

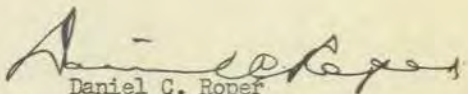
720 HOUR CHECK

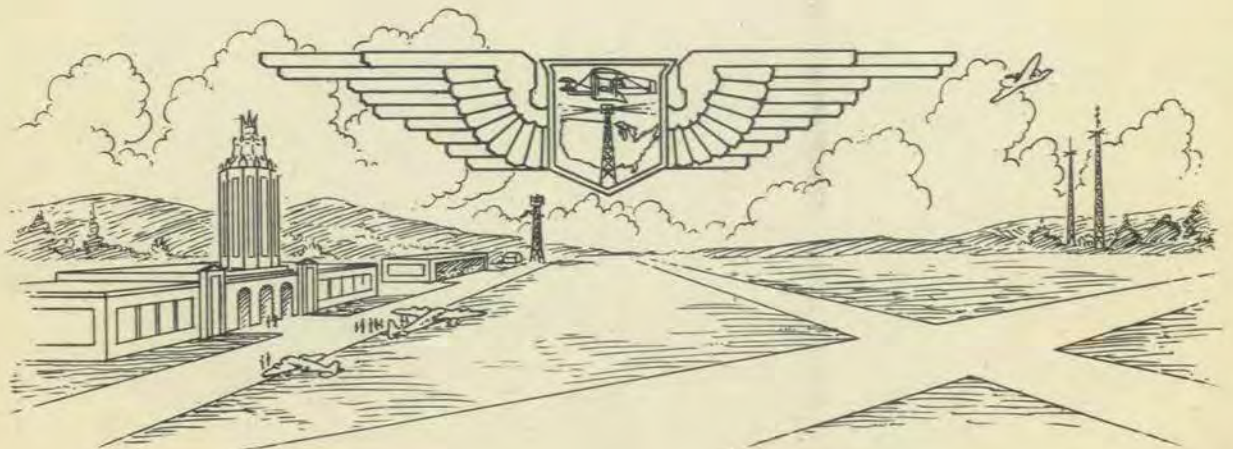
Issued Monthly by, for and of the
BUREAU OF AIR COMMERCE

For Business and Relaxation

In bringing into being at this time a periodical which has as its avowed purpose, - the promotion of a broader understanding of mutual problems confronting the members of its far-flung organization, - the Bureau of Air Commerce is to be commended. Fellowship and cooperation will be promoted if, in dealing with the serious service problems, "720 Hour Check" is able to provide relaxation.

Your loyal support and attention to duty in advancing safety in aeronautics has been and will continue to be a source of great encouragement to us all. In good fellowship and efficiency in public service, may we face the new year with new zeal and confidence.


Daniel C. Roper
Secretary of Commerce.



JANUARY, 1938

Well - here it is - number 1 issue of your monthly reminder that there are $30 \times 24 = 720$ hours per month to work, sleep and play, and it is the intent of this periodical to assist us all in the enjoyment of at least the first and last.

Following the usual trend of preliminary publication statements, we must say that we are not entirely satisfied with this first issue - but it really is a difficult problem to create a new magazine which will meet with the approval of everyone concerned, but we will try to make each issue better and more interesting.

We will need your cooperation to insure success of our magazine so please send all your news items to Box 13 regularly. Publication date will be approximately the fifteenth of each month.

For the first few months the publicity will be absolutely without charge, but after we get going, it will probably cost you one buck to get your name in small type and a five spot for headline stuff.

In conclusion, if you like us - let us know direct - if you don't please send it through channels and it will be well cooled off by the time the Editorial Staff gets it.

Expense Account Memorandum

Read carefully your copy of the Standardized Government Travel Regulations and Bureau circular dated July 1, 1937.

Submit expense accounts not less frequently than monthly (Inspection on the 15th of each month, all others at close of month). Prompt submission of accounts will insure prompt payment - we hope. We don't like any better than you, the General Accounting Office ruling that reimbursement will not be allowed for the use of taxi cabs at airports (except for arrival and departure trips), unless the airline operators or airports furnish transportation to employees regularly employed at the airport, and every effort possible is being made to obtain a more favorable ruling. In the meantime, if the airports or airline operators furnish any of their employees transportation, a statement at the close of the expense account to that effect will help if not assure payment of such items.

Memorandum dated November 8, 1937, for all Bureau Personnel in Travel Status further states - "It appears from the Bureau's Records that a number of field personnel are not submitting their expense vouchers promptly. In order to properly allocate funds it is necessary that expense vouchers be received in the Bureau within ten days after the close of the monthly period covered by the voucher. The cooperation of all personnel by prompt submission of expense vouchers will materially aid the Bureau and will be appreciated".

Our utmost sympathy to Jack Jaynes whose mother passed away on December 21, 1937.

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To reach a common understanding throughout the Bureau as to just which cog in the wheel each individual represents — remembering the adage:
"UNITED WE STAND, DIVIDED WE FALL".

Team-Work ~



THREE BUREAU AIRPLANES ON FIELD AT THE SAME TIME

The orange and black airplanes of the Bureau of Air Commerce are none too plentiful. The presence of three such ships on a field in the Northwest at the same time is something of an event. This occurred on November 4th at Spokane, Washington. R. D. Beddinger, Supervising Aeronautical Inspector at Oakland and Glen Neel, Aeronautical Inspector from Portland arrived in Airplane NS-34. Johnny Campbell, 6th District Patrol Pilot, brought in NS-80. The 5th District Patrol Pilot, Cecil Braddick from Salt Lake City was working from the Spokane field in Airplane NS-59 at the time. Pressure of other work precluded a suitable formation flight, but all were included in an invitation to an appropriate, get-together venison dinner in the evening. These Inspectors do rate.

The men with the long white whiskers, who compose our Project Board, are having their troubles, also. The same project was discussed at about six meetings of the Board. The votes were indicated as follows:

Aye - '6 Nay - 1

They finally got it settled somehow but six of the members now realize what is meant by the term "A hung jury".

The proceedings of the Board are usually conducted in a very dignified manner. The situation is usually as follows:

Number of members present - 7

Number of members talking at once - 7

Number of members listening to the other fellow - 0.

Number of ideas advanced for solution of each problem - 7

Somehow or other the right answer seems to come out of the turmoil, however. So that is that!

We understand that Len Jurden has been so busy up in New York that the usual Saturday Evening Post is not seen on his desk, also that Sandy has not worked a single crossword puzzle since arriving in Kansas City.

We are wondering just why Al.Koch is using trains for transportation when his airplane is in storage at Roosevelt Field.

Last Minute New-s, 1st Inspection District

Pappy Harwood is missing afternoons at the golf course.

Len Jurden's game is locating his inspectors on his new map.

Girton is still trying to obtain an unlimited supply of Form AB 16 from the Washington Office.

Inspector Jones from Louisiana is wintering in Boston without his red flannels or ice skates.

Joe Boudwin says he didn't go fishing in Florida, but how about the sun tan.

McElravy is trying to find his desk under a pile of unfinished inspection reports.

New name for Air Commerce overtime work - "Bureau Faggtigue".

K I C K E R S

"There are three kinds of kickers, mules, shotguns, and men. The mules kick because they are born that way; the shotgun because it was built that way; and men because it is a right granted to them by the Constitution. Exercise that right now and then when you think something or someone should be given a jolt". -- Tony Wons, in his "Scrapbook" series on CBS.

Fred Fagg is going to quit us
Back to College for him, you see
The boy is really ambitious
Expects to get his LLPHD.

Too bad he is leaving, we'll miss him
He was in line for a raise in pay
And a promotion for him in the Bureau
Was discussed at length the other day.

Well, the best of luck to you Fred
For all good friends must part
And if another good deanship is open
Think of me, Fred, and have a heart!

DEFINITIONS

An ENGINEER is said to be a man who knows a great deal about very little and who goes along knowing more and more about less and less until finally he knows practically everything about nothing; whereas

an AIRLINE INSPECTOR, on the other hand, is a man who knows a very little about a great deal and keeps knowing less and less about more and more until he knows practically nothing about everything.

An ADMINISTRATIVE OFFICER starts out knowing practically everything about everything, but ends up knowing nothing about anything, due to his association with engineers and airline inspectors.

NOTE: Stolen from Lord knows where and adopted to the needs of the service. Profound apologies to the guy that wrote it.

Tommie Bourne has gotten big hearted and loaned his bicycle to Jack Sommers up at Buffalo. All we have to say is to please keep it out of Washington.

Inspector - Are you worried about these new regulations?
Pilot - I've got so many wrinkles in my forehead that I've got to screw my helmet on.

I. H. (I betcha!) Polk has all the new engineers recently come with the Project and Survey Section all steamed up over high finances in the field and the weather they can expect to find where they are going. Now, we mean, not later . . . Some of the gang are going to leave Washington looking something like Byrd's men at the South Pole. They are going to have fur lined parkas; woolly thises and thats, thermos bottles full of hot coffee, or something.

If pilots wore their furlined flying suits outside in they'd have to keep Chris Lample out of the stores around Christmas time - some kid might try to urge his mamma to buy me that big one over there - - and Chris might not object at that - depending on the mamma, of course.

Announcing the arrival of Robert Donald Walker - 7 lbs. 2 ozs. - December 4, 1937 - Inspector and Mrs. Charles L. Walker

We are sure glad to get a letter every once in a while from Jim Kinney - and know Jim is definitely on the mend.

Legend has it that in these here now blessed events, the lady member of the team comes in for all the agony. But there are exceptions, Sonny Boy. On Friday, November 12, at 5 A.M., Mrs. Ed Gardner, Jr., presented Ed with a ten pound heir. At ten o'clock that morning Ed collapsed at his desk. Ed says: "These things take a lot out of a man".

Speaking of our faults in letter composition - which we weren't - reminds us that having a college professor for BOSS should incline us to swank up our grammar and to get those qualifying phrases and clauses where they belong. Here's a bust that actually came before us not long ago: "Referring to your report regarding an accident involving a horse dated October 15". The composer admits there was a Chase and Sanborn flavor to the nag.

Seth Davidson our popular mechanic between Portland and North Dalles, who always greets one with a grin, has recently doubled the size of said grin, reason being a brand new set of store teeth and is he proud of them? Seth will be glad to explain or demonstrate the advantages of these molars to anyone interested.

The biggest thrill of the season - prying NS 80 out of the Knight Field - muff said.

Welcome to the Harwoods. "Dome" is ably functioning as Acting Chief, General Inspection Section, while Messrs. Boutelle and Koch are on location.

Airline Inspectors Murphy and Greer are both in the Washington office after a long inspection trip clear around South America.

The following story has not been verified but comes to us on very good authority. It appears that a couple of Ward Davis' fledgelings, beginning to feel their wings sprouting to full growth after a couple of weeks under the cover of his "Mouse Trap" Link Trainer, at Wayne County Airport, in Detroit, were sent up with instructions to put to practice some of the training they had been receiving. Having two way communication and keeping in regular contact with the tower they went up through one layer of over-cast; through a strip of clear weather and into another layer of over-cast. Here they decided to see whether their training was doing any good or not so put it into a spin, and were still wallowing some when they broke through into the opening between the two layers of overcast. The story has it that some small ship was flying through that section of the country at the same altitude at exactly the same time; whose engine was equipped with carburation to feed in inverted flight also. Seeing the other ship slithering out of the overcast ahead of himself he proceeded to roll his ship over on its back just before passing the blind flying trainer ship; passed it up in this attitude, then while still inverted started climbing and disappeared in the over-cast above. Reports have it that both pilots in the trainer ship grabbed the controls at the same time, and started telling each other things about what they thought of the others ability to fly blind, and are still wondering who the guy was that tried to make two good friends "Fall Out" - or in.

Mr. R. W. Knight joined the Air Transport Section November 20th as Airways Facilities Specialist.

Showing watchfulness on a little used frequency, over and above the normal requirements of duty, distance considered, H. W. Johnson, Operator-in-Charge at Pendleton, Oregon, Airways Communication Station, earned the recognition of the Forest Service on August 21, 1937.

An itinerant pilot over Brigham, Utah, observed a forest fire in a heavily timbered area east of Paradise, Utah. The pilot's 3105 kc. transmitter was inoperative and he was unable to notify the Forest Service thru nearby stations, which stand watch on 3105 kc. only. However, he had another broadcasting frequency, 6210 kc. Repeated calls to all nearby stations on this frequency produced no reply. Finally, he issued a general call in code, CW, which was intercepted by the operator, 450 miles away, at Pendleton, Oregon. Mr. Johnson promptly relayed the fire location data to the Salt Lake City Communication Station by teletype, from which point the Forest Service at Salt Lake City was notified. Forest Service officials at Salt Lake City have made written commendation of the alertness of this operator in intercepting this distant message and in relaying it in time to permit the prompt checking of this fire in the Cache National Forest. Excellent work, Johnson. We'll not worry when out in thick weather, with you on watch.

Comes now the time of year when the gang in the Project and Survey Section revives the ribbing Eddie Mager gets about the electric train he bought his boy last Christmas. . . . The boy has a whale of a time playing with it . . . Which boy? . . . Well, the youngest of the two was barely a year old last Smas. . . . Hiyah, Eddie!

And speaking of reviving thins, a revival of the legend of the birth of the Adcock antenna might not be out of the way. Seems like as how the chief of the radio section was tearing his hair, pacing the floor, chewing his finger nails, tugging on his mustachios and generally acting the genius in despair. Reason? We wanted to find something that would work better than the old loop antenna. . . . Then the solution, the flash of brilliant inspiration that marks the genius! He had it! Tall steel masts, vertical antennas! . . . And what had fired the train of thought that resulted in the greatest advance in directional radio since its inception? . . . Highpockets Harrison and Simpson had just passed the door.

It seems that the best bit of camouflage seen around Washington in a good many years was Tom Bourne's makeup as a custard pie.

Mr. M. J. Perrin, Factory Inspector - conducting preliminary training classes of new Inspectors - has been on a vacation in Texas - on the border - watching bull fights from Roma, Texas, across the Rio Grande. The Perrins have taken an apartment for approximately three months on Connecticut Avenue No. 820.

There's a rumor afloat that Yuravich, Lankford and Jacobs have joined the Mormon Church.

"Gone but not Forgotten - Shorty Schroeder", and it looks like Colliers weekly likes him just as much as we do.

Airway Mechanics, Albert G. Stager, at Missoula, and George M. Hall at Whitehall, Montana, are rejoicing over the construction of shelter houses at or enroute to several of their most remote beacons. Increased appropriations made available during the current fiscal year have permitted this long hoped for construction in the nick of time, right at the start of the severe Montana winter. Plans were drawn by and construction is proceeding with enthusiasm under the able leadership of L.A. (Pete to you) Gordon, General Mechanic, by direction of James H. (Jim) Keefe, Assistant Airways Engineer for the 5th Air Navigation District.

These houses are well built and draft-proof. They measure 10' x 10', of log or frame and are lined with appropriate insulation to repel Montana's severe winter. Each cabin will be stocked with sufficient fuel and provisions for the mechanics to comfortably wait out a prolonged blizzard. Good luck, Albert and George. We're happy about this, too.

By the way, if you like to hunt deer (not dear) get in touch with Stager, he has to drive them away to get near some of his beacons. We're not so sure of his qualifications as a dear hunter.

We are getting to be a mighty big and mighty busy organization. Wonder how many of you realize that there are approximately 2000 employees of the Bureau of Air Commerce as of this date. We have a multitude of duties and no one job is any more important than the other. And the giving of utmost effort, efficiency and coordination by each employee is necessary in order that the Director will obtain 100% results. Whether you are inspecting, analyzing, typing, filing, investigating, surveying, constructing or doing any of the thousand duties of the Bureau, remember each is an important, responsible function in obtaining and maintaining maximum Bureau efficiency. And the message to each and every one of you is that your efforts and cooperation has been, is, and will continue to be appreciated.

Comes this bit of news of our able and esteemed friend George W. Haldeman (of Transoceanic Fame) now located in the Detroit District. It seems that George was plowing through toward Detroit from up-state; on a dark and heavy overcast day, when most of the birds had taken to the ground and were walking for safety; and missing every tree top. Following his map with about three blocks visibility he spied a small city beneath the ship just in time to take a hasty glance for markings. This one gander straight down showed the town to be marked, and indicated it to be NO. or north something, and the town passed up before he could make out the remainder of the name. Followed a search of the portion of the map where the town should have been located without success. After a few minutes another glance overboard was taken and he was startled to find that the sign he had seen over the town had followed him, and on the top of the wheel pants appeared the sign, "NO. STEP".

Dr. Wade H. Miller, Physiological Specialist, returned late in the month from a trip through the South where he has been doing research work in the field of Pilot Medical Research. He left November 26 on a similar trip to New England.

The following 1938 poker rules may serve to emphasize some points in the new regulations - See Chapter 60 -----

- 60.100 Each deal shall be Dealer's Choice. The Dealer, in "making his choice", shall be guided by the wishes of the other players, and shall be further restricted to a jack-pot or stud.
- 60.111 If the Host uses marked cards, he shall explain the markings to all players, so that all shall have equal opportunities.
- 60.113 In making change, no player shall short-change more than one (1) white chip.
- 60.115 Initial purchases in excess of \$20.00 worth of chips are forbidden.
- 60.312 No player shall be permitted (in the heat of natural resentment incident to having a pat hand beaten by a 3-card draw) to swear before any ladies who may be within hearing; always let the ladies swear first.
- 60.313 } Any player holding a flush or higher hand shall unconsciously
60.571 } advertise it by a slight nervous cough, clearing the throat, blinking the eyes, assuming an innocent expression, drumming on the table with the fingers, or giving some other conspicuously furtive indication that he is loaded.
- 60.32 No player shall be permitted to hold four (4) of a kind more than ten (10) times in any single session.
- 60.42 No player shall go shy in a jack-pot — unless he is certain he can get away with it.
- 60.52(c) Single purchases of less than ten cents (10¢) worth of chips shall be discouraged by bankers.
- 60.573 Each player shall seize every opportunity of drawing to a short pair when the jack-pot is opened, and especially if it be raised before the draw. It will be a great satisfaction to the opener to realize that he is in the presence of men with much intestinal fortitude.
- 60.5801 Drawing to a 3-card inside straight, such as 2, 4, 6, is not encouraged.
- 60.90 No person shall draw more than four (4) cards to fill a flush.
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The death of Aeronautical Inspector Johnny Puckett, resulting from an automobile accident near Ocala, Florida, on December 20, 1937, while on his official duties for the Bureau of Air Commerce, was a severe blow to his many friends and co-workers. Johnny was loved by all who knew him and has been an efficient and tireless worker in the service since October 1, 1929, with headquarters for the past several years at Miami, Florida. Our deepest sympathy goes out to his bereaved family.

Mr. Koch left on a trip - calling at Fairchild and Taylor Cub factories - then on to Kansas City for the Supervisors Conference week of January 17th.

Mr. Boutelle left on January 11 for Kansas City for the Supervisors Conference.

Just a suggestion for the Rose Bowl Game - The B.A.C.
All American for 1937 -

L.E. - Ed Yuravich	Manager - Howard Rough
L.T. - Earl Ward	Coach - Charlie Stanton
L.G. - Cory Pearson	Trainer - Tom Bourne
C. - Denis Mulligan	Mascot - O. D. Murphy
R.G. - Dick Boutelle	Bouncer - Marshall Hoppin
R.T. - Chris Lample	Announcer - Tom Chapman
R.E. - Fred Fagg	Accident Board - Jess Lankford
Q.B. - John Groves	Attorney - Henry Brown
L.H. - Harry Agerter	Physician - Doc Adams
R.H. - Freddie Fredenhagen	Scorekeeper - Bryan Jacobs
F.B. - Howard Knotts	Time Keeper - John Collins
Colors - Red, Green, and Amber	

If you want Dick Gazley to make a luncheon speech on the 15th - tell him it is on the 14th, and don't route him via Nashville - wonder if he will pick up his lost baggage there on his way to Florida. Wonder if he took Rog with him for Safety or Planning?

George C. Miller returns to the Bureau after being banished to two years of pushing Big Boats around Pensacola. We are sure that everyone now connected with the Bureau will welcome Jack with open arms.

Rumor has it that Reeder Nichols and Harry Agerter are polishing up their bridgework to challenge the Culbertsons.

They say Howard Rough and Rog Humphreys are going to start playing handball on the roof of 2929. After seeing the Q.B. bull fighting picture I'm going to hire the Goodyear Blimp and see this battle from a safe distance and then go watch Denis Mulligan and Captain Turner play squash at Bolling Field, and then - bring on them Japs.

Rumors have it that one of our operators in the northwest, who by the way is an ardent fisherman, decided to have one last fling at the wiley trout before the season closed. So, one fine Sunday morn he sets out for his favorite fishing hole. As he was traveling along, dreaming of the six pound rainbows he was going to catch and how he was going to land them, a thot struck him - suppose he did not catch any fish. About this time he spied a flock of turkeys. Monty stopped and cogitated - they do look good, he said, and maybe I won't catch any fish. So out he climbs and stalks his prey, a la Indian, so to speak, minus the paint and war whoop. After much threshing around and falling down on Monty's part one of the turkeys slowed down and Monty collapsed on top of the poor bird which, of course, spelled finis. Nary a fish did he catch but the moral of this story is - always play your first hunch - and the turkey really was good.

Well, here is 1938 staring us right in the face - and here is a sincere Happy New Year wish for each and every one - and the best of luck, prosperity and happiness.