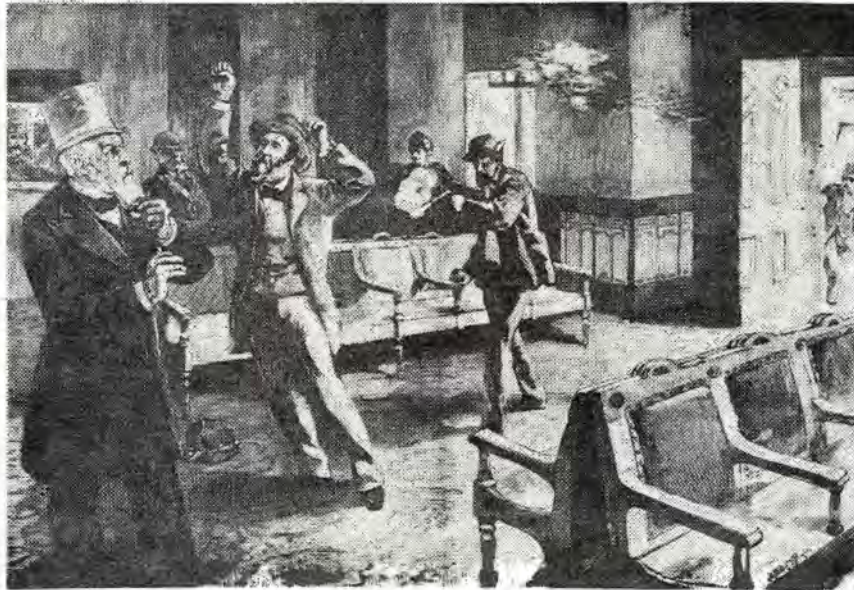


# BEACON

VOLUME 57 No. 3



**THE SHOOTING OF PRESIDENT GARFIELD AT  
A RAILROAD STATION IN WASHINGTON, D. C.  
in 1881**

The martyrdom of President Garfield brought into being the Federal civil-service system, which observes its 75th birthday on January 16, 1958.

**CAA EMPLOYEES ASSOCIATION**

**CAA AERONAUTICAL CENTER  
OKLAHOMA CITY, OKLAHOMA**

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Gaylord Younghein AC-755

Luther Russell AC-710

## OFFICIALS PRESENT AWARDS



Mr. Lanter presents Employee Suggestion cash award to Gaylord Younghein, FMD.

Later, when Mr. Lanter was away on a much-delayed vacation, Acting Director Olson became the Center's most photographed man of the month for October.

Among his many Center-directing duties, Mr. Olson presented several awards to a select number of Center employees who earned them through good ideas, good suggestions, and just plain good work.

## C A A E M P L O Y E E S

### A S S O C I A T I O N

Jack G. Webb	President
John Paul Jones	Vice Pres.
Eva Metz	Secretary
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\* \* \* \*

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Tom Collin, FMD, receives cash award from Mr. Olson.



## JACK GREWELL WINS AIR FORCE AWARD



Mr. Lanter congratulates Mr. Grewell upon winning Air Force Award. Also in picture are Mr. W. H. Hill, Chief, Federal Airways Standardization Division, and Colonel J. Francis Taylor, Jr.  
(See story on page 12)

On August 26, 1957, Aero Center's Jack W. Grewell was presented the Air Force Special Service Award by Colonel J. F. Taylor, Jr., Commander of the 1800th AACS Wing, Tinker Air Force Base. The citation accompanying the award (shown in picture at right) reads as follows:

"Mr. Jack W. Grewell distinguished himself by exceptionally meritorious service to the United States Air Force while serving as Chief, Air Traffic Control Branch, Civil Aeronautics Administration, Will Rogers Field, Oklahoma from 3 June 1952 to 4 April 1957. During this period Mr. Grewell contributed immeasurably to the success of the Airways and Air Communications Service air traffic control mission by his exceptional ability to organize, equip and supervise the Civil Aeronautics Administration Air Route Traffic Control School for training Air Force officers. The high degree of technical proficiency demonstrated by approximately eight hundred officer graduates in air traffic control procedures attests to the thoroughness and quality of his system of instruction. The singularly distinctive accomplishments  
(Cont'd on page 7)



### DEPARTMENT OF THE AIR FORCE

PRESENTS THE EXCEPTIONAL SERVICE AWARD  
TO

Mr. Jack W. Grewell

IN RECOGNITION OF  
DISTINGUISHED PATRIOTIC SERVICE

3 June 1952 to 4 April 1957



*James H. Doolittle*  
Chairman, Air Force Awards Board

## **SUPERIOR PERFORMANCE AWARDS**



**Frank Fuhrer, Aircraft Branch, isn't asleep - just pleased - to receive congratulations AND a check from Mr. Olson while Mr. Shedenhelm (Murph) approvingly represents Flight Operations and Airworthiness Division.**



**Personnel's Placement Officer, Harold Leeper, beams during presentation of awards to Betty Ellis (second from left) and Margo Pickens.**



## OUTSTANDING PERFORMANCE AWARDS



Pictured above with their Division Chief, Paul H. Shively, are Supply Division employees who received outstanding performance awards. Left to right: Bill Montgomery, Supervisor, Printing Plant; Lonnie Willis, (transferred from AFS to Center's Property Management Branch); Mary Greene, Switchboard Operator; Jeanett Horn, Purchasing Agent; and W. Beverly Goudebeck, Chief, Contract and Orders Section.



A short time after group picture was made, Lonnie Willis' Superior Performance award was approved. Here he receives award from Mr. Olson.



**"NEW CONCEPT" FLIGHT INSPECTION AIRCRAFT COME INTO BEING AT CENTER**



**N-31, first of the growing fleet of "New Concept" Douglas Flight Inspection aircraft.**

**BOLD IS THE** keyword for the "New Concept" Douglas Flight Inspection aircraft. **Bold** for it represents a clean break with past design.

Over many years Flight Inspection aircraft crew members have suggested ideas for improving the effectiveness and general suitability of the Douglas DC-3. These ideas were catalogued and screened until a new concept shaped up, a concept embodying the better thoughts of scores of competent critics.

**THE ENGINEERING** section of the Facilities Flight Inspection Branch translated ideas into prints and drawings. These in turn were vitalized into components and airframe alterations by other sections of the Branch and the Aircraft Standardization and Maintenance Division. Out of these labors a new Flight Inspection aircraft was born.

As may be seen from the above photograph, external changes include a one-piece windshield and "picture windows" immediately back of the cockpit.

Additional ice lights, relocated Pitot tubes, and repositioned anti-collision

lights, plus the addition of a "radar nose", constitute other alterations visible on close inspection.

**WITHIN IN THE** aircraft so many improvements are incorporated that even listing them becomes impractical! Major ones, such as the removal of bulkheads; the use of aluminum foil heat-and-sound reflectors underneath fiberglass insulation; the routing of cables overhead, held in place by quickly-removed  
(Cont'd page 7)



**Equipment racks in aircraft. Note four-sectional construction for ease of maintenance. Work bench may be seen beyond first rack.**



(Cont'd from p.6)

retaining bar; and the location of all electronic equipment in accessible racks may be seen in the interior photograph. (See photo on p.6). Many other changes are there, too, even though not so obvious. All of them are for additional safety and improved working conditions for the pilots, the panel operators, and the maintenance personnel.

The pan operator's position features a new console designed for improved and time-conserving operation. (Right photo). A new recorder permits the simultaneous recording of twenty-four discrete items of information supplied by the radio and radar receivers.

ALL THIS ADDS up to a more effective Flight Inspection aircraft. It checks more items per flight, thus saving flight time. Being designed for ease of maintenance, it requires a minimum of ground maintenance to keep it in top shape.

Long range plans call for the eventual modification of all Douglas DC-3 Flight Inspection aircraft to conform with the "New Concept".

-----  
(Cont'd from page 3)

of Mr. Grewell reflect great credit upon himself and the Department of Commerce and have earned him the sincere gratitude of the United States Air Force."

-----  
BERT PICKETT, Directed Study instructor, spent the week of November 18 in Fort Worth for a civil defense session on atomic radiation.



Panel operator's console. Doors are removed to disclose terminal strips and relays.

#### LARGE PERCENTAGE OF HOME STUDY IS ON FUNDAMENTALS

A healthy sign in the overall training in Directed Study courses at the Center is indicated by the emphasis on fundamentals. At the present time more than 850 examinations a month are submitted for checking and instruction, of which more than 500 are in DS-90 or DS-100, the mathematics and electronic fundamentals courses.

Region, district, and field offices have been exceptionally active in encouraging new employees, to start their training at a level they can handle. For older personnel a review of principles is helpful, especially as preparation for one of the advanced courses in Resident schools at the Center.

-----  
THEN THERE'S the story of the sad little ink spots. They were crying because their mother was in the pen and they didn't know how long the sentence would be.

## SUPERIOR PERFORMANCE AWARDS



A group of award winners from Facilities Materiel Division are, left to right (standing); Fred Kilgo, M.C. Capps, Alvin Roberts, Mark E. Hood, Wilfred L. Holder, Thomas Lackey, Clifford L. McGuffee, Kenneth Leird, and Thomas Williams.

Seated, l. to r.: Arthur N. Grahman, Fred Uridil (AFS), Ralph Gamel, and Ray Humphreys.



FMD Division Chief R. W. Pulling presents awards to R. A. (Dick) Wenzel (left) and Morris Fowler.



## FIRST ANNUAL EANT MATERIALS CONFERENCE HELD



THE FIRST ANNUAL EANT Materials Conference was recently held at the Aero Center, attended by representatives of the Office of Air Navigation Facilities, Continental Regions, and the Facilities Materiel Division of the Aero Center.

Shown in the pictures on this page are personnel attending the conference -- above: standing in front of entrance to ATC building -- below: seated at conference table just prior to beginning a work session.

WITH THE EXPANSION of the EANT Program now reaching the stage where the expediting of field construction and installation is of prime importance, several procedural changes were recommended by the joint group. Items under discussion included the use of a universal numbering system for requisitioning, preparation of government furnished materials lists for all programs, the direct requisitioning of in-transit equipments, and other related material processing subjects.



## EMPLOYEE SUGGESTION AWARD



Naomi Brown, Facilities Flight Inspection Branch, is congratulated by Mr. Olson upon winning a cash award.

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**PARTICIPANTS** in the **MANF** Conference were: from Washington - C. E. Wise, W. W. Wagner, J. C. Korsch, Wally Darrah, T. N. Wiley, L. N. Heinrichs, J. H. McGaughey, and R. F. Anderson.

From Region 1 - A. A. Ingles and E. Sotira.

From Region 2 - John Driver and B. D. Carpenter.

From Region 3 - Wm. E. Godfrey, Melvin E. Hoppock, and Fred H. Mangels.

From Region 4 - H. C. Orville and H. E. Aldridge.

From Airways Facilities Shop - Ralph Rea.

From FMD - R. W. Pulling, Maurine Peaden, C. B. Affleck, R. L. Hoffer, G. Costar, E. J. Milton, Luther Russell, James Jones, Morris Fowler, and Henry Shaw.

F. M. Lanter and E. B. Olson.

## LAST DME CLASS SCHEDULED

A **DOUBLE-SIZE** class that begins December 16 marks the end of a long series of DME training sessions that date back to July, 1950. The 32-man class will in effect combine Class 126 with Class 125.

Emphasis on training in the Distance Aids Unit of the Air Navigation Facilities Branch shifts to Tacan training, beginning April 7. Instructor personnel now assigned to the completion of the DME program (ending February 7) will transfer over to the Tacan group.

Handling the large class will be Distance Aids Unit Chief Emory Williams, Ralph O'Neal, Bob Jensen, Bob Adams, and Bill Williams.

-----

**WERE YOU THERE??? AT THE PICNIC ---**



Remember last summer when the Employees Association found a day that it was not raining and the mud was not too deep at Will Rogers City park and had a picnic? The BEACON tried to get pictures or stories but no one would donate to the cause. After a rather long wait, the picture came through the mail. We could not resist running the snapshot of these two happy people - Al Krag, AG-134, and Joe Markovic, Office of International Cooperation, formerly a Center employee.



## EMPLOYEE SUGGESTION AWARDS



Mr. Olson presents Employee Suggestion Awards to Air Navigation Facilities personnel Walter Hill (left photo) and Hubbard E. Taylor (right photo).

### ON THE JOB TRAINING TEXT MATERIAL BEING PREPARED FOR NEW TECHNICIANS

Four representatives of the CAA Continental Regions are at the Center putting final touches on texts they have written for an on-the-job training package which soon will be available to assist new technicians during their breaking-in period.

The project was begun following a two day conference of Region Maintenance officials at the Aero Center, composed of Manpower and Training Coordinator Harry Schellenberg, Region 1; Maintenance Branch Chief W. L. Higgason, Region 3; and Harry McConnel, Manpower and Training Coordinator of Region 4.

Facilities Branch Chief C. W. Mueller presided at the conference and has assumed direction of writing and publishing the training package which has

been entitled "Electronic Technician - Introduction to Your Job", OJT-1.

Intended to familiarize the technician trainee with the policies and practices of the maintenance organization and the general operation and function of CAA facilities, the 150-page manual will eventually be distributed to field offices throughout CAA.

The writing group is composed of: Houston Forman, Toledo, Ohio; T. A. Stepp, Fort Worth; D. J. Patrick, Chanute, Kansas; John Schulte, Ontario, California.

There will be three distinct parts designated as follows:

1. General Policy and Administrative Information
2. General Maintenance Practices
3. Facilities Introduction

## CENTER BIDS WILBUR LYNN FAREWELL



Mr. Lanter tells Wilbur "Goodbye" while Division Chief Shively stands by.

OUR POPULAR Supervising Automotive Equipment Chief, Wilbur J. Lynn, transferred to GSA late in June to head up its Intra-Agency Motor Pool, taking with him Ed Thompkins. On the occasion of their farewells each was presented with a token of appreciation from fellow employees by our Director. (Ed. Note - E. Thompkins must be camera shy - no picture for BEACON).

- - - - -

## CHANGE IN SEQUENCE OF DS SERIES IS PROPOSED

Under discussion is a plan to change the present order of study in the DS-200 series so that easier courses will come first and courses which are directly related in content with others will fall in more natural sequence. Explicitly, it is proposed to start new enrollments with Vacuum Tube Circuits, DS-203; then, Transmission Lines, DS-202; Radiation Patterns, DS-201; Amplitude Modulation, DS-208; and finally, Monitor Circuits, DS-204.

## PLANS FOR TACAN TRAINING PROGRESS

THE TACAN GROUP of Air Navigation Facilities has completed a tentative course outline and is proceeding with the writing of text material for critical portions of the 12-week course, according to Resident Section Chief Walter M. Hill

Edward G. O'Brien, supervising instructor in the Distance Aids Unit, reported that plans call for dividing the course into 11 distinct subject areas, three of which pertain specifically to the equipment and will therefore also be used for the 4-week "short Tacan" course.

Working regularly on Tacan assignments at present are: Mr. O'Brien, Frank Castelliucci, Jerry Marek, Dave Wells, and Dick North. Other Distance Aids instructors now busy in the DME school will join in the Tacan program early in February. The proposed Tacan subjects, course numbers and instructor assignments are detailed as follows:

<u>Course Title</u>	<u>Course No.</u>
Introduction to TACAN	371
Timing Circuits	372
Transmission Lines & Cavities	376
Micro-Wave Receivers	373
Pulse Modulators & Shapers	374
UHF Power Amplifiers	375
Servomechanisms & Magnetic Amp.	378
TACAN Antennas	377
TACAN Flight Check	

The following courses will be taught in both 4 and 12 week courses:

TACAN Transponder Circuit Analysis	380
TACAN Interrogator Circuit Analysis	383
TACAN Monitor and Test Equipment	382

- - - - -





Federal Airways Flight Inspection Douglas Aircraft N-20 (upper photo) is an airplane that was flown at the Aero Center an average of approximately 90 hours per month for an 8 month period.

THIS AIRPLANE WAS operated a total of 1330 hours before receiving a 1,000 hour inspection. The right engine was also operated 1330 hours between overhauls. A portion of the personnel who was responsible for this good aircraft maintenance job are, reading from left to right: Monroe A. Ebner, Branch Chief; Art Holmberg, Chief Inspector; Andre Hlinicky, Lead Mechanic; Ralph Schnerrigier, Aircraft Mechanic; Glenn H. Woldridge, Aircraft Mechanic; and Glyndon W. Parsons, General Foreman.

THE FOLLOWING PERSONNEL have been sent to B57 training: Allan R. Adkisson, Woody V. Henson, and Robert L. Shawver to Wood-Ridge, N.J.; Ernest R. Hayes to Washington, D.C.; and Wesley J. Hodge, John H. Huckaby, Jr., Theodore Thompson, and Marion Williams to Blytheville, Ark. Also attending school at Blytheville were George Palmer and Bernard Harter, from Engineering Services Branch.

ADDITIONAL AIRCRAFT have been added to AC-132's maintenance program. Inspections are coming fast and furious. New employees are in the process of being indoctrinated and in order to speed up acquaintanceship among the new and old employees, everyone wears name plates instead of saying, "Hey, you!"

The morale of Mr. Ebner's group is extremely high. The night boys going off the so-called "graveyard shift", on their working night (the shifts rotate every three months), have their own home cooking by way of celebration. Last time it was fried chicken - more than enough for everyone - plus cake and pecan pie baked by the wives and pooled together for the feast. (Now we know why George Bell is getting so fat!) All this regalement, does not take extra man hours. The time limit is held within the lunch period allotment. Such fellowship is what it takes to make a good maintenance team. Much of the credit for building high morale among the men belongs to their two general foremen, Glyn Parsons and Herb Blanchard.

WHENEVER a man's work speaks for itself, he should never interrupt.



## PULSE EQUIPMENT SECTION MOVES TO OKLAHOMA CITY

The Pulse Equipment Section of the Airways Facilities Shop and other smaller segments of AFS were transferred to Oklahoma City during the month of September. This is the beginning of an orderly transfer of AFS functions to Oklahoma City which will extend over a period of the next few months so as to cause the least possible interruption of service to CAA organizations requiring shop services previously provided by AFS.

For the last look at AFS personnel before the moving started the BEACON presents this picture - August 16, 1957.



Back row, l. to r.: Lucius Wilbon, Ted R. Young (detailed from Anchorage), Paul J. McCreight, Jr., Noah A. Cason, Vernon C. Hutchison, Joe D. Hlas, Fred R. Walls, Tommy W. Burger, Winzelle C. Cole, Doyle H. Staples, William H. Arnold, Don P. Harris, James E. Cox, James Gaddie, Loy J. Sturch, Temo Cagigal, Giles W. Hightower, Gerald F. Wilson, Jr., Joe V. Mercer, and J. B. Johnson.

Next row: William B. Kersey, Cecil H. Pegues, John A. Cole, George V. Cone, Jr., Alfred Ray, Jr., John H. Sehested, Leonard Maldonado, Marion Whitlock, Bernard Waddell, Daniel R. Miller, Howard E. Davis, Leo L. McFarland.

3rd row: David E. Reid, Earl S. Belcher, Ray E. Bryan, James F. Balding, Ralph W. Rea, Mary O. Lail, LaVerne H. Samuel, Fredna P. Sturch, Mary R. Dycus, Helen M. Tally, Philip L. Coupland, Roy L. Taylor, Raymond Haston, Fred J. Uridil, David W. Grier, and E. Carl Dorsey.

Front row: Robert F. Collins, Billy Jacobs, Roland A. Gann, Ellison A. White, Thomas E. Watkins, George F. Baldwin, Wilbur E. Fetter, Edmund G. Young, James F. Normand, Basil N. Stilwell, Melvin E. Lundberg, William C. Twitty, Leonard E. Coble, Jr., Edmund J. Peters, and Vince C. Concilio.



## DAVE BAKER LEAVES CENTER



Dave and Jane Baker at Going-Away Party.

AFTER BEING CHIEF of Flight Test at the Center for the past nine years, Dave Baker transferred to the Aircraft Engineering Division in Washington the first of November.

Although we hated to see him leave, we all managed to give him and Jane a real send-off.

On October 18, practically the entire staff of Flight Operations and Airworthiness attended a dinner-dance in honor of Dave and Jane.

IN ADDITION TO our own Division, we were fortunate to have as guests, Messers. C. W. Von Rosenberg, Chief of Flight Test in Washington; M. R. Disler, Washington; J. C. Staples, Chief of Flight Test and G. Giangrande from New York; H. H. Hermes, Chief of Flight Test and J. W. Thomason from Kansas City; A. F. LeBlanc from Fort Worth, and R. E. Peterson, Chief of Flight Test from Los Angeles.  
(cont'd next column)

## AIR TRAFFIC CONTROL MOVES

ON SEPTEMBER 6, 1957, the Air Traffic Control Branch made the transition and moved into their new building. Branch personnel firmly believe it is one of the finest buildings anywhere in the country.

SHORTLY THEREAFTER Mr. W. H. Hill, Chief, Federal Airways Standardization Division, and Mr. Perry Bolyard, Acting Branch Chief, gave Mr. D. D. Thomas, Director, Office of Air Traffic Control, the \$64.00 tour of the new facility.

- - - - -

AMONG THE WASHINGTON visitors who have seen the new building are Mr. William Davis, Deputy CAA Administrator, and Mr. Joseph H. Tippets, Director, Office of Air Navigation.

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## NEWS OF ATC PERSONNEL

CONGRATULATIONS are in order for Robert A. Riedel who has been promoted to a GS-13 position in the Terminal Area Traffic Control Planning Division of the Fifth Region. The Aero Center is indebted to him for his numerous worthwhile suggestions and efforts in the field of Air Traffic Control.

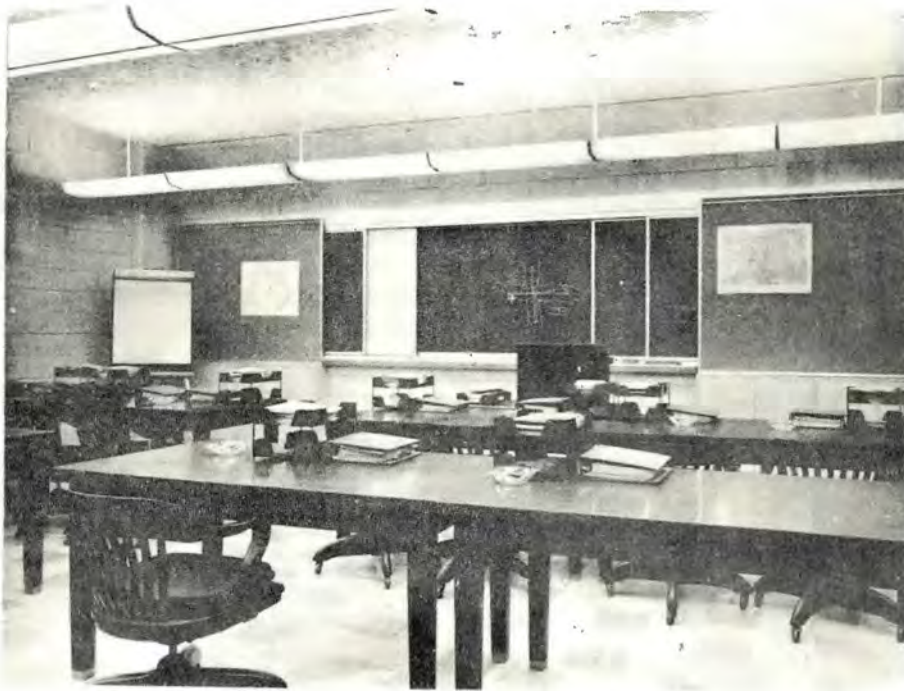
WITH REGRET, ATC has once again said goodbye to Maurice J. Mitchell. This time "Mitch" has gone to Madrid, Spain with the ICA. Before leaving, he was commended by the Center for his outstanding administration of the Terminal Area Traffic Control Section and more specifically for his development of an ATC/RADAR Class room demonstrator. He is succeeded by George M. Wolfe.

- - - - -

Dave Baker (cont'd)

DAVE WAS presented with a wrist watch and Jane a corsage. We are sorry to see them leave us but hope they will enjoy their tour in Washington. -- J. Donceel.

**STUDENT & INSTRUCTOR FACILITIES READY**



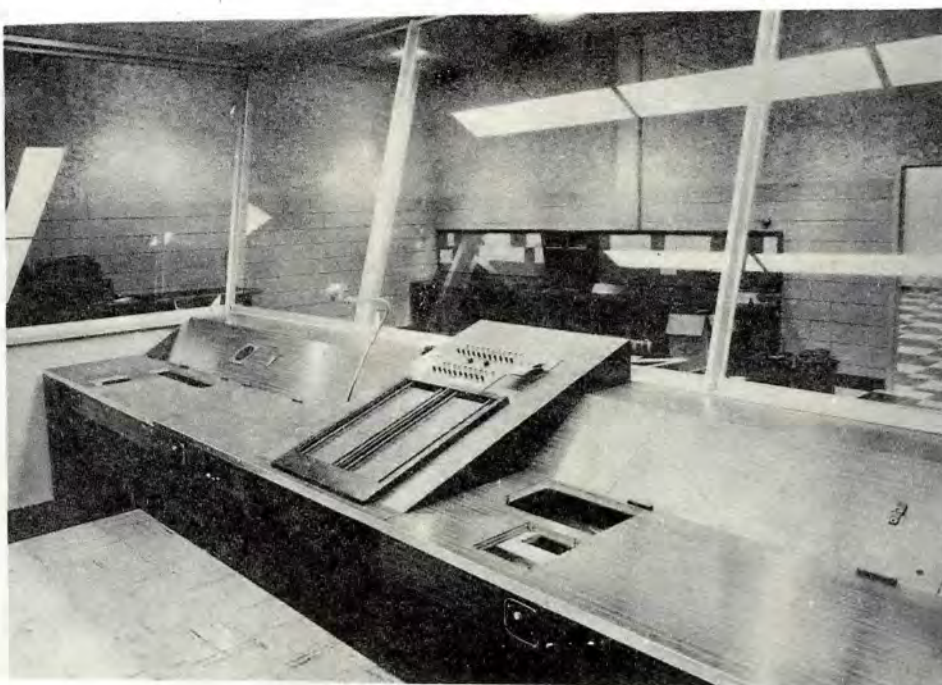
**A typical classroom**



**Ready Room - Lunch Area**



**ATC's PROUD NEW QUARTERS NOW IN USE**

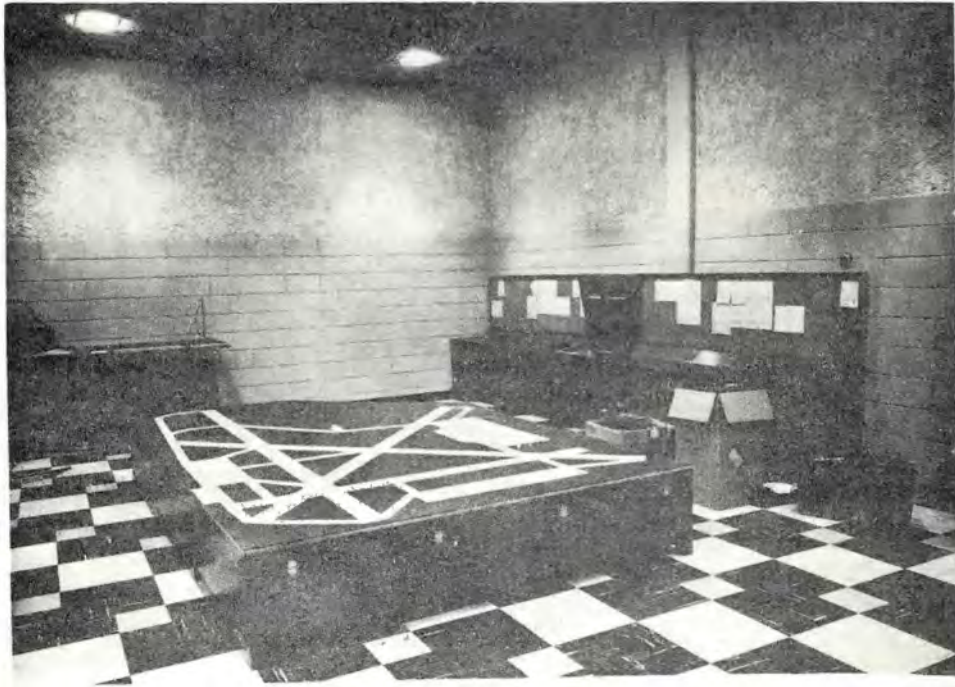


**ATC Tower Laboratory**



**Instructors' Office**

MOVING DAYS - AERONAUTICAL CENTER - USA



GLEAMING NEW equipment or polished old equipment is installed on colorful new tile floors in precision lighted rooms - amid the neat confusion of boxes, wastepaper baskets and large "HANDLE WITH CARE" packing crates in ATC's new laboratory.

