provided the Aeronautical Center with a select group of employees strategically located around the field, who know what to do and what not to do in the event of injury or serious illness.

An Advanced First Aid Training Course is being planned for early fall and it is hoped that sufficient personnel holding a current Standard First Aid Certificate are available for this course to provide First Aid Instructors in all Divisions of the Aero Center.

Please remember First Aid Training not only provides proper treatment when emergencies occur, it also helps to prevent accidents and that it is just as beneficial at home and on the highway as it is on the job. Let us all hope, that if we or our loved ones should ever be involved in a serious accident, etc., that someone trained in First Aid will be on hand to administer the proper First Aid.

- Harry A. Lahtinen,  
Safety Officer, AC-180





## FIRST AID CLASS



Back row, left to right: Robert L. Shawver, AC-132, Warren Q. Smith, AC-745, Arthur E. Holmberg, AC-132, William C. Alcorn, AC-759, Alvin H. Roberts, AC-758, Louis F. Fanning, AC-745, Harry A. Lahtinen, AC-180, Ted Wernick, AC-681, Vero Justice, AC-745, Frank Fuhrer, AC-260, Robert A. Brown, Jr., AC-360, Roy C. Olinghouse, AC-184.

Front row, left to right: Marvella L. Hoyt, AC-670, Enar B. Olson, AC-2, and Jeanette L. Horn, AC-171.

Not present: James R. Daniels, AC-520.

Statistics show that 4,076 people died of gas last year. Forty-seven put a lighted match to it. Twenty-nine inhaled it. Four thousand stepped on it.

### Technical definitions:

Conference - A group of people who individually can do nothing, but who can meet collectively and agree that nothing can be done.





From left to right: front row - you name them; back row - you find them.

On March 12, 1957, the "headquarters" gang marched in on GEORGE L. RAND, Deputy Director, singing Happy Birthday and carrying a big cake. It was a pretty festive occasion and seemed to call for a photographer - - so a quick call to Murph Shedenhelm resulted in the above picture.

A couple of weeks later, Mr. Rand was again guest of honor, at a somewhat less joyous gathering, when Mr. Rand retired from CAA. He expressed mixed feelings - anticipation of getting to use the golf clubs and movie camera presented on behalf of his many friends and co-workers throughout all of CAA - and sorrow at leaving those same friends.

"Generous George" is a familiar figure to CAA and we will all miss him.

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Here we are about to enter the age of flight to other planets, when we have only recently developed a truly comfortable armchair.

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## RETIRE DURING 1957



Mr. Lanter supervises Guy Faulkner's last "official" act at Aero Center

On May 3, 1957, friends gathered to extend congratulations and farewells to one of CAA's finest fellows - Guy Faulkner. Two years ago the BEACON carried a story on Guy as "Personality of the Month", and the staff is just sorry that we didn't get a story on his retirement ahead of time so that his many, many friends out in the regions of CAA could send good wishes to him.

Guy completed 38 years of service with the Government -- 28 with CAA and 10 with the armed services. Guy has retired, but only from government service. On May 6 he started in again, representing private industry.

The following note was received shortly after Guy left CAA, and rather than circulate it and maybe miss some of his friends, it was held up to be run in the BEACON.

"To My Friends:

"A belated thanks for the very nice party given in my honor on retirement from the CAA and for the beautiful portable radio which I am enjoying very much. The radio will serve also as a pleasant reminder of my many friends at the Center, when I am enjoying its music while fishing on Lake Hamilton at Hot Springs and in my room when on the road. (cont'd on page 42)



## EMPLOYEES RECEIVE SPECIAL AWARDS



Back row, left to right: George Clark\*, AC-132; Gus Hall, AC-520; Ellard Foster, AC-670; H. W. McKinley, AC-870; Art Schmitt, AC-670; Raymond Haston\*, AFS, and Bob Riedel, AC-520.

Front row, left to right: Kenneth Leird\*, AC-700; Perry Bolyard, AC-520, Loretta Falvey, AC-520, and Leona Rickman, AC-70.

\*Indicates award for Employee Suggestion. Others received Superior Accomplishment award.



# ATTENDANCE AT AERONAUTICAL CENTER CLASSES ON UPWARD CLIMB

## FEDERAL AIRWAYS DIVISION CLASSES

ATC - TS-62 Jan. 7 - 18, 1957

Arango, Raul B., Lt.	Bogota, Colo.
Arellano, C. Jorge A.	Managua, Nic.
Bertonis, Albert P.	New York, N.Y.
Chaffin, Darrell F.	Anchorage
Harding, Gil C.	Washington, DC
Jacobs, Robert L. Jr.	Okla. City
Lane, W. Lloyd	Kansas City
Lowrance, Eugene H.	Kansas City
Mackay, Bruce A.	Jamiaca, N.Y.
Mainard, Bryant	Anchorage
Slate, H.N.	Hoholulu, T.H.

ATC - TS-63 Jan. 21 - Feb. 1, 1957

Albright, Kenneth E.	Beirut, Leb.
Driscoll, John B.	Washington, DC
Franklin, E.B.	Honolulu, T.H.
Frehse, W. R.	Los Angeles
Hollinger, Joseph E.	Anchorage
Leise, Robert E.	Nenana, Alaska
Little, Joseph T.	Anchorage
McCoy, Elston B.	Ft. Worth, Tex.
Melville, J.G.	Los Angeles
Rothrock, Robert B.	New York, N.Y.
Smith, Archie B.	Nashville, Tenn.
Tyler, Raymond H.	Kansas City
Young, Gordon O.	Anchorage

ATC - TS-64 Feb. 18 - March 1, 1957

Braithwaite, Burke G.	Kansas City
Cassidy, Daniel F.	New York, N.Y.
Curtis, Robert E.	Kansas City
Dillon, Joseph C. Major	Tinker AFB
Farley, Lloyd	Anchorage
Golinsky, Leon H. Lt. Col.	Maxwell AFB
Green, Vernon A. Major	Randolph AFB
Innes, Charles D.	Anchorage
Kunjara, Kongtip Col.	Bangkok, Thailand
Ostrander, E.J.	New York, N.Y.
Reber, M.E. Lt. Col.	Olmsted AFB
Shelton, Thomas J.	Houston, Tex.
Young, Harry N. Lt. Col.	Hamilton AFB

ATC - TR-3 Feb. 4 - 15, 1957

Caldwell, Richard F.	Honolulu T.H.
Cunningham, Francis A.	Honolulu T.H.
Hart, E.L.	Honolulu T.H.
McClement, Robert S.	Honolulu T.H.

ATC - TU-58, 59 and 60,

Jan. 14 - April 5, 1957

Adams, Francis R. Jr.	2nd Lt.
Ala, Frank G.	2nd Lt.
Alexander, Clifton D.	2nd Lt.
Anstine, Arthur H.	2nd Lt.
Appman, John E.	2nd Lt.
Ballinger, Russell H.	2nd Lt.
Barnett, Jack F.	2nd Lt.
Barr, Donnie J.	2nd Lt.
Braden, John R.	2nd Lt.
Bradley, Robert G.	1st Lt.
Brendel, William J.	1st Lt.
Brown, Robert J.	Capt.
Canova, William	2nd Lt.
Carpenter, Paul E.	Capt.
Clark, Thomas C. Jr.	2nd Lt.
Connor, John H.	Capt.
Duffy, Daniel M.	2nd Lt.
Dunn, Merle K.	2nd Lt.
Dunn, Robert D.	2nd Lt.
Eason, Bernard C.	Capt.
Farley, Richard L.	2nd Lt.
Garner, John H.	2nd Lt.
Hanna, Lee A. Jr.	WO W-1
Harrington, Frank H. Jr.	2nd Lt.
Herrmann, Peter W.	2nd Lt.
Heth, Willard J.	Capt.
Hill, Philip G.	2nd Lt.
Hill, Robert L.	2nd Lt.
Hughes, Merlin L.	Capt.
Kantlehner, William A. Jr.	2nd Lt.
Keck, James L.	2nd Lt.
Keffer, Charles F.	2nd Lt.
Kop, Diet R.	2nd Lt.
Leech, John A.	2nd Lt.
Lovrick, Nicholas	2nd Lt.
Lower, Ralph M.	Major
Mathews, Samuel M. Jr.	1st Lt.
Miller, Frederick J. Jr.	2nd Lt.
Mitchell, Charles C.	2nd Lt.
Morrow, Edward E.	Capt.
Negley, Carl L.	2nd Lt.
Nisivoccia, Gerald D.	2nd Lt.
Olson, Albert H.	2nd Lt.
Owen, Richard A.	2nd Lt.
Owens, Jack R.	Capt.
Palmer, Howard M.	Capt.
Nunez, Angel Rene	
Earker, Basil R.	WO (W-1)
Pickett, Thomas M.	2nd Lt.

(continued - next page)

Adams, David H. Jr.  
Adams, Robert M.  
Alexander, Jack W.  
Anderson, David S.  
Anderson, Warren D.  
Auffhammer, Frank L.  
Ball, John D.  
Barnes, Robert W.  
Barnes, Ronald B.  
Barton, Kenneth W.  
Bauer, Frederick J. Jr.  
Baumgardner, Robert M.  
Beauchamp, Hubert C.  
Bebornitz, Alan  
Beck, Alfred T.  
Bernier, Harry G.  
Bernstein, Ronald F.  
Bierhaus, Frederick A.  
Blankenship, Leslie E. Jr.  
Bowling, Robert K.  
Bowman, Solomon D.  
Boyd, Walter J.  
Brown, Darwin E.  
Brubaker, Roger E.  
Bryan, Charles B.  
Bryan, Robert L.  
Burchett, Charles D.  
Campbell, Jackson  
Cannady, David W.  
Cannady, Forrest R.  
Carson, Henry C.  
Cheney, Kenneth D.  
Cirillo, Joseph A.  
Cole, Kenneth G.  
Coleman, Robert W.  
Cope, Claudius W.  
Corbitt, William C.  
Coss, Richard E.  
Cotillier, James C.  
Cotreau, Leonard  
Crockett, Luther M.  
Cuney, Darrel D.  
Curtis, Cecil J.  
Cusak, James M.  
Daley, J. Frederick  
Darnall, David E.  
DeYoung, Jack G.  
DeVito, Frank A.  
Dobbins, Robert Jr.  
Donovan, George R.  
Lien, James I.

Durante, Tony  
Dzama, Steven J.  
Easton, Richard D.  
Eckhardt, Dave E.  
Ellington, Ernest  
Elwell, John F. Jr.  
Evans, Glen E.  
Field, John S.  
Fife, Gordon K.  
Fisher, Paul J.  
Formby, Robert H.  
Fryan, William H.  
Frye, Barry L.  
Gaudet, Richard L.  
Gilbert, Robert N.  
Goetsch, James R.  
Glenn, James W.  
Green, James F.  
Gray, Donald G.  
Grier, John L.  
Gunderson, Eleanor  
Hallen, Richard C.  
Hamilton, Robert M.  
Hancock, Leonard L.  
Harvey, Avereese  
Harvey, Richard L.  
Hembree, Hubert A.  
Hewes, Chester D.  
Higgins, Laurence O.  
Higgs, William S.  
Hill, Ronald W.  
Howard, L. Vernon  
Howard, Robert J.  
Howell, Herbert H. Jr.  
Ilg, Kenneth R.  
Jeffus, Eugene L.  
Jobin, Charles  
Jones, Ralph W.  
Keesee, James T. Jr.  
King, Donald  
Kinsey, John O.  
Kittleson, Robert W.  
Knouse, Elaine  
Kuntz, Lawrence R.  
LaGasse, George M.  
Lamm, Herbert F.  
Lanore, Charles A.  
Larson, Alan K.  
Lazauskas, Daniel E.  
Legere, Bob R.  
Leonard, Jack T.

Lloyd, John W.  
Lowell, Arthur L.  
McCarty, James E.  
McKelvey, Thomas J.  
McMahon, Peter J.  
Machado, Walter L.  
Mack, Gerald E.  
Maher, Raymond  
Martin, Gilmer E.  
Matthews, Carroll W.  
Maynard, Edmund L.  
Mercer, James B.  
Miffleton, Larry R.  
Mobley, Frank O.  
Moeskau, Elwood J.  
Moore, Kenneth A.  
Morrison, Robert D.  
Morse, Wallace W.  
Mulligan, Thomas J. Jr.  
Mullin, Timothy M. Jr.  
Murphy, David C.  
Murphy, Louis P.  
Musser, Jack L.  
Myers, Meyer  
Myers, Vernice E.  
Neal, Leroy C.  
Newman, Frank E.  
Nicoletti, Richard  
Nicolini, Lawrence  
Norwood, James A.  
Noteboom, Kenneth M.  
Olson, Elwood R.  
Orgill, Bernard L.  
Oswald, Robert B.  
Palmer, John A.  
Patterson, Donn L.  
Peninger, Travis W.  
Pierce, Manning I.  
Powelson, Frank E.  
Proffitt, Lawrence  
Queen, George N.  
Reindl, Joseph  
Rigby, Joseph  
Rockford, Kevin G.  
Robert, Joseph E.  
Scimeca, Fred  
Schimonitz, John W.  
Schlegel, Harold G.  
Schoen, George J.  
Scullion, John J. Jr.  
Sedgwick, William J.



ATC - T-SP-7 March 25 - 29, 1957

Barton, William P.	New York City
Bunch, Daniel W.	McChord, Wash.
Denny, George L.	Atlanta, Ga.
Eckert, Elliot "Al"	Honolulu, T.H.
Edwards, J. Griff	New York City
Fillmore, David H.	San Antonio
Gray, Robert F.	Kansas City
Laitner, Alfred J.	St. Louis
Larson, Eric	Los Angeles
McGhee, John H.	Denver, Colo.
Murphy, William I.	Anchorage
Newton, William O.	Honolulu
Nolan, Gweneth L.	Detroit, Mich.
Oulton, Marshall G.	San Juan, P.R.
Sadowski, Walter A.	New York City
Wrentmore, Walter J. Jr.	Jacksonville

ATC - TU-61 & 62 - April 8 - June 28, 1957

Allbritton, Armond D.	Capt.
Brennan, Paul	2nd Lt.
Butler, Thomas B.	2nd Lt.
Carey, Roy V.	2nd Lt.
Cochran, Ralph L.	2nd Lt.
Cogar, Paul N.	2nd Lt.
Cohn, Martin A.	2nd Lt.
Davis, Joseph P.	2nd Lt.
Davis, Robert K.	2nd Lt.
Doherty, Daniel P.	2nd Lt.
Downs, Theodore E.	Capt.
Duckett, Allan R.	2nd Lt.
Dudley, James J.	2nd Lt.
Edgington, Richard P.	2nd Lt.
Entwistle, Harry S. Jr.	WO (W-1)
Fleischer, George W.	2nd Lt.
Friloux, Morris J.	2nd Lt.
Geist, Jack H.	2nd Lt.
George, James R.	2nd Lt.
Giglioli, George	2nd Lt.
Greer, Edwin S.	2nd Lt.
Hammerle, Edwin A.	2nd Lt.
Hanson, Laurel W.	1st Lt.
Harper, Don P.	Capt.
Hersam, Robert A.	2nd Lt.
Hilderbrand, Robert M.	Capt.
Hoyle, Walter E. Jr.	Major
Isom, Booker T. Jr.	2nd Lt.
Jackson, Donal P.	Capt.
Juhn, Hung Woo	1st Lt.
Masamichi, Kano	Capt.
Park, Oh Wha	2nd Lt.

TU-61 & 62 - continued

Johns, Charles W.	Capt.
Johnson, William B.	2nd Lt.
Kelley, Robert R.	2nd Lt.
Kim, Han Kyung	2nd Lt.
Lynch, Michael A.	2nd Lt.
Lyon, James M.	1st Lt.
McKinney, Ronald H.	1st Lt.
Martin, John H.	2nd Lt.
Martucci, Felix A.	Capt.
Minoru, Yonejima	Capt.
Morgan, John A. Mr.	Major
Munger, Charles E.	Major
Nakatsu, Yoshinobu	Capt.
Nolte, Raymond C.	2nd Lt.
Noh, Eung Sik	1st Lt.
Olson, James L.	2nd Lt.
Payne, Billy R.	Major
Payne, Robert D.	Major
Petersen, Darwin A.	1st Lt.
Platt, David D.	2nd Lt.
Pflegl, Robert A.	Capt.
Rochford, James T.	2nd Lt.
Relander, Ville S.	
Sacchetti, Louis J.	2nd Lt.
Sands, John W.	2nd Lt.
Sheehan, John E.	2nd Lt.
Smith, Carl W.	2nd Lt.
Staton, Wayne J.	2nd Lt.
Stettler, Donald G.	Capt.
Tadowski, Donald G.	2nd Lt.
Ward, John R. Jr.	2nd Lt.
Whooley, James D.	2nd Lt.
Williams, Harley R.	Capt.

ATC - TS-65 April 15 - 26, 1957

Castle, Robert C.	Kingston, N.Y.
Cline, Orren	Tinker AFB
Douglass, Hobart L.	Anchorage
Emanuel, F. C.	Kansas City, MO
Fried, Harry	New York City
Hankins, William A.	Ft. Worth, Tex.
Haferbecker, Alan I.	Anchorage
Harden, Ralph C.	Poughkeepsie, N.Y.
Master, Gordon E.	Poughkeepsie, N.Y.
Medrano, Luis	Spain
Merilatt, Rex P.	Kansas City, Mo.
Shapter, N. N.	New York City
Wilson, Melvin B.	Kansas City, Mo.

ATC - TC-52 & 53 - continued

Seeley, Gerald L.  
Sentenn, Clarence J. Jr.  
Seyboldt, George R.  
Sheehan, John S.  
Sims, John D.  
Smith, John R.  
South, Melvin L.  
Sperling, Thomas  
Sudano, Louis A.  
Tallon, James L.  
Taylor, William R.  
Tempest, Blaine G.  
Templeton, Leslie E.  
Thomas, Joseph P.  
Ticer, Reginald J.  
Toler, Donald K.  
Tuggle, Billy R.  
Turkel, Seymour  
Tyree, Curtis L.  
Urry, Deward D.  
VanZandt, Oral D.  
Vrabel, John P. Sr.  
Voelker, Oscar C.  
Ward, Joseph E.  
Warnlof, Donald M.  
Weinzetl, Joseph N.  
Williams, Ernest W.  
Whitaker, Carl V.  
Wissner, Kenneth W.  
Woolley, Clarence E.  
Worley, Maynard B.  
Yapp, Milton E.

ATC - TS-68 May 27 - June 7, 1957

Collins, Richard H.	Anchorage
Mentcher, Irving	New York City
Jackson, Felton E.	Anchorage
Nichol, Robert J. Sr.	San Diego, Calif.
Ross, Herbert	New York City
Sulsky, Bernard	New York City
VanDemark, Frank E.	New York City
Yore, J. F.	San Diego, Calif.

ATC - TS-67 May 13 - 24, 1957

Anderson, Bernard M.	Kansas City
Capone, Frank S.	New York City
Connery, A. V. Jr.	Honolulu, T.H.
Gardner, Thomas A.	Ft. Worth, Tex.
Mas, Juan A.	Panama
Messenger, Glenn S.	MacDill AFB
Robbins, Ormond O.	Bettles Field
Ross, Simon M.	New York City

ATC - Short Course - April 29 to  
May 10, 1957

Blatt, Joseph D.	New York City
Burton, Harry J.	Anchorage
Delatte, Archie G.	Washington, D.C.
Driver, John H.	Ft. Worth, Texas
Dufficy, John A.	Jamaica, N. Y.
Finch, Edwin	Anchorage
Geier, Kenneth E.	Kansas City
Oberlander, Seymour	Jamaica, N.Y.
Silven, John W.	Anchorage
Stebbins, Jean H.	Washington, D.C.
Toy, James N.	Gulkana, Alaska

ATC - TC-54, 55  
March 22 - May 17, 1957

Abbott, Nahum W.  
Abeita, Juan R.  
Akin, Jacques O.  
Ammerman, Morton A.  
Anderson, Clarence E.  
Anderson, Clyde L.  
Antley, Kenneth D.  
Arnold, John W.  
Ballinger, Joseph A.  
Baublit, Ronald R.  
Beatty, James R. Jr.  
Belfy, Dennis L.  
Becker, Bernard W. Jr.  
Bierzonski, Arthur F.  
Bird, William E.  
Blackburn, Robert G. Jr.  
Blackmore, George R.  
Blanchette, Bill N.  
Blick, Roy L.  
Bocco, Joseph T.  
Bowman, Lester  
Bradley, H. Douglas  
Brown, John B.  
Brudney, Stanley P.  
Bruns, Paul D.  
Buck, Dewaine  
Burger, Bryan F.  
Burkhart, Felix R.  
Buscio, Albert J.  
Button, Richard H.  
Carlson, Dwayne B.  
Carpenter, William S.  
Carr, Daniel W.  
Christensen, Thirl I.  
Christofferson, Donald D.  
Coffield, Duane E.  
Cook, Roy E.



Cooper, Joel W.	Kahle, Kenneth E.	O'Brien, William P.
Cooper, Merlin G.	Kankey, Vaughn G.	Overlander, Glenn B. Jr.
Corser, George L.	Kern, Frederick J.	Paolotti, Theodore G.
Cotey, Robert D.	Kestell, Leland G.	Parish, David G.
Dale, Roger G.	Kincaid, Robert G.	Parker, Walter B.
Daley, Patrick J.	King, Richard H.	Patton, Humphrey C.
Day, Charles T.	Kitch, John R.	Peabody, James C.
Delaney, William G.	Kleinsorge, Frederick D.	Pelton, Philip H.
Dempsey, Joseph J.	Klein, Ralph R.	Pickett, Donald B.
Dragner, Thomas J. Jr.	Knupp, Charles R.	Platz, James H. Jr.
Eberlin, Harry W.	Kortkamp, Allen L.	Pocock, Howard S.
Fagala, Robert L.	Krayniak, Philip	Putnam, George W. Jr.
Finnegan, James J.	Kreie, Virgil M.	Raff, Kenneth G.
Firmature, Sam J.	Krueger, Otto R.	Rainbolt, George J.
Fischer, Curtis D.	Lagonegro, Rocco E.	Remington, George F. Jr.
Fisher, Clifford L.	Lawless, William A.	Richardson, John G.
Flohr, Charles F. Jr.	Lennon, Sidney W.	Roberson, John W.
Funk, James C.	Liss, David	Roles, Elgar N.
Geiling, Ronald E.	Leupold, Richard M.	Rose, Harvey
Gray, Robert A.	Linder, Clyde A.	Rowan, Richard F.
Green, Lawrence L.	Link, Philip J.	Saip, Richard L.
Gregory, William H.	Lucas, James I.	Schade, Thomas C.
Greiner, Lawrence A.	MacDonald, Malcolm C.	Schneider, Melvin E.
Greten, Joseph J.	MacPherson, Donald K.	Schoof, George F.
Hall, Gordon W.	McCarthy, Edward J.	Schreier, Robert P.
Hansen, Richard E.	McCombs, Donald W.	Seeger, Loren F.
Hawkins, Charles J.	McIlroy, Ralph E.	Seib, Donald R.
Heinley, Phillip E.	McNamara, James W. Sr.	Sharp, Childs W. Jr.
Heinz, Melvin J.	McNeese, Chester T.	Shumate, Joe D.
Held, Albert E.	Malin, Darrell J.	Silveira, John F.
Hemphill, Lionel W.	Maltby, William T.	Woodring, Dugan V.
Herren, Clifford A. Jr.	Martin, David	Simpson, Luther M.
Hildreth, Samuel A.	Martin, Dean T.	Skitzki, Leonard P.
Hill, Edward W.	Mattos, William V.	Smith, Charles G.
Himelick, Marlin L.	Mayer, James A.	Smith, Harlan M.
Hoffmeyer, William A.	Mays, Wesley R.	Smith, Michael L.
Hogue, Clyde E. Jr.	Mazza, Jerry A.	Smith, Terrance E.
Horvath, Jack F.	Meehan, Francis J.	Solberg, Mearl J.
Houston, Charles W.	Metz, Melvin L. Jr.	Still, Lewis W.
Hudson, Robert K.	Mazur, Don J.	Stoneburner, Glenn H.
Hughes, Jimmy J.	Miller, Charles E.	Stout, John W.
Hughes, William A.	Miller, Keith B.	Stoutimore, Gary C.
Hulcy, James	Moore, Ronald G.	Strohm, Herman D.
Hultgren, Gerald D.	Morley, John L.	Sykes, Ernest T.
James, Norton B., Jr.	Mott, John M.	Tarleton, Delmar L.
Jarvis, John W.	Muhar, Chester A.	Taylor, George L.
Jepson, Dale C.	Murphy, Dale R.	Temple, Melvin B. Jr.
Jones, Daniel J. P. Jr.	Naylor, Howard L.	Thomas, George N.
Jones, Elmer R.	Naylor, Roy G.	Thomas, John M.
Jones, James A. Jr.	Neeley, Carl F.	Tienson, John K.
O'Beid, Helen L.	Nichols, Charles E.	Trim, Philip E.

ATC - TC-62 & 63 - continued

Truitt, Lawrence E.  
Turner, John J.  
Urich, William L.  
Valdez, Paul B.  
Valentine, Will T.  
Valentino, Panfilo  
VanDerHeyden, William C.  
Vincent, Billie H.  
Viola, John  
Vouklizas, Donald A.  
Wainright, Robert C.  
Walters, Luther L.  
Weaver, Bernard L.  
Weibl, Louis R.  
Whitehead, Clair A.  
Wilson, Bennie L.  
Wilson, Norman E.  
Wilson, Robert E.  
Wisniewski, Joseph S. Jr.  
Wortman, Donald H.  
Young, Mary A.

ATC - TS-69 June 10 - 21, 1957

Chargois, Arthur F.	New York City
O'Donovan, W. W.	New York City
Gandy, H. L. Col.	Offutt AFB
Nickelsberg, Robert S.	New York City
Thompson, James N.	Anchorage
Wayland, E. B.	New York City

ATC - TA-1 - May 20 - June 14, 1957

Ambrose, Douglas N.  
Anderson, Robert R.  
Appleton, R. Dean  
Barthman, Herbert L.  
Billings, Robert H.  
Bird, William L.  
Bishop, Richard O.  
Blay, Dean A.  
Blosser, Alton K. Jr.  
Bodnevich, John R.  
Boyhan, Matthew B.  
Branch, William E.  
Brockel, Howard G.  
Campbell, Herman R.  
Campbell, Hollis E.  
Campbell, John J. Jr.  
Campiglia, Ciro F.  
Chainey, Eugene L.

ATC - TA-1 - continued

Chisolm, Joseph R.  
Clark, Richard D.  
Clark, Willie R.  
Clintsman, Richard J.  
Cobb, Howard B.

ATC - TA-2 & 3 - May 20 - June 14, 1957

Cockrell, Rayford B.  
Craven, Francis G. Jr.  
Crawford, Jeryl H.  
Curnutte, Clyde W.  
Currence, Ernest N.  
Curtis, Howard M.  
Darley, Hal S.  
Darrah, Leslie C.  
Davis, Grant Jr.  
Davis, Thomas E.  
DeJole, Joseph J.  
Derden, Jerry D.  
Derting, B. Gene  
Duncan, Loyd M.  
Earle, Jack D.  
Ellis, George H.  
Emond, Lawrence J.  
Ensell, Albert E. Jr.  
Faison, Percy J. Jr.  
Fanning, J. Kenneth  
Fisher, William K.  
Fleming, Rutledge H. Jr.  
Fleury, Martinel L.  
Forbis, James H. Jr.  
Freed, George F. Jr.  
Frye, Wilbur W.  
Fusselman, Leonard W.  
Gahnz, Patrick W.  
Gelpke, Paul P. Jr.  
Gorsuch, Robert W.  
Greenblatt, Irving  
Griffith, Marvin J.  
Grohalski, Michael Jr.  
Guenther, Warren E.  
Hale, Joseph S.  
Hart, Ralph L.  
Harvey, Horace W.  
Hathorn, Frank D.  
Hay, Arnold G. Jr.  
Haynes, Oscar R. Jr.  
Hinz, Alvin E.  
Hirschman, George K.  
Hollingsworth, Arthur W.



Homuth, Earl H.	Mhoon, Sanford D.	Troupe, William L.
Horzen, Charles J.	Milisa, Anthony J. Jr.	Varney, Richard G.
Hutchings, Robert A.	Miller, Thomas B.	Vaughn, Carl E.
Jackson, Charles D.	Morancie, Bernard T.	Vaughn, James F.
Jagow, Gerald H.	Muldoon, Peter B.	Verbin, Paul W.
James, Linton S. Jr.	Mullen, Raymond M.	Vestal, Rolla D.
Jerauld, Lloyd R.	Murad, Alexander E.	Vinci, Angelo S.
Johnson, Arthur W.	Murnan, James K.	Voegele, Richard T.
Johnson, Donald M.	Nece, Gordon L.	Wainwright, I'on
Johnson, Loyal H. Jr.	Olive, Robert O.	Walker, Hilman J.
Jones, Loren E.	Osgood, Charles D.	Walper, Charles R.
Jurs, Curtis W.	Parrish, John C. Jr.	Warnack, John D.
Kidd, Elzie	Peacock, Perry D.	Wiese, Robert T.
Kilbourn, Donald C.	Pender, George H.	Whorton, Harold D.
King, Benny J.	Perry, Theodore D.	Woody, James A.
King, Ralph V.	Pope, Clifford L.	Young, Evert W.
Kissee, Emel D.	Powers, Jesse H.	Zimmerman, Eugene R.
Kleem, William L.	Poyourow, Marvin S.	Zoelle, Edward J.
Knox, Clifford O.	Praschak, Joseph M.	
Kohnhorst, Stanley J.	Price, David F.	
Kroll, Arthur H.	Price, Frank E.	
Lahrson, Gordon R. Jr.	Ratkovich, Emil	
Lambright, Hendrix J.	Reed, Gordon W.	
Lamoreaux, Clarence R.	Richter, Frederick G.	
Landry, Lewis S.	Riley, James C.	
Laney, Glen L.	Roberts, Bernard R.	
Langbehn, William N.	Robertson, John J.	
Lankford, Joshua J. Jr.	Roman, William	
Larwood, James W.	Rothdeutsch, Robert C.	
Lauth, Martin R. III	Ruffo, Joseph	
Laverdiere, Charles J.	Rutherford, Harry O.	
Lerette, John E.	Rutledge, George L.	
Leslie, Henry W.	Salinas, Robert	
Libby, Ralph R.	Saye, Idris G.	
Little, James M.	Schiller, Gustaf W.	
Little, Robert L. Jr.	Sealand, Lewis E.	
Lloyd, Brown F.	Selby, Charles W.	
Lloyd, George S.	Shane, Donald L.	
Loedding, Charles J.	Sharpe, Philip S.	
Loy, Homer W.	Shea, Robert D.	
McCarthy, Paul J.	Sheppard, Francis E.	
McComas, Robert Jr.	Shoop, William H.	
McDonald, Thomas E.	Smith, Walter J.	
McKillop, Donald E.	Smithers, Charles G.	
McKinney, Cecil G.	Sneider, Jack K.	
McLarry, Edmond P.	Standford, James W.	
McNeely, Robert J.	Statler, Maynard E.	
Malueg, David R.	Quattrini, Peter L.	
Martin, Richard H.	Stegall, Andrew T. Jr.	
Martini, G. Michael	Stewart, Edward E.	
Mayes, Robert L.	Thames, Armond L.	
Meacham, Dallas G.	Toro, Joseph	

DME #119 - 1/14 - 3/8/57

Benzon, Charles L. T.	Region 1
Blankman, Walter L.	Region 4
Burkhart, Joseph A.	Region 2
Foster, Herbert L.	Region 6
Gatti, Mario J.	Region 1
Henderson, Gordon T.	Region 3
Koeppler, Richard R.	Region 4
Kramer, Marvin A.	Region 3
Lee, Rubin D.	Region 2
Madden, Russell E.	Region 1
Middendorf, Roman F.	Region 3
Morgan, Merritt C.	Region 3
Neary, Marion R.	Region 4
Oya, Ernest M.	Region 6
Smith, Paul H.	Region 2

ASR/PAR #116 - 1/28 - 5/3/57

Anderson, Carl E.	Region 4
Arechabala, Luis	Int. Reg.
Baker, Lemuel E.	Region 2
Bannon, Joseph A.	Region 3
Barclay, Ray H.	Region 2
Bethel, Lloyd R.	Region 3
Blackmon, Lloyd S. Jr.	Region 3
Czerniec, Louis	Region 2
Dean, Edwin B.	Region 2
Dougherty, William G.	Region 2
Duncan, Donald K.	Region 1
Elliott, Samuel F.	Region 3
Fraser, William I.	Region 5
Goldman, James A.	Region 3
Googh, Thomas R.	Region 2
Hall, Stanley B.	Aero.Center
Harper, George B. Jr.	Region 4
Howery, Mabrey D.	Region 1
Levey, Frederick F.	Region 3
Manwaring, Millard C.	Region 1
McCann, Joseph P.	Region 2
McCormick, Richard E.	Region 1
Moore, Clyde P.	Region 1
Norton, William W.	Region 4
Olson, Clyde C.	Region 3
Oppen, Chester C.	Region 4
Pritchard, Leldon L.	Region 4
Rudasill, Robert H.	Region 2
Shults, Don E.	Region 2
Stevenson, Clarence H.	Region 2
Swanseen, Robert W.	Region 4
	Region 1

Comm. Equip. #72 - 2/4 - 5/10/57

Beesley, Laurence E.	Region 3
Boslet, Maurice D. Jr.	Region 5
Colt, Dale R.	Region 1
De la Horra, Justo	Region 1
Edwards, Alfred C.	Region IR
Forsyth, Joym N.	Region 5
Hirashima, Yuzo	Region 4
Imuta, Yoshiaki	Region IR
Kvitko, Harry	Region IR
Luke, Gerald V.	Region 1
Morris, Robert L.	Region 4
Prochaska, William T.	Region 2
Riudeuba, Jose	Region 3
Shirley, Ernest C.	Region IR
Todoroki, Chiharu	Region 4
Watner, Robert P.	Region IR
Wooldridge, George H.	Region 2
	Region 2

ILS/VCR #120-A - 1/14 - 4/5/57

Cusick, Cornelius W.	USN
Greco de Pablo, Ramon	Int. Reg.
Hatem, Georges Louis	Int. Reg.
Hawk, Raymond F. Jr.	Region 4
Lopez, Rodolfo	Int. Reg.
Lym, Thomas S.	Region 4
Nelligan, Raymond D.	Region 4
Persson, Kenneth R.	Region 5
Powell, James V.	Region 5
Sheed, Fereidoon	Region 6
Teruya, Toshio	Int. Reg.
Torrent Cuebas, Luis M.	Region 6
	Int. Reg.

Comm. Equip. #71 - 12/31/56 - 4/8/57

Blair, Charles W. Jr.	Region 5
Cornwell, William Jr.	Region 3
Erickson, Jack	Region 1
Farr, Ronald D.	Region 1
Kam, Bertram W.	Region 4
MacCool, Melvin D.	Region 6
Mason, Roderick D.	Region 1
Nascimento, Aluizo A. do	Region 5
Ritter, John R.	Int. Reg
Sekach, Frank J.	Region 5
Wakefield, Gerald F.	Region 3
	Region 4



ILS/VR #121 - Feb. 11 to May 3, 1957

Blades, William M.	Region 2
Bowen, Leolin E.	Region 3
Bryan, William J.	Region 2
Broudy, Jerome Gene	Region 4
Colomer, Jose	Int. Reg.
Dols, Pedro P.	Int. Reg.
Donahue, W. B.	Region 3
Duggan, William F.	Region 2
Gross, Richard William	Region 5
Hazle, Thomas Calvin	Region 2
Hopkins, Marvin William	Region 2
Hunt, Thomas Francis	Region 1
Khattar, Elies H.	Int. Reg.
Levert, Edgar A.	Region 2
Oliver, Terry Kent	Region 2
Rikard, Elvin R.	Region 2
Roberts, Joseph M.	Region 2
Salamon, Stanley H.	Region 1
Sober, Colonel V.	Aero.Center
Sypherd, Robert S.	Aero.Center
Thompson, Walter A.	Region 2
Wright, Enoch L.	Region 4
Wright, Truman	Aero.Center

Comm. Equip. #73 - 2/18 - 5/24/57

Cartwright, Ralph E.	Region 1
Folsom, Ralph R.	Region 2
Gibson, Lonnie J. Jr.	Region 2
Gudmundsson, Thorarinn	Int. Reg.
Loughman, John F. Jr.	Region 1
Mask, Vernon R.	Region 2
McCormick, Raymond E.	Region 4
McWilliams, Thomas N.	Region 4
Miyakawa, Minoru	Int. Reg.
Mrossdzak, John S.	Region 3
Otsuka, Masatoshi	Int. Reg.
Ronald, James L.	Region 6
Sinkin, Raymond J.	Region 4
Stegall, Charles G.	Region 2
Thraillkill, John D.	Region 3
Wood, Vernal T.	Region 4
Zimmerman, Wylee D.	Region 3

Comm. Equip. #74 - 3/4 - 6/7/57

Brofft, Dick	Region 5
Burgos, Jose G.	Region 2
Coates, Hildy C.	Region 2
Cobb, Max E.	Region 4
Dognibene, Henry F.	Region 2
Farrow, Charles L. Jr.	Region 2
Freas, Walter J.	Region 4

Comm. Equip. #74 - continued

Gauldin, John W.	Region 3
Goodman, Donald E.	Region 4
Hellwig, Raymond B.	Region 3
Jones, Stephen E.	Region 4
Lachnit, Walter M.	Region 1
Mills, Robert E.	Region 4
Sether, George L.	Region 3
Shoelen, John L.	Region 4
Switzer, Marvin F.	Region 1
Tucker, Bryan T.	Region 2
Sawyer, Frederick	Region 5

DME #120 - 3/11 - 5/3/57

Bennett, Emery P.	Region 3
Brown, Harold	Region 2
Burson, Benard Jr.	Region 2
Chall, Harry H.	Region 1
Dille, James A.	Region 3
Hursh, Frank D.	Region 1
King, Jack H.	Region 4
Knudson, Robert L.	Region 4
McClendon, Melvin D.	Region 2
Ninke, Clarence O.	Region 3
Old, Theron J.	Region 2
Roseborough, Russel W.	Region 4
Terry, Frederick L.	Region 1
Von Hofe, Gustave E.	Region 2

Comm. Equip. #75 - 3/18 - 6/21/57

Abaderash, Tessema K. W.	Int. Reg.
Azcarraga, Jose M.	Int. Reg.
Bearns, Robert W.	Region 1
Cheskaty, Lawrence L.	Region 4
Christiansen, William M.	Region 3
Coates, Thomas M.	Region 1
Dewey, Beryl E.	Region 4
Fuher, Thomason, H.	Region 4
Hazen, Thomas W.	Region 4
Hoff, J. Leslie	Region 3
Hope, Henry O.	Region 2
Jordan, Max A.	Region 2
Liles, Donald R.	Region 3
Magula, Joseph J.	Region 1
Neal, Frank A.	Region 5
Peacock, George K.	Region 5
Prada, Francisco	Int. Reg.
Sanabria, Francisco	Int. Reg.

Comm. Equip. #76 - 4/1 - 7/5/57

Black, Glenn A.	Region 1
Bunce, Dedrick M.	Region 2
Cowles, Ralph L.	Region 5
Daigle, Walter T.	Region 4
DeMoss, William G.	Region 2
Fendlason, Francis R.	Region 2
Goin, Kenneth L.	Region 5
Hull, Howard K.	Region 3
Kielhorn, Elwood D.	Region 3
Kleinberg, Arnold	Region 1
Mills, James T.	Region 4
Phinney, Bayard G.	Region 4
Smith, Gale E.	Region 3
Welch, James T.	Region 2
Woodin, Stanley S.	Region 4

ILS/VOR #122 - 4/8 - 6/28/57

Ainslie, Andrew N.	Region 4
Arabaci, Mehmet Ali	Int. Reg.
Arp, Harry E.	Region 3
Chu, Juo-Wen	Int. Reg.
Clayton, Leslie L.	Region 3
DuCote, James D.	Region 2
Eastlund, Philip C.	Region 3
Hinson, Frederic S.	Region 1
Hinshaw, Lee H.	Region 2
Hutchinson, Edward H.	Region 4
Jessup, Norman P.	Aero.Center
Robins, Walter W.	Region 1
Hernandez, Jesus	Int. Reg.
Kain, Bertram W.	Region 6
McGlynn, Joseph W.	Region 1
Milindasuta, Charoon	Int. Reg.
Mone, Edward A.	Region 4
Nascimento, Aluizio A. do	Int. Reg.
Naylor, George R.	Region 2
Patsos, Plato	Region 1
Pierson, Robert A.	Region 4
Putnam, Ernest R.	Region 5
Suh, Jin Hwan	Int. Reg.
Warren, Howard B.	Region 1
Yerlesoy, Ahmet Dogan	Int. Reg.

Comm. Equip. #78 - 4/29 - 8/2/57

Batman, Wilbur D.	Region 3
Birhuett, Jose S.	Int. Reg.
Eshelman, Virgil E.	Region 4
Gobre-Hanna, Kifle	Int. Reg.
Hammond, Monte G.	Region 5
Hoy, William L.	Region 1

Comm. Equip. #78 - continued

Lake, Fred E.	Region 2
Leonard, Luther N.	Region 2
Makonnen, Assefa	Int. Reg.
Matsuda, Setsu	Int. Reg.
McCarty, Linn E.	Region 3
McKnight, Matthew G.	Region 1
Parsons, Leonard E.	Region 4
Scholine, Melvin E.	Region 3
Sherman, Melville E. Jr.	Region 1
Wahlquist, Edwin L.	Region 5
Webb, James R.	Region 2
Williams, Albert D.	Region 4

ASR/PAR #117 - 3/18 - 6/21/57

Andersen, Hans	Region 4
Andersen, Merrill	Region 5
Artigas Perez, Carlos	Region IR
Brooks, Kenneth F.	Region 4
Cammarata, William	Region 1
Cottles, William H.	Region 2
Curran, John A.	Region 1
Dunn, Gerald E.	TDC
Eggers, James W.	Region 4
Frazier, Charles E.	Region 3
Gonzalez-Betes, Antonio	Region IR
Gordon, Robert W.	Region 4
Innes, Charles D.	Region 5
Jenkins, Roland H.	Region 1
Johnson, Browder Lee, Jr.	Region 2
Krohn, Bill G.	Region 1
Martinez-Lacaci, Ignacio	Int. Reg.
Mayhall, Joseph G.	Region 1
Messick, Douglas R.	Region 2
Middendorf, Roman E.	Region 3
Morgan, Merritt C.	Region 3
Phillips, John T.	Region 4
Sether, George L.	Region 3
Shadle, Edwin P.	Region 2
Shafer, James K.	Region 4
Smyth, John J.	Region 1
Strickland, Marion C.	Region 3
Temple, Otis A.	Region 2
Tsuda, Robert K.	Region 6
Twitty, William C.	AFS
Wade, Everett A.	Region 3



Comm. Equip. #79 - 5/13 - 8/16/57

Austin, John T.	Region 5
Bauer, William D.	Region 4
Blackman, Berkeley Jr.	Region 2
Busby, John K.	Region 2
Frenger, Richard O.	Region 1
Killebrew, Howard W.	Region 3
Lau, Norman Y.T.	Region 6
Mangelson, Arnold C.	Region 1
Maxvold, Donald L.	Region 5
Milburn, Wayne E.	Region 4
Miller, Norman L.	Region 4
Morris, Raymond L.	Region 2
Pan, William	Region 4
Ream, Philip H.	Region 3
Shahinian, Philip	Int. Reg.
Tahsili, Abraham	Int. Reg.
Wells, Bill J.	Region 2
Wrenn, Robert J.	Region 1

Radar #118 - 5/13 - 8/16/57

Barfield, Glenn L.	Region 3
Cohen, Maurice	Region 1
Colomer, Jose L.	Int. Reg.
Bourne, Robert H.	Region 2
Crofford, Richard B.	Region 1
Davis, Charles E.	Region 2
Domeco, Ramon	Int. Reg.
Fife, Russell A.	Region 4
Gorby, Earl W.	Region 4
Gordish, Andrew A.	Region 4
Graca, Jayme Magalhaes	Int. Reg.
Justus, John R.	TDC
Kendall, Robert L.	Region 5
Kurth, Clifford C.	Region 1
Landon, Harvey D. Jr.	Region 1
Lee, David H. Jr.	Region 3
Lindsey, Troy L.	Region 2
Lipscomb, Wayland B.	Region 5
Lowrey, Don W.	Region 3
Lyssy, Harry A.	Region 2
McKim, Omar E.	Region 2
Nicks, Willard B.	Region 3
O'Nalley, William G.	Region 2
Owen, Ellsworth	Region 6
Pearson, Richard R.	Region 4
Powell, James L. Jr.	Region 1
Ram, Joseph E.	Region 1
Robbins, John A.	Region 3

Radar #118 - continued

Thrutchley, Robert G.	Region 3
Timberlake, Frank R.	Region 1
Watson, James R.	Region 2
Wood, Robert M.	Region 4

Comm. Equip. #80 - 5/27 - 8/30-57

Caldwell, Cecil L.	Region 3
Diehl, William M.	Region 3
Duncan, Herman W.	Region 2
Ferencz, Joseph	Region 1
Freeberg, Donald L.	Region 4
Langford, William L.	Region 2
Macy, Sam G.	Region 1
Meisel, Donald T.	Region 3
Miracle, Leroy	Region 1
Pickard, Harold W.	Region 4
Putz, Walter	Int. Reg.
Royer, Meddie J.	Region 4
Swafford, Joe A.	Region 4
Ullman, Maurice S.	Region 2
Welborn, Nathaniel	Region 3
Whittington, Rodell E.	Region 1

DME #121 - 5/6 - 6/28/57

Blades, William M.	Region 2
Bray, Harold R.	Aero. Center
Duggan, William F.	Region 2
Hughey, Leland P.	Region 4
Hunt, Thomas F.	Region 1
Landers, Tom J.	Region 2
Lincoln, Albert	Region 4
Powell, James V.	Region 6
Rehl, Clarence W.	Region 3
Salamon, Stanley H.	Region 1
Taylor, Robert E.	Region 3
Thompson, Walter A.	Region 2
Wilmering, Joseph F.	Region 3
Wright, Enoch L.	Region 4

Comm. Equip. #81 - 6/10 - 9/13/57

Armour, Robert R.	Region 3
Brown, Billy H.	Region 2
Gron, Samuel L.	Region 4
Crouter, Charles W.	Region 4
Crowther, Herbert W.	Region 2
Dziowgo, Edward X. Jr.	Region 3
Earhart, Dennis O.	Region 5
Endres, George H.	Region 1
Hein, Edward R.	Region 1
Hrdlicka, Florian E.	Region 3
Hutchinson, Carl A.	Region 4
Paulson, William J.	Region 1
Smith, Larry T.	Region 2
Timmons, William F.	Region 1
Thornton, Glenn H.	Region 6
Vargas, Alfonso M.	Region IR
Wilde, Woodrow A.	Region 4

ILS/VOR #124 - 6/3 to 8/23/57

Anderson, Roy C.	Region 4
Bauer, Joseph Jr.	Region 1
Bertha, Albert J.	Region 3
Huck, Edward Vincent	Region 1
Dahlmann, Nelson A.	Region 2
DeLaHerra, Justo	Region IR
Fernsten, Ernest P. Jr.	Region 1
Golombek, Samuel	Region IR
Gudmundsson, Thorarinn	Region IR
Kozak, Michael	Region 1
Martin, Dean C.	Region 4
Piper, George David	Region 3
Williams, Merman Eli	Region 2
Imuta, Yoshiaki	Region IR
Johnson, Frank Webber	Region 2
Maury, Richard L. III	Region 1
McCrum, David Fallow	Region 1
Miller, Lewis V.	Region 4
Nascimento, Aluizio A.do	Region IR
Riudeubas, Jose T.	Region IR
Simonsen, Richard M.	Region 3
Stroebel, David L.	Region 3
Tarver, Lonnie F.	Region 4
Todoroki, Chiharu	Region IR
Torgersen, A. Thomas	Region 1
Wittek, Ernest Walter	Region 1

ILS/VOR #123 - 5/6 - 7/26/57

Adams, Bunah H.	Region 2
Balding, Russell E.	Region 2
Ball, Lemuel B. jr.	Region 4
Campbell, Charles C.	Region 1
Crowley, Robert N.	Region 1
Engwall, Quentin R.	Region 3
Garrett, James R.	Region 2
Gerred, Myron P.	Region 3
Hagemes, Ervin J.	Region 1
Haworth, Robert E.	Aero.Center
Holberg, Robert M.	Region 3
Hoskins, Russell E.	Region 4
Swain, Richard P.	Region 1
Harishima, Yuzo	Int. Region
Jessup, Norman P.	Aero. Center
Kuroiwa, Kenneth	Region 6
Lupton, James C.	Region 3
Mason, Charles D.	Wash. Office
Mickey, Wesley O.	Region 5
Myers, Sam J.	Region 6
Ninneman, Walter C.	Region 3
Patrick, Howard R.	Region 4
Prosser, Lester L.	Region 1
Teatsorth, Jack J.	Region 4
Warren, George M.	Region 4

Flt. Inspection - I-57-C 1/7 - 3/29/57

Tucker, Joseph F. Jr.	Region 1
Connor, Joseph S.	Region 1
Morris, Joel D.	Region 2
Rone, Charles C.	Region 2
Creed, James E.	Region 3
Ryan, Maurice J. Jr.	Region 3
Cheley, William A.	Region 4
Suter, Leo J.	Aerol Center

Flt. Inspection - R-57-A 1/7 - 1/16/57

Helfrich, Harold W.	Region 1
Davis, James G.	Region 2
Pfeffer, James C.	Region 4
Wayer, Charles F. Jr.	Region 5
Connery, Augustus V. Jr.	Region 6

Flt. Inspection - R-57-A-1  
1/21 - 1/30/57

Fitzpatrick, Edward F.	Region 1
Wood, Mack R.	Region 2
Miller, William E.	Region 3



Flt. Insp. - R-57-B - 2/4 - 2/13/57

Brewer, Harry D.	Region 1
Parkman, James C.	Region 2
Gordon, Kenneth W.	Region 3
Davies, W. Morgan	Region 5

Flt. Insp. - R-57-B-1 - 2/18 - 2/28/57

Heierman, W. S.	Region 1
Reinwald, William H.	Region 2
O'Toole, Eugene	Region 3

Flt. Insp. - USAF #18027 -  
2/18 - 4/12/57

Ahlstrom, Kurt V.	
Bengston, Dean F.	Capt.
Fligge, Sterling G.	Capt.
Gideon, Elvin W.	T/Sgt.
Grenia, Carroll F.	Capt.
Hansen, Henry D.	S/Sgt.
Hunt, John E.	
Kolakowski, Edmund A.	M/Sgt.
Littlefield, Paul A.	1/Lt.
O'Dea, Stephen F. Jr.	
Stavely, Arthur J.	Lt.Col.
Syfert, Gene E.	Capt.

Flt. Insp. - R-57-C - 3/4 - 3/13/57

Gunther, Milton R.	Region 1
Johnson, Murrell W.	Region 2
Rogers, Lawrence P.	Region 5

Flt. Insp. - I-57-F - 4/8 - 6/14/57

Kinzly, Louis F.	Region 1
McDaris, Charles C.	Region 1
Bersch, W. L.	Region 2
Evans, Donald O.	Region 3
Hall, James W.	Region 3
Budlong, Burt	Region 4
Hancock, Orval H.	Region 4
Normoyle, Robert H.	Region 6

Flt. Insp. - USAF #29047 -  
4/29 - 6/21/57

Burham, Frank R.	Capt.
Ziegler, Jack R.	Capt.
McCalley, Lawrence R.	Capt.
McCarty, Dale D.	Capt.
Hilland, Richard W.	1/Lt.
Fultz, James E.	1/Lt.
Meyer, John S.	S/Sgt.
Evans, Jack M.	M/Sgt.
Maddocks, Herschel I.	S/Sgt.
Wallace, Don W.	CAA
Allen, Edward M.	CAA
Cirone, Frank J.	CAA

AVIATION SAFETY  
STANDARDIZATION DIVISION

GM-4 - Aircraft Instruments -  
2/4 - 2/15/57

Byrd, Robert	Portland
Fletcher, Charles L.	Indianapolis
Gannon, James A.	Amarillo
Manning, Joseph J.	Detroit
Meyer, Ben F.	Shreveport
Nacht, B. T.	Van Nuys
Olsen, Denise E.	Indianapolis

ACM-2 - Flt. Engineer Procedures -  
2/4 - 2/15/57

Asher, Claude C.	San Francisco
Harlow, George J.	New York City
Howard, R. O.	San Francisco
Wallsten, Albert W.	Miami, Fla.

PP-3 - Gas Turbine Engine Development -  
2/25 - 3/8/57

Baarley, A. W.	Seattle
Blanchard, Herbert G.	Okla. City
Brown, James C.	Atlanta
Ebner, Monroe A.	Okla. City
Hospy, J.F.	Chicago
Johnson, Ernest A.	New York City
Moran, James F.	Boston
Rodgers, Haney F.	Anchorage
Ward, Sterling C.	Ft. Worth
Whitney, David G.	Los Angeles

GO-12 - Business Flying Spec. -  
3/4 - 3/22/57

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Hillyard, I. P.	Cleveland
Leckio, J. A.	Oakland
Mercure, L. J.	Atlanta
Ostiguy, J. H.	Lincoln
Bauer, E. W.	Findlay O.
Piper, R. E.	St. Louis

Indoc. Training - 3/4 - 4/27/57

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Faith, R. L.	Kansas City
Gibson, P.A.	Los Angeles
Kolankiewicz, T.	Kansas City
Richards, C.	Washington D.C.
Walker, C.E. Sr.	Ft. Worth
Plackis, J.G.	Jamaica

Indoc. Training - 3/4 - 3/15/57

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Bandy, Claude A.	Garland, Tex.
Bellucci, Rosario F.	Windsor, Conn.
Berrier, Gene C.	Hurst, Tex.
Brega, Michael	San Diego
Colt, George D.	Wichita
Dilbeck, Laurel R.	Santa Monica
French, Russell W.	Long Beach
Guss, Raymond A.	Muskegon, Mich.
Hare, Ralph L.	Vandalia, O.
Harrison, Clyde M.	Burbank, Calif.
Lighthizer, Richard E.	Wichita
McBride, Daniel J.	San Diego
Barriage, Joan B.	Washington
Brown, Norman J.	Ft. Worth
Bucher, Edward S.	New York City
Jarrett, William T.	Washington
Lawrence, Wm. J.	Ft. Worth
Musacchio, Louis R.	New York City
Thomas, Edwin L.	Ft. Worth
Sain, Jack A.	Los Angeles
Wright, Charles G.	Los Angeles

ACO-11 - Boeing 377 -  
3/11 - 3/22/57

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Behrens, A. J.	New York City
Flood, R. A.	Miami, Fla.
Hedlund, H. W.	Chicago, Ill.

ACO-17 - Jet Refresher -  
4/1 - 4/12/57

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Barclay, W. B.	Washington
Becker, G. W.	Washington

ACO-11 - Boeing 377 -  
4/1 - 4/12/57

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Boyle, M. D.	Minneapolis
Rees, R. G.	Chicago
Walsh, T. F. Jr.	Washington

GO-12 - Business Flying Spec. -  
4/1 - 4/19/57

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Cederlund, W. C.	St. Louis
Christensen, G. H.	Milwaukee
Crawford, W. D.	Harrisburg
Shine, F. S.	Shreveport

PP-3 - Gas Turbine Engine Development -  
3/18 - 3/29-57

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Burnett, R. B.	Seattle
Canupp, W. C.	Miami, Fla.
DeKnop, Georges	Brussels, Belgium
Ellis, James F.	Miami, Fla.
Hoffmann, H. R.	Miami, Fla.
Holmberg, Arthur	Okla. City
Johnson, Robert T.	Seattle
Johnson, T. L.	Miami, Fla.
Rammelsberg, Marvin	Indianapolis
Schmid, Clarence L.	Los Angeles
Stedman, F. H.	New York City
Verhoeven, Emile	Brussels, Belgium

EE-3 - Basic Jet Trans. AC Electrical -  
3/11 - 3/29-57

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Brown, Raymond H.	Washington
Keeler, Everett W.	Boston
Moore, Wendell R.	Minneapolis
Neland, Kenneth E.	Miami
Prey, Ralph I.	Miami
Quick, J.S.	San Francisco
Spear, Robert W.	Tulsa
Stahl, Lloyd L.	Washington

EE-1 - Lt. Aircraft Electrical Systems -  
4/1 - 4/12/57

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Cantrell, Lloyd E.	Cedar Rapids
Falconer, Francis W.	Norwood, Mass.
Glenn, William A.	Washington
Holzer, Otto H.	Lindenhurst, NY
Jordan, F. D.	Salt Lake City
Krehbiel, Gerald P.	Springfield, Ill.
Moore, Charles	Albany, N.Y.
Romaine, Arthur E.	Honolulu, T.H.



PP-3 - Gas Turbine Eng. Development  
4/1 - 4/12/57

Ahern, E. T.	Stratford, Conn.
Kachadoorian, K. V.	Boston, Mass.
Keith, Charles W.	Ft. Worth, Tex.
Murray, R. C.	Winston-Salem, NC
Paekham, Thomas G.	Miami, Fla.
Stadden, Richard S.	Los Angeles, Calif.
Smythe, L. A. Jr.	Ft. Worth, Tex.
Williamson, L. H.	Los Angeles, Calif.

ACO-8 - Flight Navigator -  
4/8 - 5/3/57

Jenkins, A. S. Jr.	New York City
Koontz, C. E.	Washington
Robertson, J. A.	San Francisco

GO-12 - BusinessFlying Spec. -  
4/1 - 4/19/57

Hudson, D. K.	Knoxville, Tenn.
Knapp, C. D.	Detroit, Mich.

EE-2 - Transport A/C Electrical Systems -  
4/15 - 4/26/57

Born, John E.	Kansas City, Kan.
Klina, E. J.	Miami, Fla.
Markovic, Joseph G.	San Francisco
Matthews, Raymond C.	Lima, Peru
Mindel, Philip	Nashville, Tenn.
Rock, Ben B.	Windsor, Conn.
Mas, Juan A.	Panama City

ACO-17 - Jet Refresher -  
4/22 - 5/3/57

Parker, W. H.	Ft. Worth, Tex.
Sliff, R. S.	Los Angeles

GO-7 - Aircraft Characteristics -  
4/29 - 5/10/57

Gowin, H. B.	Richmond, Va.
Jones, R. H.	Pittsburgh, Pa.
Murphy, T. S.	Detroit, Mich.
Watson, J. T.	Tampa, Fla.
Mas, Juan A.	Panama City

Indoctrination Training -  
4/15 - 5/17/57

B ehrman, Frank O.	Indianapolis
Beykirch, John J.	Portland, Me.
Boynton, Charles Jr.	Okla. City
Casey, Martin C.	Atlanta
Cox, Robert L.	Oakland
Hodge, Wesley J.	St. Louis
Kern, Charles E.	Nashville
Schuermeier, Harry W.	Louisville
Bell, Weldon E.	Dallas
Benben, Edmund F.	Chicago
Bostelman, Arthur H.	New York City
Ledden, Roy	Ft. Worth
Matejka, Ervin	Denver
Ray, Robert W.	Dallas
Stevens, Harold	Miami
Christiansen, John A.	New York City
Cowles, R. G.	Chicago
Cymmer, Thaddeus	New York City
Kleinert, Richard R. Jr.	New York City

GO-9 - Instrument Rating Refresher -  
4/29 - 5/10/57

Ervin, D. E.	Fargo, N.D.
Huestis, E. P.	Albany, N.Y.
Lewis, R. H.	Oakland, Calif.
Myers, E. E.	San Diego

Indoctrination Training -  
4/15 - 5/17/57

Gubler, E. S.	Anchorage
Johnston, J. W.	Springfield, Ill.
Lyon, R. E.	Teterboro, N.J.
Sterling, J. Jr.	Pittsburgh, Pa.
Awsip, E. F.	New York City
Alford, C. E.	Anchorage
Hedlund, H. W.	Chicago
McShane, L. E.	New York City
Parise, J. H.	New York City
Simcox, H. W.	Washington
Wells, R.	Nashville
Whitman, C. S.	Burbank, Calif.
Masterson, G. N.	Oklahoma City

ACO-17 - Jet Refresher - 5/13 - 5/17/57

Rudolph, J. F.	San Francisco
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ACO-6 - Type Rat.-4-Engine Trans. -  
5/13 - 5/24/57

Purcell, R. E. Miami, Fla.  
Ragan, J. A. Los Angeles

GO-9 - Instrument Rating Refresher -  
5/13 - 5/24/57

Hamilton, H. M. Alexandria, Va.  
Richardson, W. C. Jr. Detroit, Mich.  
Waage, J. P. Sacramento, Calif.  
Wisener, R. H. Amarillo, Texas

ACM-1 - Flt. Engineer Certification -  
5/13 - 6/7/57

Day, John C. Burbank  
Denison, Vernon M. Minneapolis  
Gammon, James A. Okla. City  
Schwoebli, E. W. Pittsburgh

Indoctrination Training -  
5/20 - 6/21/57

Kline, Harry D. Alexandria, Va.  
LaTulipe, Robert A. Seattle  
Perry, Ira E. Miami  
Radice, D. V. Rochester  
Schaffer, C. W. Jr. Cleveland  
Smith, James H. Minneapolis  
VanHorn, John E. Harrisburgh  
Worsham, Charles S. Houston

GO-11 - A/C Characteristics & Perform. -  
5/20 - 5/31/57

Hyde, D. M. Norwood, Mass.  
LeFevre, C. A. Ontario, Calif.  
Nelson, C. R. Jacksonville, Fla.  
Wood, M. O. Sioux Falls, S.D.

Indoctrination Training -  
5/20 - 6/21/57

Budoff, I. Haddonfield, N.J.  
Hall, C. S. Des Moines, Iowa  
Perliss, E. Seattle  
Shaw, E. P. Dallas  
Boyd, J. T. Houston  
Cubr, R. S. Washington  
Hare, W. H. Ft. Worth  
McDonnell, J. P. Chicago  
Moore, W. S. Dallas  
Nelson, C. L. Burbank  
VanHandel, D.L. Denver

J-1 - Jet Flt. Indoctrination -  
5/27 - 6/21/57

Haldeman, W. R. Los Angeles  
Norton, W. F. New York City

EE-6 - Electronic Aids to Air Nav. -  
5/27 - 6/7/57

Anderson, Henry W. Washington, D.C.  
Carroll, M. P. Miami  
Dravenstadt, Lowell Washington, D.C.  
Fuqua, F. H. London, England  
Odom, James D. Tokyo, Japan  
Phillips, E. H. J. Houston  
Rogers, William E. Lima, Peru  
Supplee, Clarence L. Okla. City  
Taylor, Newton H. New York City  
Waterman, Edward C. San Francisco

GO-11 - A/C Characteristics & Perform.-  
6/3 - 6/14/57

Brown, G. L. Kansas City, Kan.  
Leach, E. S. Seattle  
Skinner, C. G. Cincinnati  
Thwaites, R. S. Anchorage

Guy Faulkner (cont'd from p.25)

"As some of you know I have accepted a position as Sales Manger for Avionics, Inc., in the states of Oklahoma, Kansas, Arkansas and Louisiana but I will still have plenty of time for fishing between trips and hope to see you over at Hot Springs on your vacation.

Sincerely,

Guy Faulkner"

- - - - -

A favorite saying in the South is that if you are too busy to go fishing, you are too busy.

- - - - -

An Olympic champion is one who started out at top speed, and then gradually increased it.

- - - - -



## BOWLING TROPHIES PRESENTED



There wasn't the clamor and noise that was prevalent during the nine months of league bowling, but there was still considerable heckling, when the bowlers got together at the Tropical Cafeteria on May 21.

President Ed Timme presented trophies to members of the winning team, the "Champs" and Ed Schmidt, team captain, and his co-bowlers Bob Hightower, Nora Whisenant, Mary Lee and Warren Brakebill all beamed for the photographer. (Upper photo)

The "Pin Knockers" who had held first spot for almost 80% of the season, then received their trophies for coming in second high team.

Jack Webb, president of the Employees Association presented the individual award plaques for high games and high series to Guy Faulkner and Ed Timme, and Betty Ellis and Rae Fixico. Fred Schur received the Achievement award for improving his bowling more than any other bowler. The "Woodpeckers" and "Spotters" won cash awards for high team game and

high team series, and the "High Flyers" then were presented individual miniature bowling balls as undisputed champions of the cellar.

Election of officers for next season was highlighted by a remarkable job of rail-roading by Bill Brown, and the lucky foursome consists of Garry Costar, Pres.; Selmer Holte, Vice-Pres.; Doris Nichols, Sec.-Treas.; and Ed Schmidt, Sgt. at Arms.

Competitive league bowling will resume Tuesday, September 3. In the meantime, Jackpot bowling has been the order of the day. - D.N.

See presentation pictures on page 44

Ed Timme congratulates Fred Schur upon winning achievement award for most improvement during season.



Second place team pictured immediately after receiving awards from League Pres. Ed Timme. Left to right: Guy Faulkner, Joe Nix, Bob Ellis, Betty Ellis, and Asia Krause.



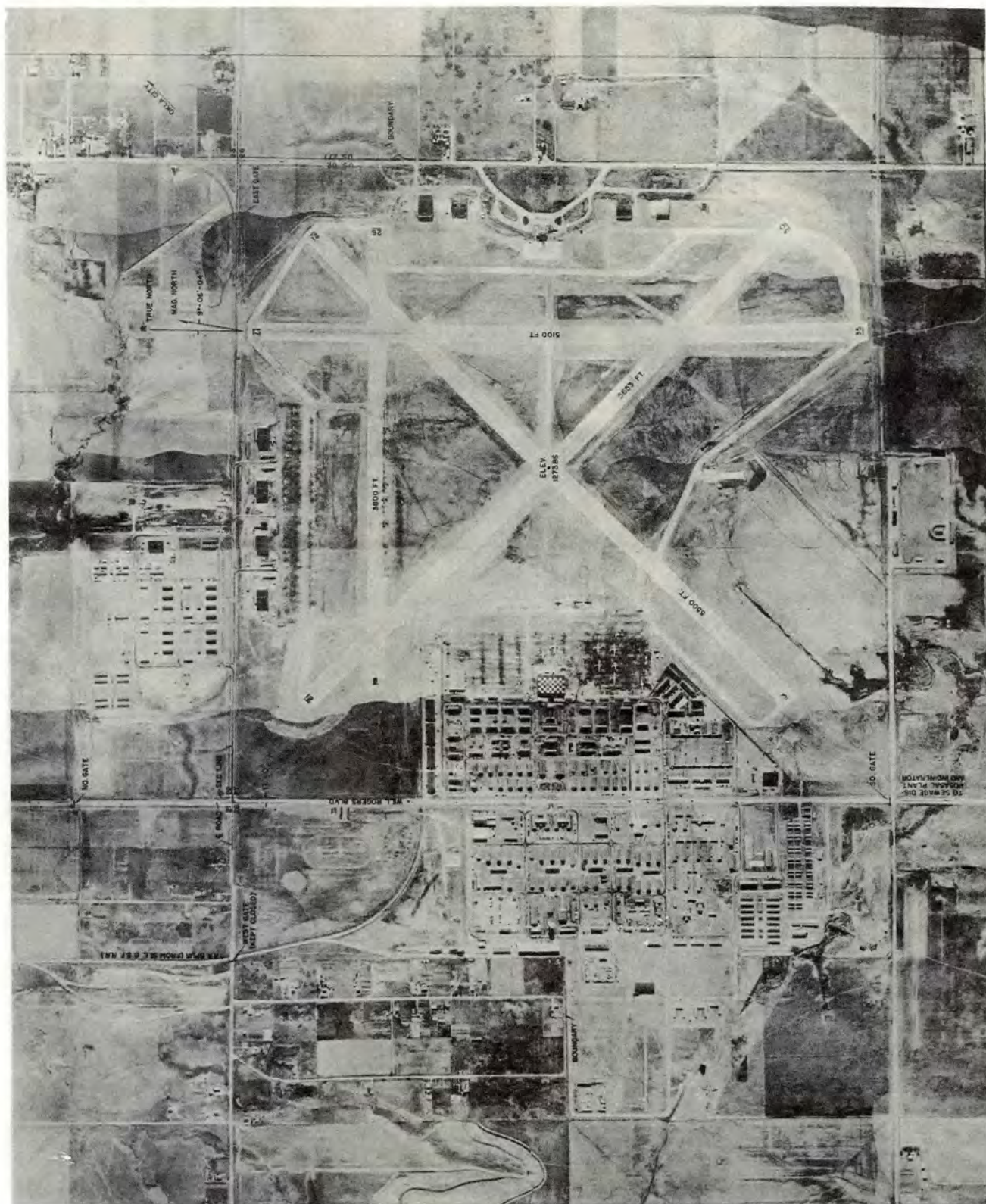
Employees Association President Jack Webb beams after presenting individual awards to Guy Gaulkner, Betty Ellis, Rae Fixico, and Ed Timme, all of whom seem happy too.



Champions of the cellar, left to right: Jack Webb, Allene Davis, Fred Schur, Mary Schur, and Clark Affleck











FLIGHT INSPECTION LABORATORY - first of Aeronautical Center's new buildings that has been completed and formally accepted.

