

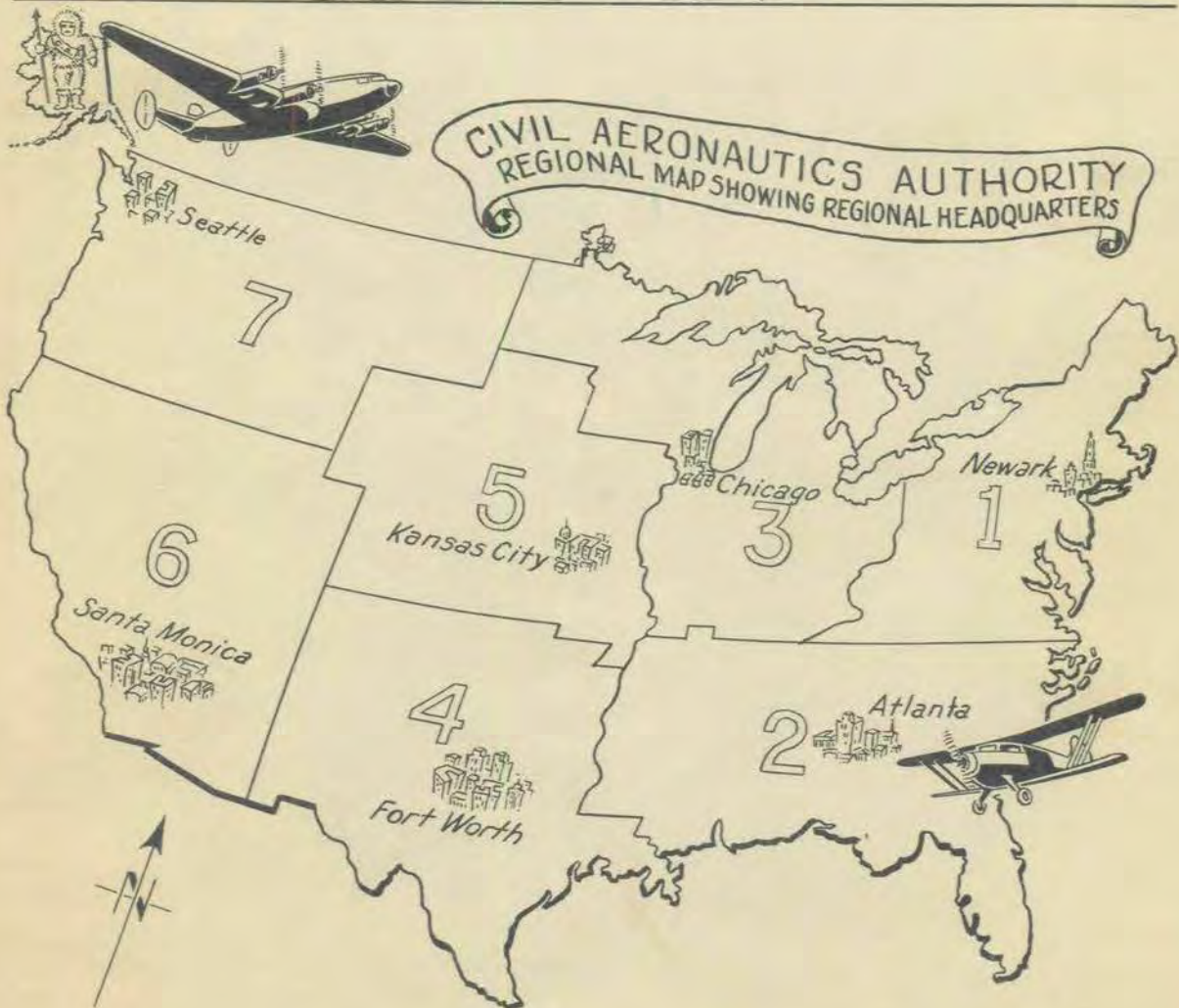
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# "SEVEN-TWENTY"

MAY 1940

Issued Monthly

VOL. 40 NO. 5



## CIVIL AERONAUTICS AUTHORITY



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# SEVEN-TWENTY

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VOL. 40

WASHINGTON, MAY 1940

NO. 5

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*A Monthly Magazine Devoted to Activities of C. A. A. Personnel in the Field  
and Washington Office*

## OSWALD RYAN SPEAKS ON THE NATIONAL DEFENSE

Of timely interest to all personnel of the Civil Aeronautics Authority are the words of Oswald Ryan, member of the Authority, in his address delivered at the dedication of the Morgantown, W. Va., Airport on May 18.

"The United States," he declared, "in the field of civil aviation, in the past decade, has met the challenge of the five greatest aeronautical nations of Europe and has won unquestioned supremacy over the rest of the world in this field. If we Americans are now forced in defense of our liberties and our way of life to turn our aeronautical genius from the pursuits of peace to the art of war in the air, that same American genius will be equal to the task of achieving supremacy in the field of aerial defense.

"Nor will it be correct for any nation," he continued, "to assume that nothing has yet been accomplished by this country for aerial defense. Civil aviation is the backlog of military aviation and Congress, realizing the terrible price a democratic nation might be called upon to pay for neglecting its civil aviation, adopted the Civil Aeronautics Act of 1938. That statute, passed months before Munich, established a national policy for the development of a civil aviation adequate to the needs of our commerce, our postal service, and our national defense."

Mr. Ryan then reviewed the progress of recent years in aviation manufacturing, air transportation, and pilot training. In connection with the latter, he said: "The safety record thus far attained by the Authority's pilot training program is without parallel."

SEVEN-TWENTY expresses fullest confidence that, no matter what America may expect of him, every member of the CAA's far flung organization will do his part and do it well.



# C.A.A. BULLETIN BOARD

## ALARM CLOCK BLUES

It's a hollow-eyed mob that staggers wearily into headquarters and outposts these days. Summer office hours went into effect generally on May 15, and our easy-living contemporaries aren't yet accustomed to rising in the middle of the night.

## SERVICE RATING FORMS

By the way, the service rating program is under way. Standard Practice No. 19, dated May 12, 1939, covers all phases of the program except that the effective date of the ratings has been advanced from May 15 to April 15. Supervisory personnel are urged to give the matter careful study and consideration to the end that service ratings may be an effective force for the improvement of performance and morale throughout the entire organization. The Director of Personnel will handle any questions which may arise.

## TRAFFIC TROUBLES AT WA

Judging by reports from the Rockies, there are some in the field who think the Regions have a monopoly on transportation problems. If it is any consolation to them, they haven't! Washington personnel have begun putting in requisitions for roller skates and bicycles in order to facilitate daily travel between CAA offices scattered around in a half dozen buildings in downtown Washington. In order to support any proposals for improving this highly unsatisfactory condition, the Coordinator and Secretary is assembling necessary factual data. The peripatetic personnel of WA are to report all delays caused by the separation of offices.

## AND WHAT'S MORE, THE SHOE POLISH GETS IN YOUR HAIR!

Last week, after clean towels had been issued, a lady rushed frantically into the messenger's room screaming that she had left her stockings wrapped up in the towel she had turned in. A sharp-nosed messenger was put on the case and soon located the missing hose.

But the moral of the story is this: those clean towels issued each week are designed solely for use in keeping clean the hands, face, and exposed areas behind the ears, and any unauthorized use such as shining shoes, wiping off stamp pads, or painted lips are grounds for the suspension of such service to the offending personnel.

## FRENCH TO FLY THE ATLANTIC

The CAA has announced that experimental flights from France to the United States and return are to be undertaken this summer by Air France Trans-Atlantique, carrying French government freight, officials, and mail. Special permission to make the flights was granted on the basis that no commercial service was involved. The flights are expected to begin almost immediately with a schedule of one round trip every three weeks, later to be increased to one every two weeks, and will be continued until November 1st.

## AIRCRAFT SUBJECT TO ATTACHMENT FOR SAFETY VIOLATIONS

Owners of aircraft who lease, rent, or lend their planes to other pilots will, hereafter, be liable to having those planes attached by the Government as security for payment of penalties imposed on the flyers for violations of safety regulations, the CAA announced, following settlement of a test case in Fort Worth, Tex.



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# WASHINGTON OFFICE

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## FEDERAL EMPLOYEES FLYING CLUB

After many attempts by different groups of C. A. A. employees to organize a flying club, such a club has been formed and members are now engaged in flying.

Various plans were investigated and presented, but the club finally approved a "pay-as-you-fly" agreement with the Hybla Valley Flying Service, Alexandria Airport, Va. Attractive club rates for dual instruction and solo flying were granted to the group because of the potential membership and interest and not because of any connection with the C. A. A. Rates quoted compare favorably with costs to the individual in a plane ownership club.

Membership to date is as follows: William B. Becker, Regulation; Neil W. Bergman, Power Plant; Alberta Johnson, Air Carrier; Charles Dooley, Enforcement; Jennie Iwaszkeiwiez, Enforcement; Leonard Drogin, Construction; Wilbur T. McNallan, Radio; Faye Hanley, Purchase & Traffic; Mrs. Julia Lample; I. L. Ledbetter, Construction; Nathan Bakalar, Patent Office; Mary W. Beverly, War Dept.; Inez Bushner, Enforcement; J. Matulaitis, Flight Inspection; Kenneth Cullon, Power Plant; Juliette Cutrufelli, Commerce; Helen Robbins, Commerce; and A. H. Hadfield, Survey Section.

The club is anxious to sign up new members from the C. A. A. and any of the above members may be contacted for details. All you flying enthusiasts contact a member, think it over, and plan to attend the next meeting. Those interested in getting started right away may contact Provisional Chairman, I. L. Ledbetter, Ext. 2795, and start flying tomorrow.

-oOo-

SEVEN-TWENTY has heard some mutterings and grumblings about the scarcity of news from the Washington Office. Listen, folks, if you don't tell us the news, we can't print it. To overcome some of the difficulty we have appointed the following persons to collect items from the various buildings in Washington. If you have anything interesting (see 6th Region questionnaire on page 16 of the April issue) have it in their hands by the 1st of each month so that they can get it to us in time for publication.

Commerce.....	Pat O'Malley (Room 5032)
	Mattie Pinette (Room 5310)
Stanley Horner.....	Frances Gold
	Octavia Freeman
Capital Wall Paper...	Vera Voss
Inter-Ocean.....	Julia Hevener
Earle.....	Wm. F. Center
Bond.....	Adelaide Fowler
Garfinckel.....	Ruth Lonergan

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-oOo-

Ah, Spring! De boid is on de wing.  
My woid, how absoid, I thought the wing was on de boid.



A score or more members of the feminine contingent around the Authority attended the garden part on the White House lawn at Mrs. Roosevelt's invitation.

From 4 to 6 o'clock last Monday, May 6th, the First Lady and six cabinet hostesses, along with four women representing the other executive departments received around 1,800 women executives of the government.

The famous gardens were in full blossom and the scarlet coats of the Marine band matched the brilliant tulips that grew around the fountain pool.

Street length dresses were the order of the day although Mrs. Roosevelt wore a trailing garden dress and a large brimmed straw hat. Standing with her were Mrs. Harry W. Woodring who wore a dress of light blue crepe; Mrs. Charles Edison in green print; Mrs. Harold Ickes very handsome in a henna redingote; Mrs. Henry A. Wallace dressed in a navy blue dress with a pale pink jabot; and Secretary of Labor Frances Perkins in a black and white costume.

Mrs. Sumner Welles pinched hit for Mrs. Cordell Hull, who was out of town. Mrs. Daniel Bell, Mrs. William W. Howes and Mrs. Edward J. Noble represented the Treasury, Post Office and Commerce Departments respectively.

Cake, cookies and raspberry punch were served under colorful marquees and a good time was had by everybody.

#### AGERTER JOINS ENGINEERING RESEARCH STAFF

It is with distinct regret that SEVEN-TWENTY announces the resignation of Harry Agerter from the CAA. For the past two years he was the man at the throttle of this publication: he gave unstintingly of his time and effort to the end that the splendid spirit of friendliness and cooperation between field and office, and between all elements of the organization might continue to flourish.

Harry left the Authority to become General Sales Manager of Engineering Research Corp., of Riverdale, Md., to direct the sales and distribution of the Ercoupe, new entry in the light plane field, and first airplane ever to be certified as spin-proof. SEVEN-TWENTY wishes you every success on the new job.

#### AIR SAFETY BOARD

Jesse Lankford, whose record for continuous service in Washington probably tops the list of CAA personnel, made his debut as a "field man" recently, when he left to take charge of the Air Safety Board Regional Office at Chicago, for the duration of the temporary absence of Phil Salzman, who is on leave.

Petite Mary Thompson, whose name is almost synonymous with "Analysis Section", said goodbye on April 15th to all the thousands of accident files with which she has been so familiar, to become secretary to Mr. Frank E. Caldwell, Chief of the Investigation Division. Congratulations, Mary, on your promotion!



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# FIRST REGION

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THEY WEREN'T DEAD: JUST SNOWED IN - AND UNDER

Say! Did we kick up a storm on the Atlantic Seaboard? We pricked their pride with that little dig at the First Region last month and struck paydirt. Disasters, blizzards, blossoms, over-time, and what not were all forgotten in the mad rush to the typewriters to pound out a frenzied forensic defense of the First Region's journalistic honor. Maybe we ought to turn the heat on some of youse other peripatetic pen-pushers. We haven't heard from you sourdoughs stringing an airway across Seward's folly for some time . . . or, paraphrasing a popular comedian, we might say: "Shoot the copy to us, Hoppy!"

-oOo-

SO OUR CHERRY BLOSSOMS ARE OVER-RATED, HUH?

Martinsburg, W. Va. (USACS)--Just so there is no recurrence of last month's humiliating episode, here is an article for the SEVEN-TWENTY from the First Region. Was our face red when we peeped into the last issue to find the First Region blanked. Incidentally the division of the SEVEN-TWENTY into regions appeals to us.

To begin with, its apple blossom time in the Shenandoah Valley and we certainly do not envy those poor isolated boys who give their sad stories to print in SEVEN-TWENTY. To those who have seen and heard of the widely publicized cherry blossoms of the Nation's Capital, we wish to inform that they are only a drop in the bucket compared to the acres upon acres of apple blossoms abounding in this vicinity each spring. And, Dear Ed, we also have a few good streams boasting a considerable quantity of the finny tribe in these parts. So we feel ourselves fortunate when reading the sad stories from some points. (NOTE: This scribe worked one of those not-too-pleasantly-located stations for 7 years.)

We have added two newcomers to our fold since last writing--OPR Dan MacLeod, who banana-boated for United Fruit no less than 15 years, and OPR Fred Edens, who we hear has dot and dashed Uncle's Navy for some 10 years. The boys are now fully TEST-a-fied and in the harness. Remaining of the old gang are OPRs Taylor and Irish plus the Ole Man, Fetterman. We regret having lost OPR Wellner, transferred and promoted to WA, and OPR Bowers, transferred and promoted, now holding down the fort at FZ.

Recent mtg and cmctn inspections are now history and the pulses are all back to normal for another year we hope. The snooping and digging was done by none others than Coupland and Muehl, who after a few days of intensive search gave up and said see you again in a couple of months. Okay boys, our door always swings in, to anybody.

The new TML xmtr has arrived with its associated gadgets for the modernization program. We hope when the gadgets are installed and get humming and sparking our 209 Kcs will get beyond the horizon.

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TFK seems on the up here. Has anybody a couple of 15 printers they don't want? We can use them. Copying FPLN TFK from tape rather a problem when the numbers add up. Perhaps we will soon see 15's and the B net.

The CAA flying school is well under way here and the students are ready to solo. We are constructing sort of an air raid shelter just in case one of the boys decides to head her our way by mistake.

My dear hams on this so-called 7024 Kcs. CAA net "where art thou?" Two stations on 7024 in these parts and only one side swiped QSO with a CAA OPR thus far. Tnx BF. The calls here are W3KXJ and W3RAC.

-oOo-

#### SKY LIKE AN INVERTED FIELD OF BUTTERCUPS - WHOOSH!

Port Erie, Pa. (USACS)--Left to right: Augustus Marable, OP in charge; lesser ops, Bill Brundage, Cecil Chartley, Jerry Bosworth and Sidney Rubin who comes, recently, from Brookville. Welcome Sid, and copious cheers from JB who thusly gets off the mid.

ER recently graduated Elser and Morris to principal radio electrician positions with headquarters at ER and BJ. Marable, ex-Harrisburg, however, now has things well in hand. ER is a modern station with nice equipment and the usual run of duties. It is on the Cleveland-Buffalo interphone circuit and has the additional task of copying Jarvis and Strathburn hourly reports and putting them on Circuit 6. American Airlines drops in four times a day, wind permitting, with DC 3's and there is talk that Pennsylvania Central will soon start operations here. A goodly assortment of yellow Cubs makes the Sunday sky look like an inverted field of yellow buttercups.

For the information of the many men who have done a stretch at ER, genial Herman is still holding forth at the hangar and is always ready to shove off a stalled car or be of assistance in any way he can . . . a swell fellow. By the way, did you ever hear about the OP who was on the frying pan and wrote to the RO as follows: ". . . The majority of missing reports occur on the midwatch due to the fact that the OP has nothing to do and must occupy his mind with other matters." ??? It's in the record . . . Honest!

Let's hear from more First Region stations. SB could really put out an interesting history if it would . . . located about 150 miles from the sea it has a lifeboat as standard equipment. C'mon, Jimmy, let's hear from you.

#### TOO LATE TO CLASSIFY - 3RD REGION NOTE

ACO Jack Carney and his wife, Erna, report the arrival on May 8, 1940 of Joyce Elaine, who weighed 7 pounds, 1½ ounces at birth. Carney, who is now at Vandalia, Ohio, says all the other men at the station also have girl children. What, no future CAA ops? With pardonable pride, he sends greetings to all ex-buddies.



Fort Plain, N. Y. (USACS)--Inasmuch as the April issue of SEVEN-TWENTY dug into the First Region TWICE, you no doubt will be avalanced with replies (if I know the First Region). At any rate, here is our bit for dear old First Region.

One good reason why "all is quiet on the Atlantic Seaboard" is the severity of the winter just passed. We ought to know as we were snowbound so often that it became a habit. The last few traces of snow have gone and we can look forward to nice weather for a change. Would like to send in some snaps of how it looked here after any one of the many blizzards but afraid the picture would be blank (representing snow, completely).

The personnel of this station have changed entirely within the past year so might as well introduce ourselves. Airway Keeper Ray Stilwell just arrived in February (in time to be snowed under and we don't mean with all work). Ass't Keeper John Ruane had just settled down and he done gone and bid out as Relief Keeper for Wilkesbarre and Mt. Pocono. Now awaiting his relief so that he might proceed to his new assignment. Jimmie Curley is thankful that winter is over. He is the only one at this station who dares to live in town, and goes back and forth to work. Mostly back as many is the time he had to stay over for a while (several days usually). The air is full of his sighs of relief. John Frick is the guy who thinks that a trailer is "the solution" and proceeded to put it into effect. He might have something there.

Of course everybody knows of the wreck of the Lakeshore Limited at Little Falls. We are about 12 miles from the spot and several of the fellows took part in the work attendant to the catastrophe. The New York Daily News sent a load of reporters and cameramen to cover the story and they operated out of our field in spite of muddy conditions. Well, everybody is entitled to some excitement and you might be next.

Well, guess that accounts for FP so will sign off. Sorry we can't give youse guys any "Ham" chatter but there just aren't any Hams at this station. Hope to see the First Region well represented in the next issue of SEVEN-TWENTY, which by the way we all enjoy and here's to your continued success.

-oOo-

#### FIRST FINGER LOSES "FACE" - DROPS TO SECOND PLACE

Charleston, W. Va. (USACS)--So the First Region didn't make the April SEVEN-TWENTY. 'Tis sad, sad indeed, but it all reminds me of my aged grandmother who decided on the spur of the moment to come visit us, some eight hundred miles away. After she got settled on the train (we didn't have airplanes in those days) she decided to let us know she was on her way so she penned a postcard and mailed it at the next station. Needless to say she beat it there by two days. So it is in the First Region. If we write from here we'll be someplace else before it is published.

Those boys who receive ALL CAA-1 dispatches, due to the lines extending into their districts, can understand this - those who don't can gain an inkling by reading the latest Manual of Operations, Chapter A, Organization. Just note the changes from Al.120 to Al.128 - we do more traveling



than a Circuit Carnival show. We don't write because we are either getting acquainted with new personnel, waiting for new personnel to arrive standing eight on and sixteen off, days on end so it seems, or getting acquainted with the radio and teletype call letters of our new station instead of using those of our former station.

Try mastering WEZP (there should be a law against such a call) after using WWU, WWIR, WWX, WDZH, and many others. Just close your eyes and imagine that you have been at a station for ten years with call letters of NK and then you are suddenly transferred to a station with call letters of KN. Imagine the explaining, coaxing, condoling, and threats of punishment you must use on fingers #1 and #2 of your right hand. Just imagine the humiliation of that #1 extremity, who for ten long faithful years has been first to joyfully reach the keyboard, had done it willingly with all its heart and soul, never complaining of being tired when in reality it was exhausted, never getting in its fellow workers' way although they constantly bothered it, when its boss commands it to be second in line at the keyboard, and besides he lets that tall ugly finger with the broken nail that he has helped for so many years take its place - now it gets there first - it is despairing, one might as well crawl into the teletype gears and do away with ones self, there is no reward for years of faithful service.

Such things as that have kept us out of SEVEN-TWENTY. We're not slipping, nor do we thing the Mag is slipping - we like it and more power to it. We'll get a word in from our next station unless we are transferred out of there before we get acquainted. In that case we'll write from the next station unless - well maybe we could send a picture from someplace if someone will lend us a movie camera so we can get a few shots as we pass by.

The gang, as of May 1: W. J. Rowe, OIC; W. E. Wilson, SRO; soon to go to Roanoke as OIC; J. W. Brown, ARQ; W. C. Flanik (month of June set for marriage date - exact date not known - not even by the bride, due to the 5th man still in Concord).

-oOo-

#### NEVER MIND THE ALIBIS - SHOOT THE COPY TO US

Newark, N. J. (Regional Office)--Region personnel is swamped with work. Hence the reason for economizing on contributions to SEVEN-TWENTY. Really folks, we are genuinely sorry, but our journalistic talen has been dormant from downright lack of spare time, which explains the dearth of material from this rock-bound region.

As you all know, our Danny Givens has left us for Elysian Fields. Upon his departure we presented him with a handsome brief case. Wonder what he'll be doing with a brief case on the sun-kissed beaches of the hoop-skirted islands of Hawaii . . . hoop-la-la! Just the same, we hope Dan will enjoy its use for many, many seasons.

By the way, why not give D. G. a place on our frontispiece . . . he is going to our westernmost outpost, you know . . .

Sad note . . . our intrepid bowlers rolled down to fourth place at the end of this season's interdepartmental contest . . . they didn't even run "show". . . Ouch!



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# SECOND REGION

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## A STORY TO END ALL MIDWATCH STORIES

(Any resemblance to actual persons, living or sleeping,  
is purely accidental. . .We hope! - ED)

Augusta, Ga. (USACS)--After enduring two or three sketches in SEVENTY-TWO bearing out the idea that all hams worked midwatches - rounded the last corner on two wheels at 12:08 A. M., and thenceforth slept the rest of the watch - we decided it was high time for a story to end all stories re: the alleged synonymous connection between "ham", "midwatch" and "inefficiency".

So we take up the case of George. He was not a ham - he probably couldn't have gotten a license anyway. He worked the day watch - not the mid-watch. He was a Senior - not a Junior. His paycheck was calculated in folding money - not small change. He played golf at the Country Club - but didn't pay the paper boy.

A typical day with our hero began the night before since it is not recorded that he ever got home before coming to work. Without going into detail let it be said that George knew his way around. His eyes bothered him in the daytime but he seemed to have no trouble at night. On the last curve coming to work he did not execute a two wheel turn since such an effort to arrive on time would produce undesirable results. The midwatch might get to expecting him on time.

For the first two or three hours George catches up on a bit of shut-eye and after making two or three "armchair observations" he remembers that new copy of "Golfing World" in the car. After securing this he settles down for a couple of hours during which time a thunderstorm and wind shift pass the station. George doesn't know about this - he probably wouldn't have known what to do if he had.

Around 3 P. M. he ambles out to the car again and gets a golf club and a few balls and makes some practice drives down the E/W runway. He spends a bit too much time looking for a ball, and upon returning to the station discovers that he has missed the 3:35 sequence, but this doesn't worry him much since he reflects that there are always more and probably better sequences.

When his relief arrives at four, George spends ten minutes growling about the low pay and the fact that he expects to see high school kids operating the stations in another year. Howard, the evening watch operator, agrees wearily and notes as George leaves that the floor hasn't been swept, the wastebasket hasn't been emptied, the barograph sheet wasn't changed at 1:30, the correction factor for the barograph hasn't been recorded and the trace indicates plus two. The water bottle in the cooler is empty, the log sheets haven't been signed off, and when he turns up the gain on the 3105 receiver a voice greets him with "And don't forget, boys and girls, next week at this same time we again bring you the adventures of Jungle Jim."

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SVEN SEZ: Th' OIC caint tell how much ya know, 'ceptin' by wotcha do,  
and how much ya do it. . .



## SAM SUFFERS ON FERRIS WHEEL FLIGHT

Atlanta, Ga. (ATCC)--It seems that one of the controllers had quite a problem on his hands recently. A carnival was in progress just across from the airport and Senior Supervisor Sam Taylor, thinking of the short pants days went for a ride on the Ferris Wheel.. Everything was swell as long as the thing kept turning but when it came to a stop with Sam on top he suffered from altitude fever and requested a clearance for an emergency landing; he sent this request in "Q" signals, but the operator didn't have a book to look up the meaning of same, so there sat Sam swinging over the bright lights of Irwindale. After this sad experience suggestions have been coming in for holding at lower levels. Maybe the Merry-Go-Round will be better next time.

Considering the advancement of Industrial Safety Engineering, the Flight Progress board could stand some revamping. The critter is almost human in its vengeance and must be handled with respect. A careless cursing allusion to it will inevitably result in a nipped finger or a slatted bean. "Efficiency" Hammond is now almost reconciled to it, but whispers longingly over the rumors of the Washington automatic board which they say will be operated from a safe distance.

CAG Travelog - Manager "Stormy" Roose is now in the Windy City attending the ATC annual conference and we hope that on his return he will be able to enlighten us on the expected growth of ATC for next year. When "Stormy" left Atlanta 'twas just about the beginning of summer and in Chicago what did he find? Snow! the same thing he left there in the middle of last winter . . . Charlie Snider has just returned from a nice long vacation to find that he has to pick up his work on the night watchman's shift. A fine welcome to give a guy who's been off for a month . . "Walt" Girrard has just departed for Maxwell Field to represent CAG during the Army maneuvers and if the Army don't grabe him he will be back in a week.

Arrivals: R. E. Manning, from Austin, Tex., and C. P. Rosacrans, from Toledo, Ohio. A hearty welcome to these "gents" and best of luck for their future with ATC.

-oOo-

## PLENTY OF FUN AND FLYING AT COLUMBIA

Columbia, S. C. (USACS)--Our personnel is as follows: H. M. Carter, Jr., OIC; H. M. Smith, W. E. Mewborn, and W. G. Reece. HMC comes from commercial radio, HMS from USN, WEM from US Army, and WGR from CS in Washington, Station WAR. We are sorry to have lost E. F. Ogilvie, who has been promoted to "mid-CO" at AG. Our primary interest right now is in the coming of the fifth operator to this station. We hope it will be soon - we hope!

Columbia is a nice place in which to live. Practically every kind of activity is available here, including sports, education, all kinds of radio and flying, music, fishing and hunting, etc. The station itself is very active, and working conditions are good. When the Army leaves us we expect some drop in traffic, but the experience gained while they are here



and our very pleasant association with them has enabled us all to increase the standards of our work and our understanding of the aims of the CAA. If we ever reach the exalted status of SERAZ-DT (we hope) it will work us very little more - we're sure.

Those of you who are hams will be interested to know that WEM is our present representative here in that line. WEM/W4BAQ has a rubber xtl that will stretch all over the 40 and 80 meter bands. His rig runs about 100 "whats" exhaust (with no muffler) and he has a new hallicrafter De-fiant intaker. He'll be glad to hear from any other CAA hams. "CQ - QTRQ - QRZQ DE WEM." The local ham club (Palmetto Radio Club) is quite an active organization, and CAA hams here enjoy membership in it.

No report from this station would be complete without a few words about flying. Occasionally some of us go for a hop with HMC in his 50 hp Taylorcraft. Some of these days he plans to put in 2-way radio and give us plenty of practice. Occasionally some of us go to the S. C. Breakfast Club meets at various cities in the state. The last one at Aiken boasted 45 planes and 150 persons in attendance. WGR and HMC plan to fly up to the next BC meeting in Spartanburg, WGR's home. Hope they have a good time and put in their bit with a flpn. When and if that hop is successfully over, they plan to "lay plans" for a WA/COLLEGE PARK weekend. While talking of flying, we mention another active local organization - The Columbia Flyers Club, the married members of which are always in the "doghouse" the day after a meeting. About 18 to 20 ships are privately owned here, not to mention the CAA training program ships belonging to Hawthorne Flying Service, and the two ships that the S. C. Aero Commission maintains here. The number is increasing all the time, and we hope the training program will help to provide even more as it gets further along. We hope that aviation is showing the same growth all over the country that it is showing here. If so - nothing could be more pleasing to every CAA employee, we're sure.

#### OVERHEARD AT ATLANTA

Operator Ireland (looking out window at two CAA ships on ramp):  
"Well, one guy's Rothrock, and there's Hawkins; but who's the guy with the hair?"

#### "MOTHER'S ANGEL TAKES WINGS"

Excerpts from instructor's remarks on student's performance, as reported to Private Flying's Analysis Section on a 527:

12/23/39	Upset stomach
12/29/39	Upset stomach
1/ 6/40	Wish Mama would stay home
1/12/40	Did well today
1/16/40	Wish Mama would stay home
1/17/40	Final flight before solo. Pilot can't fly without mother watching. Pilot did better than mother on solo.



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# THIRD REGION

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MODERN MASTERS SERIES - NO. 1

(See inside back cover)

Golva, N. D. (USACS)--We Siberians don't imagine that you have ever cast an eye at a drawing such as this before and therefore we enclose it as a piece of work performed by our talented operator R. W. Slone, ACO. The rest of the personnel here at Golva consists of the following men and boys: N. C. Hammer, CO in charge; G. T. Harris, ACO; S. Peterson, ACO; and L. W. Berg, ACO. They are all pretty nice fellows, I guess. As you can see we are mostly followers of the camera, all except Slone and Peterson, who pursue various types of recreation such as suits their fancy. Incidentally, Peterson, Hammer and Slone are ex-Army operators while Harris and Berg are ex-Navy. Take it easy, fellas!

Some of you fellows may be interested to know that we have a very modern and up-to-date station here at Golva. We create our own electricity with a pair of diesels and have dual equipment all the way through (including a local test jack in which we tend to leave the teletype transmitter plug when the weather sequence is at the bat). We have electrostatically controlled heat in the watchhouse and bachelor quarters. The quarters are furnished well, including cooking equipment such as an electric stove, refrigerator, dishes, etc.

-oOo-

LET'S FORGET THE WINTER, NOW - IT SNOW JOKE

Frontenac, Minn. (USACS)--Frontenac radio calling all SEVEN-TWENTY readers. . . Frontenac radio calling all SEVEN-TWENTY readers. . . stand by while we give you the dope on the latest occurrences in this part of "Swedeland".

We moved to Frontenac from Hager City, Wis., on January 10 and the fellows are very pleased with their new quarters. The new field is really something to brag about and I dare say it rates with the best emergency landing fields throughout the United States.

The town of Frontenac is located just a short distance from the shores of Lake Pepin and for the benefit of those who wield a wicked rod and reel, we want you to know that it is an angler's Paradise. Nature really worked wonders here as far as the scenery is concerned, and judging from the tourists who congregate here every summer, there are more than a few who appreciate it. If you are looking for some place to spend part of your annual leave, why not come up and see us some time? ? ?

Following is a list of "our gang" and where they hail from: Ward V. Hixson, OIC, Huntington, West Va.; Bob X. LeFevre, UCO, Green Bay, Wis.; Roy L. Messmore, UCO, Linton, Ind.; Cliff F. Susag, UCO, Alexandria, Minn. (expected soon); Jos. "Mac" MacAdam, UCO, on relief duty at this stn, McCool is his headquarter stn.

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So far we haven't said anything about our winters up here. That, of course, is a different story. Occasionally it gets down to 25 or 30 below zero. Didn't have quite as much snow this year compared to previous years, but there was about 12 inches on the level and the drifts were anywhere from 3 to 5 feet deep. Not so good when you have to live in Red Wing and drive 22 miles a day to and from Frontenac. Coal is \$12.50 per ton up in these parts, and if you don't use more than a ton a month you are getting by easy.

-oOo-

#### THUMBNAIL BIOGRAPHIES OF THE NEW CLEVELAND CONTROLLERS

Cleveland, Ohio (USATC)--Most of the older men have had their biographies written in more or less detail so with mere mention of those we will pass on to the newer men. Manager, C. W. Schott; senior supervisor, D. D. Thomas; supervisors, M. J. Sakole, D. R. Whitney, W. V. Fox, and G. H. Campbell. Here's the dope on the controllers: P. H. Goedert came to CCV from United Airlines at Chicago and has also done some miscellaneous flying. Ed View is from the Detroit City airport control tower. He and Paul Goedert both came to Cleveland about ten exams ago. In the sixth exam group we have J. D. Saunders, who left sunny California and the Army to join ATC at Cleveland where the sun shines seldom and the snow storms often. R. H. Bell had only a hop, skip and a jump to make when he reported after having received his telegram at the Akron control tower. H. W. Evitts is an ex-Marine and came to CCV from the communications section at CV. B. J. McGourty saw service in the Chicago control tower and he still thinks Chicago is the capital of the world. V. T. Erickson was with United at Newark but now claims Shaker Heights as his adopted home. S. A. Soulek, stenographer, is a local product who came to us from a downtown office. During March, three new controllers-in-training reported and are now looking forward to the first month's exam. W. O. Newton and W. B. Duncan reported the same day and walked in the door for the first time at nearly the same time. Newton is from the Army at Ft. Worth, and Duncan was in the control tower at Dallas. A few days later O. M. Hasek reported from the control tower at St. Louis. And that (for the moment) is the personnel set-up at the Center. Perhaps we'd better report again in a couple of months.

Familiarization trips and leave schedules are topics of general interest at the moment. CNK, CPT, CDT AND CCG and the communications station en route will no doubt see some of us soon. Recent visitors to the center include Glenn Gilbert, John Huber, Homer Cole, Harry Copland and Jack Tighe. How about seeing some supervisors from other centers. The only ones we have seen are Matucha, Cowart and Simpson from CDT, and Timmerman and Bowen from CCG. All ATC and communications personnel are always welcome.

Congratulations to ex-Acting Supervisors at other centers who have recently been reclassified. It's quite a sensation. And incidentally, CCV makes a bid for the "Airway Traffic Control Center With Most Supervisors On Probation" title. What can you offer?

"You can take my word for it," sez Flapper Fanny, "coffee isn't the only thing that's fresh when dated!"



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# FOURTH REGION

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## OFFICIALLY AND OTHERWISE

Fort Worth, Tex. (Regional Office)--Considerable activity has been experienced in the region during the past three or four weeks. A Regional Conference was held in Dallas with respect to airports, attended by representatives from the five states comprising this region. In attendance from the Washington Office were Messrs. Elwood Cole, A. B. McMullen, John B. Bayard and John Hunter. The session lasted two days affording an opportunity for thorough discussion regarding all phases of airport construction and development as applicable to this region. Participating, in addition to the above mentioned, were state, county and municipal officials who are directly concerned with the advancement and development of the airport system. In addition to the above meeting, the Southwestern Aviation Conference has just been concluded at Tulsa, at which time all phases of aviation were discussed by national, state and local officials.

We are glad to welcome the following personnel who have been added to the region during the past few weeks: Raymond C. Woodward and George D. Childress, Air Carrier Inspection; Glenn W. Cain, Regional Depot; John D. Waage, General Inspection; and Ralph A. Reed, Air Safety Board. The Regional Office is glad to have the new additions and looks forward to a pleasant association in carrying out the responsibilities of the office.

### Monroe Ops Lead A Fast Life

The Regional Manager is always pleased to give commendation to personnel who have carried out the duties as reflected in the letter quoted below to the U. S. Airway Communication Station at Monroe, La. Congratulations to the personnel of this station:

"It is noted that the operating staff of your station attained an average speed of 53.1 words per minute on teletype and an average of 22.8 words per minute tape reading on the standard tests administered by Assistant Communication Supervisor F. T. Unruh during the course of the routine (450) inspection March 23, 1940.

This demonstration of proficiency reflects a program of conscientious study and practice followed by each and every member of your staff. We would like to take this opportunity to commend Messrs. Cooper, Drury, Parmley and Lear for their part in bringing the Monroe teletype proficiency record up to top place for the Region. A copy of this letter is being made a part of the personnel file of each of the operating personnel concerned."

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SVEN SEZ: It ain't watcha know, but watcha do that counts . . .

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Q: "Does your wife pick your suits?" A: "Nothing but the pockets."



### We Couldn't Gopher This Work At Any Price

A time sheet was received in the Regional Office, which gave the following data concerning the activities of the person hired:

"NOTE: Above time covers period spent in exterminating rodents on Field Site 14 A-SL, Dill Field, for the month of March; 82 gophers were caught during above period."

Although the rate of pay was shown as 20¢ per hour with total amount due \$4.10, it appears that the employee was actually paid a nickel per gopher caught. Probably should have been done on contract basis.

### Sounds Like Fowl Play Here

General Mechanic Landon and crew, installing the new intermediate field at Sulphur Springs have a pet hen. It seems that an old Brown Leghorn hen built a nest on the end of the spare gas tank platform under the bed of a four-wheel grader truck. Each morning when the truck driver gets on the truck to begin the day's work, the old hen takes her place on the gas tank platform and rides with the truck until quitting time, taking time off for lunch with the crew. Sometime during each day (to date) the hen does her daily duty by laying an egg in the nest on the platform. One day the hen missed the truck going out after lunch, and when it came in she started running toward it before it stopped, and as soon as it stopped she took her position on the platform and promptly performed her daily duty by laying an egg. The truck driver has claimed the eggs as his, and states that they are of a nice quality.

-oOo-

### IN WHICH WE INTRODUCE UNCLE B. GHERKINFIZZ TUMTWADDLE

(In a recent interview, Tummy (as he is known to his intimate friends) stated that he writes just for his "own amazement."

Galveston, Tex. (USACS)--Change of address: The esteemed Igglipickle Pip, one-time poet laureate and swing man of this motley crew, has absconded to Fort Worth and the midwatch - clear proof, claims the Galveston Chamber of Commerce, of the man's dementia. Please address all subpoenas, time bombs and mash notes to Pip in care of that station - it's getting too hot down here to steam open the envelopes, anyway.

In Mr. Pip's place we now have B. Gherkinfizz Tumtwaddle, the Dorothy Dix of the CAA, known to one and all as Uncle Benny. Operators the country over seek Uncle Benny's advice on matters of moment, and we now ravage the pages of the SEVEN TWENTY with U. B.'s sage and gracious responses to a few of the more harried questions.

Flapper (at ball game): "And what are those men way out there for?"

Boy Friend: "They're fielders. They catch flies."

Flapper: "I wish you'd quit being so sarcastic when I ask you a civil question."



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DEAR UNCLE BENNY: I have been on the midwatch so long that I blink in the daylight. The pretty young gals along the streets here think I'm winking and try to flirt back. This is very embarrassing to me and I'm hoping you can suggest a remedy.

OWL EYES

DEAR OWL EYES: How about a mutual transfer?

DEAR UNCLE BENNY: The other evening I had the 3105 receiver tuned in on Tommy Dorsey and was getting a little cat-nap when in walked the Supervisor. Do you think I did the right thing by jumping out the window?

CRIPPLED

DEAR CRIPPLED: Not unless the Supe was right behind you, I hope.

DEAR UNCLE BENNY: My boy is a CAA operator in East Weejunk, Minn. Is there any danger of his falling down and hurting himself when he measures those high ceilings? Or getting crushed by that sea level pressure?

LOVING MOTHER

DEAR L. M.: I myself have been pierced by several dewpoints, but we in the CAA must bear these dangers for our country.

DEAR UNCLE BENNY: I am about to go on annual leave, but the pawn-broker here will only give me fifty dollars on the spare teletype. Can you imagine a gyp like that?

INDIGNANT

DEAR INDIGNANT: You can't trust anybody these days. Try throwing in the standby transmitter - you may get more.

Just mail your questions to UNCLE BENNY, care of your local psychopathic ward, and enclose ten dollars to cover cost of mailing. At the moment Uncle Benny also has on hand a good bargain in broken-down Seeing Eye dogs for sale to timid operators who are afraid to go out into the dark to make their observations. These dogs are trained to accompany the operator to the instrument shed, barking cheerily all the while and offering protection from any pixies which might be lurking behind the rain gauge.

-oOo-

#### ODDS AND ENDS FROM THE COW TOWN

Fort Worth, Tex. (USATC)--If you think the Ides of March are something to beware of, drop by CFV after the First of April. It will be a place to beware of - what with more than 130 scheduled operations daily and more pending, plus heavy Army, Navy and itinerant traffic. This cattle-crossing is not to be confused with any hay-ride.

Center Manager C. T. Tolpo this week posted a letter from Henry O. Parker, CWA Controller. Parker puts us on our guard against an impending visit by "Wolf-man" Sinclair and Jack Gross, both of CWA and local lads in these parts.

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Coming and going at this Center this month are E. R. Chattin, new Controller, and going, we regret to relate is Acting Supervisor John N. Palmer, who couldn't resist the lure of prosperity and will resign to dispatch for Braniff Airways.

Proud owner of a green-looking new Oldsmobile this month is Arthur (Senior-Supervisor) Lybarger, who has used this infernal machine to defy Part 60 by flying too close to the ground. Art reports the thing will really go.

A horse-trade in these parts was a thing to beware of until a few years ago, when car trading took its place. But leave it to Acting Supervisor Otto H. Richardson to out-trade the professionals. Otto held out until one careless car salesman offered him \$410 for a 1930 model Chevy coupe. Otto is driving a brand-new Dodge.

Add to the Western Regalia of T. N. (Big Tom) Gore, a pair of handsome, made-to-measure cow-boy boots of a type far too expensive for a sho-nuff cowboy to buy. All Tom needs now is a made-to-measure horse, which would probably be much too big to get under one hide. Tom has gained 25 pounds!

Controllers Jimmie Wright, Bruce Heath, C. H. Thomas and your correspondent anticipated with glee the recent transfer of Controller J. C. Torpey to CFV. He owned an airplane. But he sold the pesky thing and this center is still a-foot.

Center Stenographer Larry DeLoach made headlines in this center by getting married and getting his throat cut too. He was married a month before the Center got word of it. He tore up his car and, upon running his head thru' the windshield, sustained enough cuts and bruises to keep a dozen physicians busy for a week.

Latest addition to Controller Jewell's family has one black eye and one white eye. It came in the other night in a box from St. Louis. It is a dog.

-oOo-

#### IN WHICH SVEN TUHENNY RATES ORCHIDS

Fort Worth, Tex. (Central Depot News)--The April issue of the Seven Twenty has just been received here at the Central Depot, and we like the new arrangement of paragraphs and heavy print at the beginning of the Washington office and each region's contribution. Also, congratulation on the return of Sven Tuhenny.

Here's a sample of the amount of sending and receiving the C. D's doing these days. Since March 15 to date we have received approximately 532,450 pounds and have shipped out about 334,213 pounds.

Baughn M. Clayton, Radio Electrician, and late of the 7th Region (a Seven-Twenty contributor from Castle Rock, Ore., to be specific) reported for duty on March 25.

We thought that Erven R. Hoefar, romantic young bachelor of our office, was the acme of straightforward, upright, young manhood, but our faith in his character was somewhat shaken when we heard of his recent run-in with the Ft. Worth Police Department. Better get that tail-light on your jalopy fixed, Erven!



As we write this, Austin D. Wood, former Jr. Clerk-Steno here, is probably nearing DC, where he has been transferred. Best of luck in your new job, Dave. Another expected addition to our radio personnel is Farrar A. Simons of USACS, Mo., 5th Region.

Softball season is in full bloom now, with players in mid-season form (such as it is). We played a group from the local NYA office this week, and after the smoke and dust of battle had cleared away, the CAA team was the victor by some 8 or 10 points.

Y. Jacobs, Radio Engineer from the Radio Section, Washington, was a visitor at this office recently, in connection with the installation of fan marker equipment.

C. D. Radio Club News--W5INY, 14196 KC--W. G. (Griff) Edwards, newest member of the Radio Club, has received his ticket and call, W5IXR. Congratulations on your examination grade of 85 per cent.

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## FIFTH REGION

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FISH ONE FOOT DEEP AND SCATTERED PELICANS--WOW!

Denver, Colo. (USACS)--Most anyone who has visited southern California is probably familiar with the well known phrase "very unusual weather" which they tack on to anything from a cloudy sky to a misty season--(known elsewhere as the rainy season, and how)..

Ye scribe herewith suggests that unless they can go the following weather report one better, they should forever hold their peace for here is really unusual weather...page Ripley.

(0535C OBSN 4/14/40--UO OOM 100/70/60C 981 MOSQUITOES OBSTN VSBY)

Now I've heard of Wyoming's famous duck overcasts, but when mosquitoes either get so big or so numerous that vsby and ceiling is reduced to zero, I claim that you have a unique situation to say the least. How about Cartoonist McCamas depicting the plight of our brother operator on watch at UO when the brutes took possession of the TITP equipment and forced him to retreat into the receiver cabinet QQ?

The only way for BU to get back into the limelight with "unusual weather" again is to issue a report about the field being unsafe for all types ships due to fish one foot deep on all runways and scattered pelicans making flying hazardous...

-oOo-

Operator John F. Betts of Trinidad, Colo. wishes to express his appreciation to those operators in the 6th Region who answered his recent inquiry regarding a swap.

OVERHEARD IN A FOURTH REGION BAR-

Shoot tequila to me, Sheila!  
Okay, shoot tamale to me, Mollie.



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# SIXTH REGION

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## IN AND AROUND SANTA MONICA HEADQUARTERS

We came in for a number of visits from members of our official family during April, among the visitors being Messrs. Hester, Hinckley, Woodmansee, Ward, McMullen, Boutelle, Gilbert, McWilliams, Jackson, Lanter, Povey, Franklin, Nicholson, and Miss Ramhker of Chicago, and Mrs. J. M. (Mary, tous) Beardslee, en route to the land of tundra and tuna.

The gang still turn out in large numbers for bowling every Tuesday evening, and there is keen rivalry between Aircraft Airworthiness and General Inspection, with GI keggers still insisting that they can take the AA outfit any day of the week provided AA doesn't demand the handicap which they have been given in the past. Steve Rolle turned in the highest series of the season on April 30th when he piled up 650 pins.

At recent parties, given by the J. S. Marriott's for regional supervisory personnel on March 3rd and 10th, the playing of military whist was the cause for much merriment. Ed Yuravich stole the show, however, by giving the ladies free cooking lessons, which were more or less appreciated. 'Tis said that Ed is the first culinary expert to come up with a receipe for stuffed sardines, and this gent sure does things the hard way; the sardines, so I'm told, are stuffed with trout.

We welcome into our ever-increasing field family Miss Susan Lorayne Greenwood, a 7 $\frac{1}{2}$ -pounder who was born at Needles on March 18, 1940.

-cOo-

### BET THE CENSUS TAKER HAD A TOUGH TIME WITH THIS GUY

#### Answers To Queries In Circular Of March 7, 1940

QUESTION Has your wife had a baby recently?

ANSWER How in (one word censored here) can a fellow tell on these isolated stations--haven't been home lately.

Q. Do you have trouble getting junior to eat his spinach?

A. Since getting docked five bucks for quarters, junior has to give up luxuries.

Q. Are you planning marriage?

A. No. Jails are too cold this time of year.

Q. How's Grampaw's rheumatiz?

A. I should dig him up to find out.

Q. Is any one in our official family ill?

A. I have my suspicions.

Q. Who rates orchids? For doing what?

A. The Chief Op. For not shooting a certain new addition to this station.



- Q. Who rates onions? Why?  
A. Las Vegas personnel. For obvious reasons.
- Q. Where ya been? Where ya goin? When? Why?  
A. Down to call on Maggie. To Europe. My wife just found out.
- Q. Have you heard anything funny on 3105? 4495? 6210?  
A. Optimistic guy trying to raise Farmer Brooks at Blue Canyon.

You asked for it. So there you are. If you really want news you've got it.

Yours for bigger and better funerals,

Sour Puss

-oOo-

#### IN WHICH THE HOLLYWOOD INFLUENCE IS STRONG

Red Bluff, Calif. (USACS)--"THE RAINS CAME" and are now "GONE WITH THE WIND" we hope, but most certainly left "GRAPES OF WRATH" strewn in their wake. The recent high waters have receded and the people hereabouts are out taking inventory of what is left. G. E. Robinson has finally got his car dried out after its dunking in a small stream, that is, what had been a SMALL stream before the deluge, while enroute home from the Airport. Happening to be a passenger with him at the time I didn't mind the car (his car) getting wet. But after looking the situation over it developed I was elected to remove my shoes and sox and wade ice water to higher ground and go in search of a tow truck.

Finally got the station turned over to Joe Tippets at Sacramento, and transferred to FH in time to do some Steelhead fishing, at least that is what the natives told me I was doing, but I have decided I wasn't fishing at all, but was supporting the local sporting goods store by purchasing tackle. All I ever caught was one sucker (bless him) and plenty of snags. Steelhead fishing, BAH!

I hear scuttlebut of a conference at Regional headquarters. When?... Pleins, CO, says he likes FH fine, but didn't know there could be so many mid watches in one month...Foster and Heid, CO, are waiting more or less impatiently for the results of the Alaskan bids...Chas Tate, SRO, doesn't like to shellac the teletype paper rolls, he says reminds him too much of pre-prohibition days--a roll of cotton and a loaf of bread.

#### CAA STENO STRIKES PAY-DIRT IN ALASKA

This is the easiest way we have ever heard of to make a fortune in Alaska. According to a United Press report from Anchorage, Clara Hansen, a young CAA stenographer, won \$90,000 in the Nenna ice pool, big annual gambling classic, by guessing within one minute the time the ice would break on the Tanana River. Clara had her telephone disconnected to foil the swarms of salesmen who tried to cash in on her new-found wealth.



Suisun, Calif. (USACS)—Flash! At present, JCO C. W. Franklin is the center of attraction. Everybody here is waiting with bated breath for reports on his latest "discovery", the little "Oakie" (apologies to Steinbeck). Rumor has her age anywhere from fourteen to eighteen. Personally we doubt it. The right Honorable Mayor of Suisun acting as a substitute in this instance for Dan Cupid. According to this she should be a bit of all right. The aforementioned Mayor being no mean judge of feminine pulchritude.

There doesn't seem to be much on or about S. S. Williams UCO he being married and more or less settled down. We just hope that he has given up softball. We want no more broken legs when there is no relief man available.

UCO V. D. Brooks hurrys to work in the afternoon to escape the family and at midnight hurrys home to his Ham Rig, the family having settled down for the night in the meantime. WyDUZ on 40 and 80 meter CW is his usual hangout when working which is rather intermittent.

About UCO M. A. Harritt we have our doubts. He says he may grab a ball and chain while on leave next month. Sometimes we doubt it then again we wonder. We shall see after his leave expires.

HUCO G. E. Eckholdt is still looking at the world through rose colored glasses. The honeymoon hasn't worn off yet. We know because he still comes to work with lipstick here and there from ear to ear.

-oOo-

#### A BELATED INTRODUCTION OF THE SALT LAKE CITY LINE-UP

We couldn't squeeze the Salt Lake copy into the last issue, so here they are: H. E. Davis, OIC, army and xnav; H. O. etc.

Introducing: H. E. Davis, OIC, army and xnav; H. O. Walker, Sr., xnav; E. C. Anderson, army, coml, lighthouse, WIKYB; L. J. Byars, coml, W6SBD; J. Dittrich, army; R. Hacker, army; M. A. Pohl, xnav, CG, W6PDZ; R. N. Sherwood, xnav; S. F. Shellaby, xnav; J. E. Striplin, army; L. O. Travis, xnav; R. B. Tossey, Coml, CG; C. H. Willhoite, xnav; and M. I. Walters, xnav.

And ECA's little ditty gives expression to the wanderlust which grips the boys around this time of the year.

From Mid to 8 we're pounding code  
 A longer row we've never hoed  
 We've got to do it to get by  
 But Holy smokes it sure is dry  
 To copy mile long strings of talk  
 Should make old Job get up and walk  
 But when the RR whistles start to blow  
 We think of places we could go  
 Aboard some deep sea roving tramp  
 Waikiki, Cocconut grove.....

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Ashfork, Ariz. (USACS)—It is announced, that a new C.A.A. Operator has arrived on the scene, in the R. C. Moore Family. He has been given the name of John William, and although he can't stand a regulation watch at the present time, it is assumed that he will be able to in the not too distant future.

-oOo-

#### CAA AMATEUR RADIO NET

The regular monthly rag-chew of the Western Section CAA Amateur Radio Net, held April 11th, had its difficulties, for the first time, because of poor conditions.

Those stations present were as follows: W6OMR - Winslow, Ariz.; W6CFH - Delta, Utah; W6PDV - Reno, Nev.; W6SBD - Salt Lake City, Utah; W6BWS - Salt Lake City, Utah; W6OZ - Daggett, Calif.; and W6RXQ - Daggett, Calif.

W6PDV and W6RXQ were lost early in the meeting due to heavy interference, however the confab continued with OMR, CFH and SBD holding the fort.

We can't seem to budge some of the CAA amateur phone stations into the net in spite of all efforts. What's the trouble fellows, a little CW won't put you under the table, or will it?

Hope you fellows like the new Notice of Meeting cards which were sent to you. They come under the heading of Contributions to the Net via OMR and CFH.

We missed that salty swing of Al Halls, W6QWS, who generally puts in a larrupin signal down Arizona way.

If 'ole 6RIG keeps all his appointments the way he does for the meetings we sure are going to be strangers after a spell. And how about AGF at Burbank and 5DGP at Acomita? Come, Come lads.

During the wee hours of the morning have been hearing K7's rolling in without any trouble. Guess we will have to get that sked going with W6PUR/K7 at Talkeetna on 7 mcs. How about it Nick?

We have been using a peculiar system of holding meetings lately but it seems to work out fine. After the roll call, each man has his say asking or answering questions or what-have-you. It makes the meeting go a long way farther than a set of rules or regulations would.

Still waiting on the Central and Eastern sections reports and expect we will have them for the next issue of the check. No more dope in this report,

73's until our next meeting--W6OMR

A Sultan at odds with his harem  
Thought of a way he could scare 'em;  
He caught him a mouse  
Which he freed in the house,  
Thus starting the first harem scarem!



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# SEVENTH REGION

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## DOTS, DASHES, AND STATIC FROM THE NORTHWEST

Burley, Idaho (USACS)--It's almost time that we re-introduced ourselves. Since this station blossomed forth last in the Seven-Twenty, an almost complete turnover of personnel, from "Boss" on down has taken place.

E. V. Whitlock, formerly of "BE" (Ex-Navy) active "Ham", (7GDU) baseball fan, and champ horseshoe pitcher, has the helm as OIC. Where could you get a better combination? I'm asking you!! "Ev" recently won the DX contest for Idaho, but kinda lost out on the SS contest on account of being QRL with more important duties because some gink pulled the wrong switch at "BX" and couldn't crank her up again.

L. S. "Leo" Payne, ACO. (Ex-Navy) authority on wind velocities and zerp ceilings, came breezing in a few months ago from Mullan Pass and has gone in for Idaho spuds and chickens. (The kind with feathers) We hear via the grapevine that besides being a first class weather man that Leo also swings a wicked skillet and would probably put the Waldorf's Chief Chef to shame. How about a CAA weiner roast Leo, or you might make it fried chicken.

T. H. "Thorney" Weaton, ACO. (Ex-USCGS) is the newest addition to our happy family. He came straight from Alaska and arrived in the nick of time to act as advisor to those of us who were Alaska minded during last month's gold rush. "Thorney" is another ardent ham (K7AUM) and packs his vest pocket transmitter around without much difficulty. The dope is that the rig gets its power from one of those generator driven pocket flash-lights, but he won't give us the lowdown. Anyway, he is having his thumb-nails manicured and going in for the next big DX contest.

W. F. "Walt" Mee, ACO. (Ex-Commercial) springs fresh from Strevell, says he likes BX better every day. Judging from Walt's travels over the seven seas and his numerous visits to Shanghai and Singapore, we spud growers feel complimented. The only thing we hold against the old boy is this "MEE" proposition. We are all getting grey headed trying to figure out whether Payne and me is actually Leo and I, or whether Walt happens to be mixed up in the deal. How about tacking a "D" or something on the end of that handle--we'd all stay young longer.

W. P. "Shang" Boyd, ACO. (Ex-Navy, Army and Coast Guard) is the one survivor of the turnover. He is also an active "ham" (W7BMY) and talked his wife into getting a ticket too. They say when he gets on the move, it's two pieces of household furniture and two truck loads of radio junk. How do you train em Shang? Just came back in the CAA last September after a year's vacation and was here to greet us upon arrival. Asked how he liked being back, he says this cruise is for life--even if he has to stand in the crows nest of the center tower in his pink pajamers and holler "A" and "N" from Mid to 8 AM when BX is Brono Ranot.

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-oOo-

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SVEN SEZ: A guy's gotta gripe about his job wunst in a w'ile, but long's he's doin' it, he might just 's well gripe constructively. . .



Dillon, Mont. (USACS)--Of the original complement of 001400, remains but the OIC, one W. L. Sonnenstuhl, Ex-navy, and his sub-chief E. W. Olson, known as Olie, also Ex-navy. Next in line is C. G. Brown, Ex-CG, Wea Bur, etc., from Portland area, followed by D. C. Hawkins, Ex-army, from the wilds of Spokane, both the last named about to break their one-year old shell and peck at a bid or two, if any. The 5th man, unknown, still pending, but badly needed before the OIC loses his remaining few hairs from overwork????

Just a tip to you ops in the 7th, next time DE comes up POFAC don't be afraid to bite on it, for this is one of the nicest little valleys you can find anywhere. Normal college town of about 3000, right on a river, fishing unexcelled, plenty of scenics, weather can't be beat. We do have a few mosquitos (N. J. please copy) but Sta-way (commercial plug) does the work and eliminates their hazard.

Control is 4 miles from town, range is 4 miles further, and at long last we are getting a recognizable hi-way, after the OIC has practically wrecked his 36 V8, which is sposed to hold up till around 1942.

The OIC is the gadgeteer of the station, ask any of the lads in this outfit who had to put up with him in the CR gang on the old USS Mary, 26 to 30. Come around some time and see the collection, a few of which are doing duty at the station, making life a little easier for the over-worked?? oprs.

Olson, sub-chief, is the walking file and manual index, also tltp fixit man in the making, and yearns for the day when he can be OIC (not acting), and know why the range courses work like they do. (OIC: I don't.) Became proud pap of a future CAA steno, back in January, and his homework consists of mntnnc of same, plus a little low-powered but dern efficient 40 meter hamming squeezed in, call W7HIH. If you're interested in Montana hunting and fishing, contact Olie.

Brown, next in line, is the adventurer of the gang, loads himself and his family plus canine in his trusty V8, and follows unknown and barely visible trails to their end or till he runs out of gas. Also runs a real-estate business on the side, catering to bluebirds only, has set up one family right next the office here. Is entrusted to the delicate position of nurse to the rcvrs and typewriters, no comment.

Hawkins, the lone army man, poor soul, is a hunter and fisher of the old school, (in or out of season--psst, here comes the game warden) anyway Don knows how to forage. Is getting set to blast a  $\frac{1}{2}$  KW on 40 one of these days, call W7ECG, spends his time on duty using up the station's 6 mo. allowance of furniture polish in less than a week, and wishing the mid-watch opr. would get here, if any.

Note in April 720 items re some old navy buddies, Barnabei, Cromwell, and D. C. Walker, greetings from an old shipmate.

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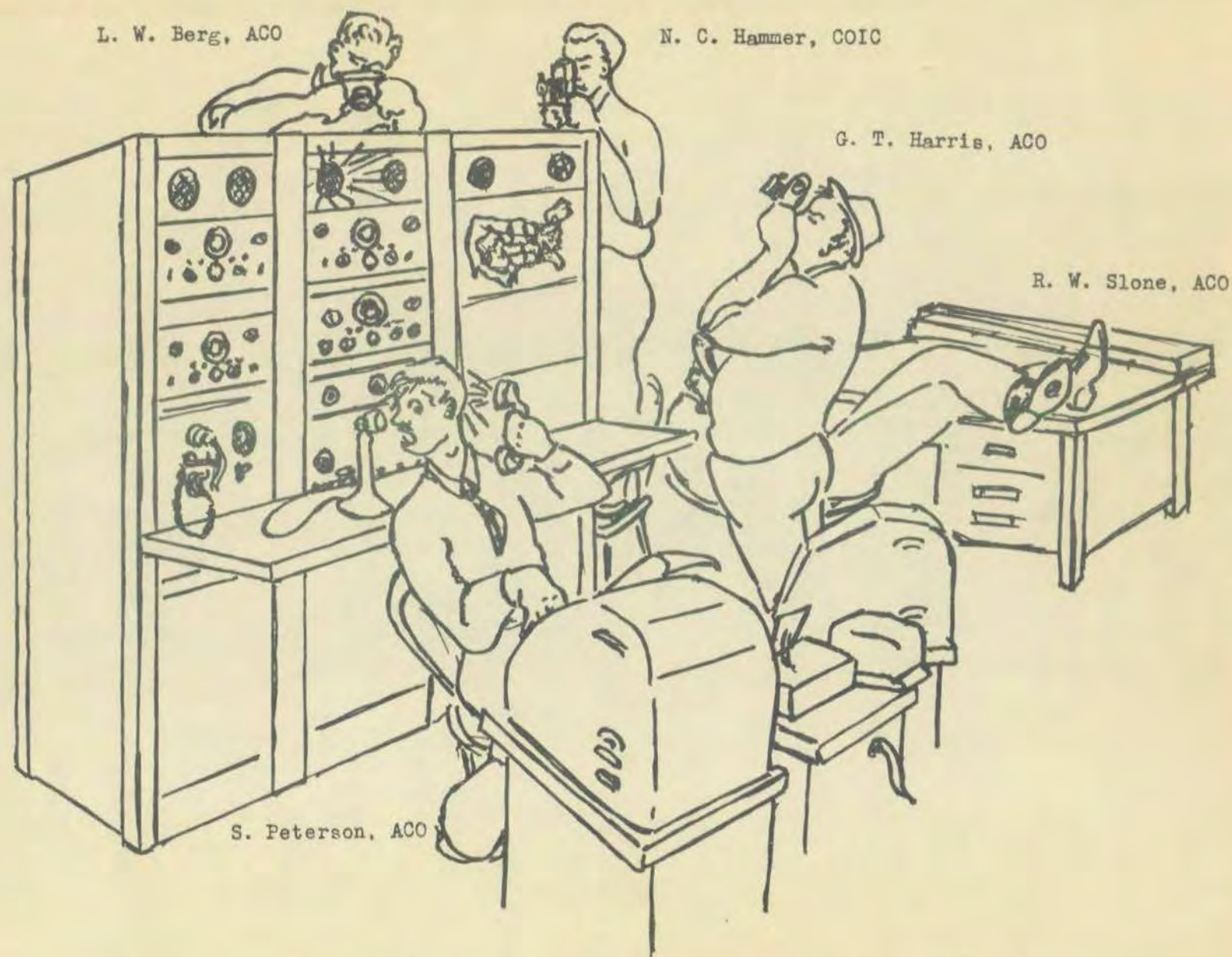
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Him: "Well, I suppose you're plenty angry because I came home with this black eye last night."

Her (sweetly): "Not at all dear. You may not remember it, but when you came home you didn't have that black eye."





Personnel of USACS, Golva, N. Dak., pursuing characteristic occupations.