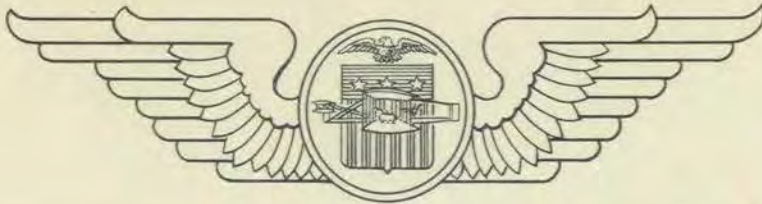


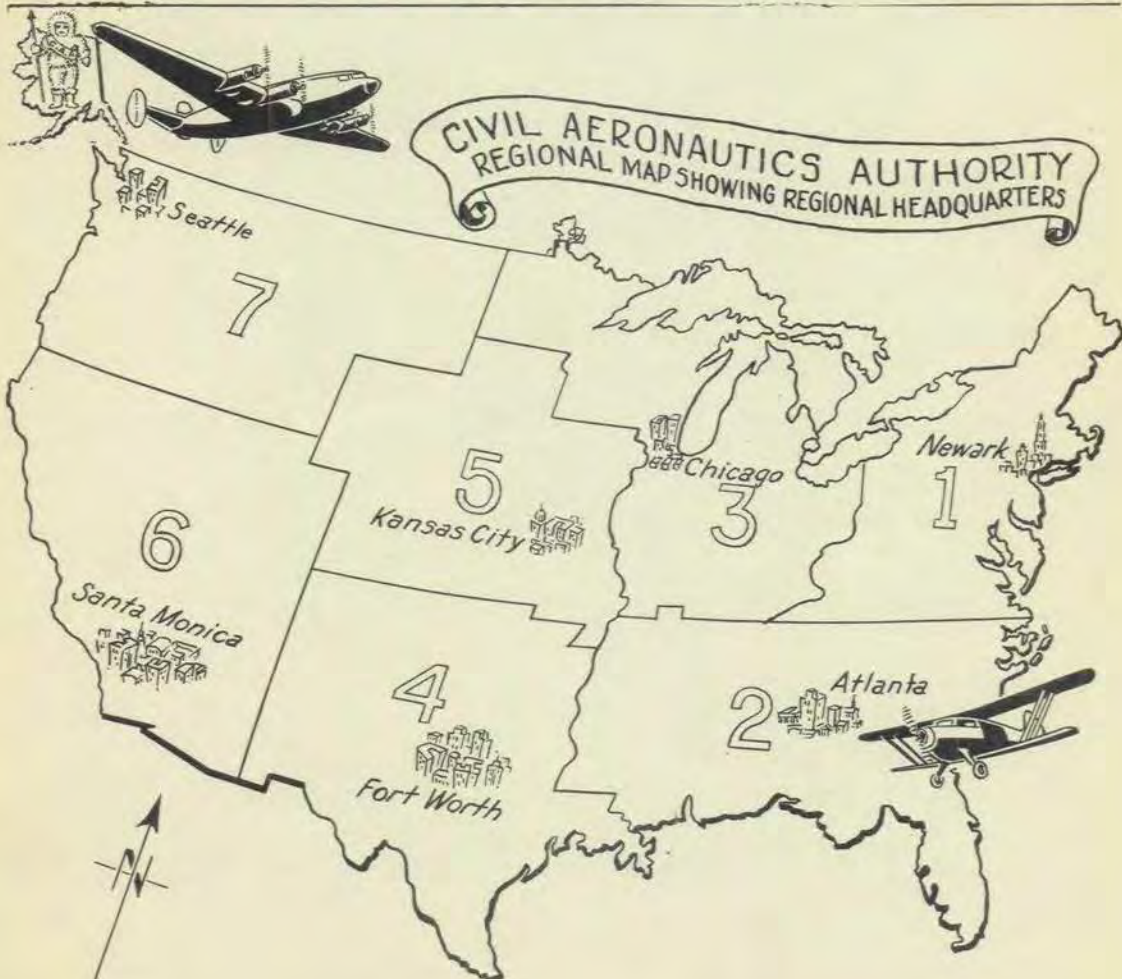
# "SEVEN-TWENTY"



Vol. 40

March, 1940

No. 3



Issued Monthly by, for and of the  
**CIVIL AERONAUTICS AUTHORITY**

Ye Ed has just finished seeing "GONE WITH THE WIND" and in those few moments of the 4 hours that Scarlet wasn't intriguing me I was figuring out what an apt phrase "gone with the wind" would be from an aeronautical standpoint.

For gone with the wind are the doubting Thomases and skeptics who thought the Wright brothers were crazy on that memorable day at Kitty Hawk.

Gone with the wind are the doubters who proclaimed that military aviation would only amount to a few folks hovering in the air in a box kite shooting at each other with a revolver or shotgun.

Gone with the wind are those who predicted flying would only be for the Superman. Today there are approximately 32,500 people holding active civilian pilot certificates. We predict by the end of 1942 there will be 96,000, possibly 100,000.

Gone with the wind are those who believed that the manufacture of airplanes would be a slow, tedious, expensive process and that volume would never be possible. Today there are 13,200 planes in the United States for which Federal airworthiness certificates have been issued. By the end of 1942 there will be at least 25,000 such planes, possibly 30,000.

Gone with the wind are the incredulous ones who doubted the feasibility of airline transportation. In 1937 1,300,000 passengers traveled over the domestic airlines in the United States or on airlines of American registry crossing the oceans or the territories of foreign nations. In 1939 these airlines carried about 2,000,000 passengers. In 1942 these airlines even without extension of route mileages should carry at least 4,000,000 passengers. Air express and air mail tonnage should in 1942 be at least half again as great as 1939.

Gone with the wind are those who predicted safety in the air was impossible. CAA press release of March 5, 1940 quotes the Washington Times Herald as follows: "U.P. - 'President of Air Transport Association of America announces completion of 11 months' service, or 78,460,000 air miles by domestic scheduled air lines without fatal accident.'" 10,000 youth of the land are learning to fly under the C.P.T.P. - so far with only one fatal accident in something over 100,000 hours of flying time.

Gone with the wind are the exponents of fair weather flying only - for today, radio plus CAA facilities plus common sense have created a nation-wide system of excellent and safe Federal Airways.

Gone with the wind is Doubt and Fear. Behind all this is the guiding hand of the CAA - insisting on safety for one and all.

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CAA Press Digest

SHELL OFFERS FLYING AWARDS--\$15,000 scholarship and gift fund started to further aviation; 9,000 student aviators under C.P.T. program eligible; winner will receive \$1,000 scholarship; awards to be made on basis of student's records in flight and ground courses and his ability to execute specified flight maneuvers.--Toledo, Ohio, Blade, 2/23.

Abstract from speech of Robert H. Hinckley, Chairman, CAA, at Honors Night Dinner of the Institute of Aeronautical Sciences, Hotel Biltmore, New York City, Friday night, January 26.

"Robert H. Hinckley, Chairman of the Civil Aeronautics Authority, tonight appealed to science and business to solve the problems of aviation rather than to seek such solutions through bureaucratic regulation.

"The administration, he said, had been attacked for both too little and too much regulation, 'according to whose ox was gored', but industry itself had failed to solve many problems, such as safer airplanes and low-cost housing, which had confronted private initiative long before government was asked to take a part in their solution.

"He welcomed as a proper part of the democratic process even such criticism as that of 'a well known political figure' who described the National Advisory Committee for Aeronautics as purely ornamental and 'one of the greatest financial figures in America' who denounced over-legislation, while, on the same newspaper page, 'an ex-candidate for the Presidency of the United States' speaking as an independent oil operator cried out with equal violence that there ought to be a law for the strict control of the oil industry.

"It is the policy of the Civil Aeronautics Authority, he said, to pass not a single regulation that is not absolutely necessary. In the development work of the Authority, he pointed out, it has used the existing facilities of educational institutions and of commercial flight instruction operators in the training of ten thousand pilots this year rather than create a bureaucracy of its own with thousands of employees and extensive purchases of airplanes by the government.

"I hasten to add," he said, "that we are not motivated by piety but by some common sense observations. Someone in the administration has said recently that private enterprise is judged by its successes, while government is judged by its failures. For example I have heard the charge hurled repeatedly at this administration that it has not accomplished anything basic in low-cost housing. Now, the construction industry itself is a vast thing, and has had this problem before it since the turn of the century; yet I never have heard it similarly accused. Rather, the public will wait during long years of failure until some industrialist finds the practical answer, and then heap honorary degrees and riches on his head.

"If I might make so bold, the same is true about aircraft with non-stall and non-spin characteristics. We have them now, of course. But their arrival was exceedingly tardy and beset by all sorts of controversy which is far from ended even yet.

"I am not complaining about these things. I am merely stating facts. Industry can make a thousand mistakes and be remembered only for the thousand-and-first success. Government can not. This causes the constant temptation in government to drift with the tide. On one extreme it may mean the piling up of restrictive rules just because people ask for them, and on the other extreme it may mean doing nothing. When in doubt say "no". I may make a mistake, and government is judged by its mistakes. So, I'll find a reason

against this proposal and stop it.

"It may be that a one-eyed aviator can't fly. If I say he can and two hundred of them do it without accident, then I was right; but if one of them crashes, I did wrong. No sir, one-eyed aviators must not be permitted to fly. I, as a government official, always open to criticism, can't take a chance.

"Perhaps you can see, then, why we turn willingly to non-governmental facilities whenever we can for such research, aircraft testing and servicing, pilot training and the like. They then will share the responsibility with us and help us to avoid the bureaucratic sickness."

"He admitted, however, that in aviation, for instance, the Civil Aeronautics Authority has to take the lead in guidance, in creating the first set-up. But he outlined the many problems involved, not the least of which was the demand of critics that 'there ought to be a law.'

"To independent scientists, such as those in the Institute, he gave credit for most of the advances in aviation since the Wright Brothers. But he pointed out that there was a large field, particularly in administration, where no scientific capiers were available and where action had to be based on opinion. The Authority, he said, welcomed the opinion of others before acting in this field. It sought constructive criticism. But, he pointed out, where he hesitated as a layman to discuss technical details before scientists, few people hesitated to tell public officials how to solve the most complex public problems whether the critics were qualified or not.

"Only a short time ago," he said, "a well known political figure without any knowledge of scientific matters advised the President of the United States that certain governmental agencies had only ornamental use. Among these governmental agencies he included the National Advisory Committee for Aeronautics. Yet I am sure that an objective study of the evidence would show that for every dollar expended by the Government through the National Advisory Committee for Aeronautics, many dollars were returned in cash dividends.

"One of the greatest banking figures in America, in addressing the Congress on Education for democracy, bitterly criticized the current 'tendency toward over-legislation in the United States.' On the same newspaper page was another statement by an ex-candidate for the Presidency of the United States, crying out with equal violence that there ought to be a law. Speaking as an independent oil operator, he charged that the oil crisis was due to a 'ruthless and arrogant big business refusing to cooperate with conservation authorities.' Believe it or not, he urged the President to call a special session of Congress to enact legislation for strict control of the oil industry! So we have two men of similar political convictions, one bitterly criticizing over-legislation in general and the other demanding more government regulation in his own behalf.

"It all depends on whose ox is gored," he said, but added that even this kind of criticism was welcome because, even if the critics didn't know what they were talking about, 'according to the democratic theory, if you have no scientific answer, then the sum of the answers of all people concerned is better than the answer of a small group of clique.'"

"He contrasted the purely voluntary basis of the pilot training program, where the consent of the parent or guardian is required before a student starts the courses, with the system in totalitarian states where parents are punished for opposing the entry of youth into activities prescribed by the government.

"Frankly admitting that there were some anomalies and difficulties in the present Civil Air Regulations he remarked that "Daniel Boone would have had a hard time making his reputation under a modern bureaucracy, what with non-resident hunting and fishing licenses in each state, and knowing what game was in and out of season, and having to pass examinations in marksmanship, swimming and meteorology."

"The Authority, he said, was seriously concerned over recent studies which showed that few purchasers of private airplanes continued to own them or to buy better ones. Despite the first sale of about 15,000 non-commercial planes between 1931 and 1936, he said, there had been a total increase of only 300 private owners during that time. He attributed this to a combination of any of a score of difficulties, such as complex regulation, inspection and records required and the inadequacy of airports. The production of 10,000 new pilots, he predicted, would go far to solve this lack of permanent customers in the private flying field.

"Response to this training program, both in the college and the non-college fields, was so great that the Authority easily could have chosen 50,000 trainees had funds been available. Thousands, he said, were going through the ground courses at their own expense, or at the expense of local sponsors, though they knew there would be no chance for them to take the flying courses provided. Describing the whole process as a strictly democratic one, he concluded,

"The wheels of Uncle Sam's big wagon may creak pretty loudly at times and it may break an axle now and then, but it does keep moving at the head of the entire human parade. Every good citizen's responsibility is to help keep it out in front, where its very leadership will be a constant reminder to the people of other nations who are following, for the moment, governmental philosophies with which ours must compete."

"This duty, he urged, was particularly that of the scientist. They all might spend some time in government service, he said, to their own benefit and to that of the country."

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Sympathy to Earl Ward, Chief, Airways Operation Division, whose mother passed away on February 20, 1940, at Indianapolis, Indiana.

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#### CAA Press Digest

HARDIN HITS AIR SMART ALECKS--Head of Air Safety Board of Authority says, "smart aleck or inadequately trained pilot in the private planes are one of the major causes of small plane crashes"; praises air transport safety and fine record made so far in the CAA college training program; speaks at aviation conference in Kansas City.—Kansas City Star, 2/3.

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DON'T FORGET THAT LETTER TO THE EDITOR - DEADLINE APRIL 5, 1940

Say Boys and Girls -- Our one and only cartoonist just phoned me with a swell idea. Mac suggests that we request ideas for future 720 cartoons from all the various Washington and Regional Sections. I believe a lot of good interesting ideas could be obtained in this manner -- ideas of current interest and value to all the CAA personnel. They can be submitted as rough pencil layouts or by word description. Mac will work over the drawings or ideas we can utilize for inclusion in future issues -- and proper credit will be advertised for the originators. Don't forget that April 5 is the deadline for the April issue. We need and want lots of articles -- so everybody get busy and send us a contribution for April. Don't forget -- April 5 -- Contribution -- Don't disappoint us!!

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Special Activities Report submitted by Assistant Aeronautical Inspector Richard F. Vavrina, Miami, to Senior Aeronautical Inspector W. M. Robertson, Atlanta, Georgia, on January 27, 1940.

"No special activities to report, except that the General Inspection Section should furnish the Miami Inspector with a bicycle to go along with car US 34. Last Saturday US car 34 refused to operate normally on two occasions, and it had to be towed twenty miles and the next time eighteen miles, all this happening on the much deserted Tamiami Trail. This week US 34 refused again to operate, but this time I only had to walk two miles into Punta Gorda, Florida to get help. Nothing else to report."

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Excerpts from January Issue of National Aeronautics

...Aviation can use more men like Hester in key jobs ... never does the "big fellow" forget to say something nice about his wife and little daughter and his fellow workers in the CAA, such niceties are not window dressing, honest thoughts ... it makes his talks "human to the core" and gives them a Will Rogers slant ... all of us think we have Will Rogers common sense, few have.

...One of the best liked men based at the Fort Worth CAA office is N.B. "Bert" Ison, senior air carrier inspector ... with a remarkable technical mind the man is simply destined to climb up the ladder, his chiefs at Washington speak well of him as do those he works with in this section ... his air of "wanting to help" stands him out from the crowd.

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GILL ROBB WILSON has been chosen to head the National Aeronautics Association, replacing Charles F. Horner.

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The little Jewish boy was very naughty in school and the teacher felt that the discipline of the whole room was being undermined by his actions. She wrote a note to his mother.

"Your son, Abie, is the brightest boy in my room, but the most mischievous. What shall I do?"

"Do what you please," came the reply. "I'm having my own troubles with his father."

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Confucius' brother say  
Confucius talk too  
Damn much.

### GOT ANY PICTURES?

The Authority's Publications Section maintains a file of aeronautical pictures which are given on request to magazines, newspapers, and others interested. The greatest demand is for photographs illustrative of the Authority's field activities. Unfortunately the collection is now somewhat obsolete, with many of the pictures dating back to the old Bureau of Air Commerce days.

It is believed that many of you readers of the 720 HOUR CHECK have pictures in your files which you would be only too glad to make available to the Authority. Especially desirable are shots showing some of the many phases of our field activities in constructing, maintaining, and operating the air navigation aids along the airways.

Any such pictures will be gratefully received by the Publications and Statistics Division, Washington, D. C. Please forward either glossy prints or negatives, as well as information as to the subject of the picture and the date taken. If requested, the submitted material will be returned to the sender after copies have been made.

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From USACS, Toledo, Ohio.

Dear Editor:

For the benefit of those who might know someone here will just give some names and places.

"Bill" (BL) Wagner, OIC, Ex. Comm'l. & Lighthouse Service.  
Johnny (JB) Bobera, ACO, Ex. USN.  
Epus (Y) Reynolds, ACO, Ex. USA.  
Carl (CX) Cahill, ACO, Ex. USN.  
Willie (J) Lynch, ACO, Ex. Op fishin' off Grand Banks.  
Wants to get in ROL.  
Ralph (GR) Cooper, ACO, Ex. USN.

Well that's the line-up, do youse recognize any of them as being wanted for moperly and doperly and intent to loaf?

Since they took our relays out we still got too much to do, of course we manage to get it done, but, just think if we had a continuous triple watch we could have some dandy pinnochle games. We could teach the weather man to play (at two-bits a lesson).

Weather Bureau takes care of our weather reports so we no longer have to traipse half way around the field to the thermometer shelter to take an ob. We have lots of ship contacts tho' due to the fact that this is quite a busy intersection. That's about as close as they come tho', as the field has been closed to airline traffic for a year and a half. I see by the Air Commerce Bulletin that Toledo was allocated 201,000 simoleons or thereabouts to repair the facsimiles of runways we have at present. The way the runways look now it is apparent the boys from Sing Sing and Alcatraz were exercising their rock breaking abilities, but just fell short of breaking them small enough, and then dumped the works on the field for runways. The boundary lights on the field are turned on every night at sunset and turned off again promptly at 9 P.M.

Johnny Bobera wants to go to Chicago for duty, but he says they don't have enough bids open. He's gonna get there or bust.

Willie Lynch had a taste of Grand Forks N.D. and has decided to try for the good old Atlantic Salt Air. So if any of you first regions boys wants to swap holler.

Our shining light, Carl Cahill, walks each day to and from work. It's only 2 miles each way but it sure made him glue the ear muffs down those days old mercury fell to zero and lower. He used to drive back and forth but one day he went to Chicago and along about Angola Indiana (he was making excellent flying time) went into a flat spin and woke up in the Angola hospital. He was looking out of one eye and listening out of one ear for about two weeks. They offered him 10 bucks for the remains of his machinery. (It had a new battery and two tires were still good). Since then he has become a man of the outdoors. He used to be on subs so I guess that accounts for it. He wants to see the sky more often.

Well if they don't decide to plant wheat on the north 80 and corn on the west tract, and they get to work on the runways we may have some traffic here this summer. We are all keeping our fingers crossed. It's getting so bad here nobody recognizes an airliner any more. One day Marquette had to land here on account of Detroit was closed and the whole gang here ran out like a bunch of yokels just to gape at it.

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The CAA bachelor status surely got a couple of knockout punches recently - and we don't mean maybe.

First our old friend Chris Lample up and does it - on Thanksgiving Day "as was" - and nobody knows nothing about it till Chris proclaimed it to the world lately in Baltimore. Chris says he can't figure it all out - "after amnesia" or something like that. Anyway, whether it was forgetfulness or just plumb carelessness - that's shock No. 1.

And now ladies and gentlemen - in the best Winchell style - "Flash" -- another big strong rolly polly hold-outer has weakened -- and the Hon. Pat Boyle, LLD and mainspring of Shorty Kintz's eight-day legal clock - will take the vows, including abstract, title, liens, encumbrances, escrow, et al on March 16 in the little village of New York.

Well, Congratulations! Boys! - as Chris has already done it, it's too late to warn anybody; and as this issue won't be out until after Pat gets his license - little can be said or done. But if I had only knowed it last month, I'd write a story that would curl his whiskers!

Guess I'd better sign off - for after all Pat and I are going to (provided his wife will let him) play squash and swim this fall - and if he is still mad he might aim me toward the deep end of the pool which would probably stop this magazine quickly and permanently.

All fooling aside - Congratulations and best wishes for all four and may you all be healthy, wealthy and wise.

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"When a pedestrian and a motorist meet squarely in a cross-road, which has the right of way?"

"Well, it's generally a toss-up for the pedestrian."

From USACS, Toledo, Ohio.

HOW TO BE THE LIFE OF THE PARTY  
(Have you met him?)

When the circuit runs open a second or two,  
Call A T & T, they've nothing to do.  
The circuits keep garbling, for you there's no rest,  
Keep signalling the switchboard, what's wrong with "test?"

If the relaying station lets the tape run on out  
Start breaking the circuit, putting all things to rout.  
When someone is sending and you know it's wrong  
Bell him and stop him, by singing your song.

The monitor station as all will agree  
Forgets the circuit, see form 223.  
Discrepancies listed, by him don't belong  
QXS? Incorrect? You can't be wrong.

Mistakes you have sent, of course that is true,  
But that's always something the weather men do.  
You're a paragon, perfect, could you ever err?  
Advise the monitor, he don't seem to care.

When some station's snowed under, and sends things by hand,  
He's insulting your ego, get after that man.  
The monitor station just don't say a word,  
He's waiting for you to give him the bird.

So call him a lid, and the worst kind of dope,  
To really insult him call him a mope.  
If the monitor says you left off the line feed,  
Just call him a liar, you know he can't read.

You might leave out your weather, in a sequence or two,  
Just log it as working a ship high in the blue.  
When your QXS sheet comes, and you're listed with nine,  
Pretend you don't notice them, and everything's fine.

If a flight plan is sent from PK to ID  
Composition improper, in regards to the speed,  
Tho' it doesn't concern you the tiniest mite  
Crack down on the break key, and show them the light.

So if you are able to follow this hint  
And on 223 keep your name out of print  
It's a lie and you know it, tho' you won't agree  
We know it and can show it on old 223.

You can monitor the monitor, in the day or the night  
If he don't seem to spot it, just tell him what's right  
And you will be lauded, cause you know it all,  
Every person will know you as the service foul ball.

It seems that Uncle Jake has been working so long on the make-up of forms that he finally struck an open switch and here is the result:

Form 711A

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
CORRESPONDENCE  
Business - Personal - Other  
(Circle which)

Number
Date
Approved
Signature
Disapproved
Signature

\*Addressee will indicate action before filing

Name \_\_\_\_\_

Address \_\_\_\_\_

Dear Sir - Madam - Pardner - Uncle \_\_\_\_\_  
(Cross out words not applicable)

1. This will acknowledge receipt of your letter - telegram - postal card - phone call (check which) dated \_\_\_\_\_ regarding \_\_\_\_\_  
(USE PARAGRAPH A, B, C, OR D BELOW AND STRIKE WORDS NOT APPLICABLE)
  - A. In view of the information you have so kindly furnished, your (previous) request is hereby approved.
  - B. This - these matter(s) has - have now been thoroughly investigated under the personal supervision of the undersigned. While we appreciate your interest and position, it is believed that our previous decision is logical and equitable and your request is therefore disapproved.
  - C. In view of the special circumstances which you have disclosed, it will be necessary for the matter to be given (further) careful study after which you will be fully advised.
  - D. \_\_\_\_\_

2. Should you desire further information - assistance in this - these matter(s), please feel at liberty to write us further.

(Indicate choice by check mark)

Very truly yours \_\_\_\_\_ Sincerely \_\_\_\_\_ Respectfully \_\_\_\_\_ Yours \_\_\_\_\_  
Best \_\_\_\_\_ Kindest \_\_\_\_\_ Sincere \_\_\_\_\_ Regards \_\_\_\_\_  
Love \_\_\_\_\_ Cheerio \_\_\_\_\_ Phooey \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

Not copyrighted.

You may use this form but we don't recommend it.

EXCERPTS from CHICAGO -

Way last June C. M. Smith, an ole Marriner, sat in his Morris Coyle spring chair with his Parrott. The Starrs were on the Lee side of the Hill and he was quite Cole because of no Vest. He had been Medlyn with a Swift Harrow proving he was no farmer, but a good Mason---and Howe!  
(What Price for above?)

From Chicago Tribune 2/1/40 - "Les Marriner, a good heavyweight 10 years ago, is a Lieutenant in the U. S. Air Corps."

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Latest report is that Herb Anderson is spending a well earned vacation - skiing and snowshoeing in Florida. Herb has been really putting out the work and we hope the vacation will do him a world of good. We will expect to hear all the news about March 11 when he is due back at the Capital Wall Paper Bldg.

Rumor says Shorty Kintz has been nominated for the elusive post of Honorary Private Pilot and will be soon so elected.

Doc Adams says it took him a year to get the Inspectors Training Section walled in so they wouldn't make so much noise and now they have installed a public address system - which is right back where they started from!!!

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From the Capital Wall Paper Building, Washington.

In commendation of the procedure currently in effect for the selection of the best men available for new inspectors of the Certificate and Inspection Division, and as proof of the efficiency of this system, the following is submitted:

Of a group of 60 men selected, attending the school for new inspectors in Washington during the period between November 15 and February 15., five of these men passed out cigars following an increase in the family.

'Tis strange what a little schooling will do for a person. It is said that a little knowledge is a dangerous thing.

And transportation by rail from Washington to Seattle or Santa Monica, for each person is \$108.00, even where food for the trip is carried along in nice containers.

Wonder if there are any local vacancies for an inspector.

These stork, like inspectors, do operate on the most inconsistent and inconvenient itineraries; always arriving when least desired, and never around when needed.

However, according to all accounts, the cigars were good and the families were fine, and not an inspector was lost.

Those having contributed to task of the Census Office were: William H. Bowerman, Christian J. Jensen, James J. Richardson, Gilbert B. Smith and

Cloyce J. Tippet

Congratulations and the best of health to all; and for the remainder of you inspectors who may read this, don't get any ideas and start packing for a trip to Washington, for there is no school scheduled for the near future.

-----

Reeder Nichols has just completed training a class of Air Carrier Inspectors (Radio) starting January 22 and ending so that the graduates reported for duty on March 1. The following composed the class: -

Thomas M. Lurry to Seattle and Alaska,  
5 years with PAA in the Tropics;  
Lewis M. Sherer to Washington,  
9 years with AA;  
W. A. Schroder to New York,  
6½ years with UAL;  
Harold F. Tanke to Chicago,  
4½ years with AA and last 10 months installing  
radio at North Beach;  
Karl P. MacDowell to Fort Worth,  
10 years with TWA.

There is a world of electrical and radio experience stored up in these five inspectors and we look for Results with a big capital R.

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We are all glad to see Gene Sibley back at his desk after a siege of pneumonia. Gene looked a bit wan at first but he is rapidly getting back to the heavy weight class.

-----

Good visit with O.D. Murphy on February 20. Murph is looking better after quite a spell of sickness out Chicago way.

-----

Rumor says Ted Haight has left us for an outside job and new location. Good Luck Ted!

-----

Marshall Hoppin is down from Alaska looking very sour dough, or maybe just plain sour. Hopple says he is either going to have to captain a river boat or carry the new Alaska radio facilities inland on his back.

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C. S. Shields, our demon bridge friend, plays himself a game of contract every day in the Washington Post.

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Glad to see Elwood Cole back - from most all points South and West.

-----

Rumor says Ken Keefe had a marvelous time recently in Indianapolis - riding the radio beam and following and hearing many other avenues and transmitters of scientific research.

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WARNING to Air Safety Board Regional Offices - "Look out - cause Bob Hoyt is about to commence an inspection trip."

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CAA PRESS RELEASE  
January 29, 1940.

The Civil Aeronautics Authority today announced that there were 2,451 airports, landing fields and seaplane bases in the United States on January 1, 1940, an increase of 77 during the year 1939.

This total includes 643 municipal and 456 commercial airports; 266 Civil Aeronautics Authority intermediate landing fields; 665 auxiliary fields; 21 Naval Air Stations; 59 Army fields, and 170 miscellaneous Government, private and State airports and landing fields. Of these, 735 were either fully or partially lighted for night operations.

Marine facilities are listed separately for the first time in this report, and on January 1, 1940, there were 171 seaplane bases and anchorages available for use in 19 States, the majority along the Atlantic Seaboard.

The following States and Territory of Alaska have more than 100 landing fields and airports each:

California .....	168	Florida .....	120
Texas.. .....	141	Michigan .....	120
Pennsylvania ....	101	Ohio .....	106
Alaska .....	126		

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Noted from a recent set of requisitioning instructions of Seized Property -

Item - "1 Bundle Old Letters" - What do all you operators bid for use  
in the lonely hours of the midwatch?  
-----

Hey Boys! - Just wait till next year - for rumor says our own skating group has been signed up by the Ice Follies for the 1940-41 season. So when the curtain goes up next fall - pull up your blanket and pull out your specs for here will come Mattie Pinette, Olivia Dent, Christine Fox and Vera Voss, with skates aflashing. Keep your eyes on Vera boys - Advance notice says she will spring a comedy act - backwards.  
-----

A taxi was creeping slowly through the New York rush hour traffic and the passenger was in a hurry. Please, said the passenger, can't you go any faster? Sure I can, he replied, but I ain't allowed to leave the taxi.  
-----

CAA Press Digest -

ALASKANS FLY MOST - On population basis, there are 116 times as many commercial airplanes in Alaska as in the United States, 7 times more miles flown, 23 times more passengers carried, 48 times as much mail hauled, and 1,034 times as much freight.--Peoria, Ill., Journal-Trans., 1/31/40.  
-----

A man who was tuning in his radio said to his wife, "I believe I am getting lumbago. "Well", tune it out", said his wife, "you won't be able to understand a word they say."  
-----

On Saturday night February 17 the Airport Section and a few guests from the Technical Development Division, indulged in a mild Bacchanalian festival at the home of Frank C. Hollister in Silver Springs. The party got off to a flying start at 9 o'clock with a "Chalk Talk" by Captain Richard Mansfield, cartoonist, and creator of "Those Were The Happy Days", which has been running in the Washington Star and other newspapers for the last 13 years. This was followed by card tricks ably executed by Carl Mainfort of the Airport Section staff.

With the formal entertainment out of the way the fifty odd guests settled down to an evening of dancing, talking, and card playing. As the bowl passed from hand to hand the brass hats took down their hair and boss and secretary, executive and clerk assumed an air of informality impossible in their everyday relations.

The party broke up around three o'clock in the morning, and though it will not achieve the wide acclaim of a recent Social Security Party in Baltimore, it will provide the members of the Airport Section with a source for lively conversation for weeks to come. Our only regret, as we "homeward plod our weary way" was that members of our Field Staff could not be with us to participate in the best party the Airport Section has had to date.

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#### RAMBLINGS ON THE MIDWATCH

---Its gettin' to be a habit.---

Note: This story starts about 7 PM in the eve', and its watch-night, too!

"PY2DV PY2DV PY2DV de W4XXX W4XXX AR K K KK." So our hero had been doing just about all day, with never a thought of the "dog-watch" ahead. He listened and tuned the dials of his worthy receiver, but no answer from such highly prized DX. Again and again he called and sighed, but nary a dit did he hear from the PY. Happening to look up at the clock, he notices that its exactly 2200 local time, and with a muttered "Darn-it, I oughta be in bed instead of tryin' to work a PY with a 6L6 and thirty watts. Holy Smoke, I didn't know it was so late!"

He throws the big switch to the "down" position and treks off to bed, feeling pretty low in spirits. Boy! How he hated to roll out of that good warm bed at 2345, dash out to the garage, crank up the ole Lizzie and race off to the source of "bread and butter".

Arriving at the station at 0005, he relieved the evening man, who remarked laughingly, "What a swell night you'll have! Have you looked at your eyes yet?" "Nope," grunts our hero, "I fooled around with that ham set of mine too long and didn't notice how late it was. Only had about an hour and a half's sleep." "You sure look it, too," replied the 4-to-12 man. "Well, I gotta scram, so-- good luck". "Good night, old man."

Our hero looks at the 1130-AER and notes the last temperature reading was twenty degrees above zero. "Humm," he muses, "Guess it'll go down to about ten above tonight. I'll just get out the ole percolator and fix up a night's supply of good black coffee." Rummaging thru the station refrigerator, he located a

cup, spoon, a can of coffee, and the percolator, but no cream nor sugar. Remembers that he used the last of those items last night. "Oh, well", says he to himself as he empties coffee into the perc, "I oughta be able to keep awake with this stuff, I'll make it plenty strong." So he drags out the hotplate and puts on the coffee, and plugs it in near the tltip machines, so he can watch both at the same time.

Notes from log of last date that NC not entered. Looks at tfk and makes up tfk rprrt, getting it in OK, then scrams out to get latest tmp reading, noting beforehand that coffee just started to perk. Looks at sky and notes it clr, with ten miles vsby or more, and makes a bee-line dash for the station as he smells coffee burning. Yanks pot off the hotplate and sits on floor, makes up the six hourly rprrt in four minutes flat, sits down to the perforator and notes sequence already started. Sees he cant possibly perforate and check the tape before entrance time, so waits till its his time and puts it in manually, so as to avoid being charged with missing sequence. "Whew! That was a close one," he remarks to himself. "I'll have to watch that closer. Boy-o-boy, Am I Sleepy!---(Yawn-Yawn.)

He manages to keep the situation fairly well in hand until about four-thirty AM, so sits down at the perforator and types out the 0435 rprrt, enters it cgtly, and then sits down at the desk. The next thing he knew, it was 0645, and the insistent two-bell signal was raising the dickens on the tltip. "XX de YY QAMQ EAL REQ FIVE TIMES QFN QXQ DLAG TRIP AND QRX FOR WEA IFN.." Snapped out of it by the present situation, our hero hurriedly looks out of the window, and manually punches out the required ifn, using portions of the 0435 rprrt, he skids by QRX until the opr in charge arrives, and then takes off for home. Result of the night's work as follows: Three sequences missed, no log kept, a black mark in the RO-141 file on his name, not to mention the headache and coming alibi for misg sequences." WHAT A NIGHT!! - WOW - -

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Press Digests -

AIR TRANSPORTS SAFER THAN AUTOS-- States Lew R. Palmer, V.P. in charge of public relations of the National Safety Council while attending the engineering conference of the Air Transport Association at Kansas City; 2.5 passenger deaths occurred for every 100 million passenger miles flown in 1939.--- Kansas City Journal, 2-6.

SUPER AIRPLANE SPEED FORECAST--Don Berlin, chief engineer of Curtiss-Wright and Robert Woods designer of Airacobra predicted speeds of 500 miles per hour within two years and possible 600 mile speeds by 1945; biggest obstacle in attaining high velocities is speed of sound, approximately 750 miles per hour.---Greensboro, N. C. Record, 2/8.

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MUTTERINGS -

A fool and his money are invited places.

It never troubles the wolf how many the sheep be.--Virgil

The person who sings his own praises is quite likely to be a soloist.

In the good old days the man who saved money was a miser. Now he's a wonder!

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SEND IN YOUR MATERIAL FOR THE 720 BY THE FIFTH OF THE MONTH.

From Santa Monica, California

Thoughts upon receipt of instructions to prepare forms 3200 and 3201 as of April 15th, 1940.

"Judge not lest ye be judged".  
The Master 'twas who said it.  
But we must judge, and be so judged,  
As though we never read it.

The lords that be in Washington;  
These great have so decreed it;  
"Judge those who list to your command".  
And we poor souls must heed it.

If he be one with knowledge small;  
That fact we must avow it.  
If he but asks a little raise  
We needs must not allow it.

If he be one with knowledge great,  
We surely must retain him  
To carry on our work for us,  
From raises we'll restrain him.

But we who judge our sections small;  
Just so will others judge us.  
The little raise we badly need  
No doubt they'll now begrudge us.

And thinking back on years gone by  
With labors unregarded,  
We dare not hope for miracles;  
we'll still go unrewarded.

And so at last my tale is told;  
The sequel will come later.  
I hope that I turn out to be  
A big prevaricator.

-----  
From USACS, KNIGHT FIELD, WYOMING.

At this writing the following man the oars at this outpost of civilization, to wit:

First Mate	J. A. Pike	Beg Pardon Make it Chief War Dept.
Bosn	W. D. Tullis	As he is Army will have to change the title to Sargent in Arms 'er Som-pin
Just Working Here	C. J. Piccone	Distantly related to Navy NCR
Swab	F. J. Lesko	Ah, a Navy man at last
Soon to be Here	C. E. Lingren	Affiliation, Color, etc., Unknown.

CJP will soon wallow thru the deep snows and report in DV and WDT will report at the new station in Sheridan, Wyoming where the coyotes moan and the antelope roam and the fish will bite at anything that sets foot in the water. KT will soon be history as the station will be moved to FT. Bridger otherwise known as HM and where we won't have to walk thru three feet of snow to -er -ah,

get a drink of water a fifth of a mile away. Oh no, at HM we will go without water as the nearest is either 6 miles away or else 1000 feet straight down and no elevator. But as long as the snow keeps drifting in there from the mountains 100 miles west - Oh Yes, a little of it does manage to get snagged by the sage brush as it is wafted along on the Wyoming Zephers - we will manage to melt enough to keep our lips from cracking wide open. Ye scribe will miss all the friends in this part of the country including HLM former KT OIC now at RT as principal RDO electrician but hope to be able to keep in touch with all of them. Especially fresh in his memory will be that congenial mechanic Jerry Quick. If Wyoming is looking for someone to take the place of old Jim Bridger they can stop for Jerry can fill his shoes. At least his stories are as good. Sometime have him tell you about his antelope hunt. The high lights are that he stalked a granddaddy of them all for six hours before he came within shooting range. The antelope always keeping a mound between himself and our hero. Taking careful aim as the animal was making tracks across the wastes Jerry fired. He says he always heard antelope were the fastest animal in America so he aimed at a point about 100 yards ahead. But it wasn't enough. He says the bullet kicked up the dust fully 200 yards behind the beast. He figures the only way to hit one was to fire about a day ahead of a running antelope and come back the following day and cut its throat while it was still in its death throes. Well that is pretty good shooting I would say. Our new man FJL had a hair raising experience not long ago during his midwatch. While walking around the watch house observing clouds for 6-hourly data suddenly the air was split with bloodcurdling howls of what sounded like a flock of coyotes. At the same time he perceived a shadowy form flitting across the snow not far from where he was standing and stopped near a clump of brush sticking above the snow. With the shorthairs on the back of his neck standing erect he rushed in and laid hold of the 270 Winchester belonging to yours truly and crept out around the building. The varmint was still standing there. Taking careful bead in the light of the moon and reflection from the white snow the quiet air was split with a deafening roar and the creature slumped over, dead. Not daring to go out there alone where in all probability other bloodthirsty beasts slinked thru the brush, our intrepid operator decided to wait until the dawn of day to drag in his prize. Imagine his surprise to say nothing of his chagrin when daylight finally came, to find our mascot tomcat quietly feeding on what was left of a jack rabbit after the 170 grain bullet had done its work. Our hero has since found out that one coyote could produce a combination of howls to sound like a dozen animals and that they are rather wary of human habitations and keep a respectful distance.

Well that will be all for this station - No more contribution from KT hereafter. To Ye Editor an invitation is hereby extended that if he will arrange to take his annual leave and come out west to either Denver, Sheridan or Ft. Bridger during the summer or early fall months someone out here will see to it that he gets his fill of trout, antelope or deer. How about it?

73 to the Gang doing a swell job

Chas. J. Piccone

Editor's note: Thanks Charlie for the invitation and believe me, time, funds, eyesight and weather and sore feet permitting, look for me next summer.

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First Interne: "Why do you call that new nurse 'Appendix'?"

Second Interne: "Because all the doctors want to take her out."  
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From Airway Traffic Control Center, Meacham Field,  
Fort Worth, Texas.

Twenty-five centuries ago, Herodotus spoke these words: "Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from swift completion of their appointed rounds"--and it is under the spell of these words that the Post Office grimly operates. Through the snow, the rain, the heat and gloom of 2,190 nights, the Post Office got around to us this month with a hot communication from Washington--SIX years late!

Now C. T. Tolpo, who rides herd on CFV is a strong silent man not given to fits of swooning even under the most adverse circumstances, but this was the blow that failed him. Hot and cold poultices, together with copious quantities of Mountain Dew, applied externally, brought him around, and he filed the bulletin--which, incidentally, was called "Action of Course Bending Antennas".

Old pilot stork has filed his flight plan with Controller and Madam Bruce B. Heath. Estimated arrival time is undertermined as yet.

Controller Jimmie Wright, who ordinarily does his courting by remote control had the lady down from Wichita not long ago, and from the looks of things, the wedding bells will ring before long--but Jimmie declines to say just how long. In this connection, we might mention that less than a month of freedom remains for Controller Cassius Thomas--Tommy has sent the Mrs. her tickets to Fort Worth.

Controller Larry Jewell hasn't missed a meal since the weather has improved enough for golfing. Golfer Jewell's pockets bulge after a game at a nickel-a-hole.

Amateur Radio Operator Otto Richardson, Acting Supervisor is W5IGU to the rest of the Hams, but don't give him a call yet, lads--his transmitter is still in the box.

Supervisor "Big Tom" Gore is getting primed for the Southwestern Exposition and Fat Stock Show which is a-pending. In his new white hat (estimated capacity 8½ gallons) and plaid shirt, Tom looks like a sho-nuff bronc-buster, or duster.

Not exactly a raw recruit is Controller J. C. Torpey, who recently transferred to Traffic Control from Communications. Torpey was Communications Operator in this Center many months before the deal was closed.

Another newcomer is Controller Cassius H. Thomas from Chicago.

"Pathfinder Palmer" is what Acting Supervisor John N. Palmer is known as these days. John spent an afternoon finding his way back from one of the local lakes. Palmer, the workingest man in this Center, seems to be the most popular member of our clan as far as Monitor Station CAG is concerned. After perusing CAG's discrepancy report for the month, John concludes that there are two ways to control traffic: "The right way", he says, "and my way!"

Texas weather ran true to form this month with temperature changes coming in such rapid succession that the mercury was divided in the Weather Bureau thermometer. Rising rapidly one hot afternoon, a blue norther swept in and caused the mercury to drop so suddenly that half of it was going down before the other half stopped rising.

If you think this startled the natives, then consider the effect it had on visitors De Arce and Sturtevant from Sunny California, and Coordinator Homer Cole who was present when the bird in Center Manager C. T. Tolpo's coo-coo clock took off and went south. More fortunate was Senior Supervisor G. I. Smith from Burbank who visited this Center and rode a jump seat out of town--just a jump ahead of the cold weather.

The following silent period is allotted to Senior Supervisor Arthur (Lusty) Lybarger and Lawrence (Larry) DeLoach, Center Stenographer, who have been in a huddle for what seems weeks getting the semi-annual requisition in shape.

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Central Depot News, Fort Worth.

Soft ball spring training at the Central Depot is under way, as some of the boys have already been out during lunch period warming up. It won't be long now before the season will be in full swing, with games twice or more each week.

C. B. Kohli, Asst. Airways Engineer, was a one-day visitor at the Central Depot this month.

News Scoop: Our recent report regarding the marital status of Leon J. McLaughlin seems to have caused some concern among his many friends; therefore, we hasten to add that no proof of his marriage has been found as yet. However, he still has never officially denied it.

From the February 17 issue of the Progress Report we noted that ex-Central Depot employee Samuel J. Snyder was in Albuquerque, New Mexico. Now, we have just received a request to ship him angle iron at Yoakum, Texas. Drop by to see us, Sam, if you get in this vicinity.

Looks like it's the land of the palm trees and grass skirts for Asst. Radio Engineer T. G. Banks. How's your Hawaiian these days, Tommy?

Lawrence E. Lyons, Sr. Radio Electrician, has been transferred from this office to the 1st Region, effective March 1. Best of luck, Larry, and we hope the blizzard has blown itself out by this time.

Jim Osteen has been transferred to the Authority, beginning the first part of February. One of the early members of the Central Depot, Jim is receiving a well-deserved promotion, and though we will miss him greatly here, we wish him success and happiness in his new work.

S. S. "Stan" Boggs, Maintenance Supervisor of the 6th Region, was a recent visitor to the Central Depot.

Steve Stevens of the Inspection Division was also a visitor in Ft. Worth.

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From the Stanley Horner Building, Washington

Dottie Lamour's only rival, (Frances Gold to you) has just returned from the golden sands of old Miami Beach where she took on a beautiful coat of tan. All our Goldilocks needs now is a sarong.

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Betty Kelso has transferred her charming presence back to the Washington Office and is now Girl Friday-ing for the Assistant Chief, Airways Engineering Division.

Stork Over Maintenance Section! Mr. McRoberts is the proud recipient of a bundle of joy, yclept Donald Ralph. Congratulations, Mac, and may all your troubles be little ones!

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Rumblings from the Great Southwest, Fourth Region.

All Maintenance Radio Electricians of the 4th Region attended the Radio Electrician's Conference held at the Hotel Texas, January 30. After a two-day conference at the hotel, during which speeches and papers were presented concerning various problems in connection with the maintenance of aids to air navigation, a field trip was made to Fort Worth DTX Station, Burrus Mill, Central Depot and Regional Office and Depot.

The 4th Regional area has had unexpected weather conditions in the nature of freezing, snow and ice, breaking all kinds of records; but we want to assure all those that might be contemplating a visit, that this kind of weather is the exception and not the rule.

The 4th Region bowling team is not faring so well in the league but some of the individuals have gained recognition by their individual efforts in the city-wide bowling tournament. Clarence G. Benzon, Assistant Radio Engineer, won a trophy in the tournament "B" play. Mr. Benzon teamed with F. T. Unruh, Assistant Communications Supervisor, in winning the "B" doubles in the tournament.

It has been rumored that one of the participants in the tournament lost his car while bowling and was unable to find it until shortly after 3 o'clock in the morning, which explanation was not entirely acceptable to the Mrs.

The new wing of the regional office has been started although progress has been retarded due to bad weather. It is hoped that weather conditions will permit rapid construction during the next few weeks.

Attention Scar Wallace! We see you have made the headlines of a well-known Hollywood "Scandal" sheet. We think an explanation is in order.

We wonder what air carrier inspector bought tickets for the Golden Gloves boxing tournament and was ordered to Washington for a tour of duty on dates coinciding with those of the tournament.

The Private Flying Division is pleased to have Miss Thornton, recently transferred from the Washington office. The Division has just taken delivery on two Hudson automobiles. Overheard: "Miss Thornton can stay but the Hudson's are an undetermined quantity".

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Monthly Expense Account Month Ending Dec. 31, 1939

Date	Item	Amount
12/1	Advertising for girl steno.	\$ .50
12/2	Violets for new steno.	.65
12/8	Week's salary for steno.	15.00
12/9	Roses for steno.	3.00
12/11	Candy for wife	.75
12/13	Lunch with steno.	7.75
12/13	Week's salary for steno.	20.00
12/17	Picture show tickets, self and wife	.80
12/18	Theater tickets, self and steno.	7.50
12/19	Candy for wife	.75

Monthly Expense Account Cont'd.

12/20	Lillian's salary	\$ 25.00
12/21	Theater and dinner with Lillian	21.75
12/22	Miscellaneous	100.00
12/23	Fur coat for wife	625.00
12/25	Advertising for male steno.	.50

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Receipt is acknowledged of letter and newspaper clippings from USACS Tarkio, Mo., announcing that Airway Traffic Control at KC will officially begin Feb. 15, 1940. The Airport Radio Traffic Control Tower - call letters KKCM will begin operations at that time. To Messrs. Donnelly and Hardesty, and all other personnel of the Station, good luck and good landings.

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Highlights from some recent violation reports --

Inspectors of General Inspection perform manifold duties and inspire respect by and sundry methods as is evidenced by the following:

A violator before separating himself from a substantial sum in payment of a Civil Penalty remarked to Mr. Woodmansee and Mr. O'Malley of the Enforcement Section that he thought the Inspector had given him a raw deal. Upon being advised that his complaint would be investigated, the violator rather excitedly said - "Oh my goodness! Just forget that I said a word. I don't want any trouble, you know Inspector \_\_\_\_\_ is our Hitler"!!

A similar apprehension has prevailed in the minds of some violators with regard to the Enforcement Section. In response to a letter sent by that Section to the effect a case would be referred to the Department of Justice "for appropriate action" unless a Civil Penalty was forthcoming by return mail, the violator, upon receipt of the letter, rushed to the nearest inspector and said - "Ye Gods, here's my fine, do something quick. I don't want the G-Men after me!!"

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The Private Flying Development Division has been a series of question marks for the last several weeks as personnel pounded out ideas, outlines, procedures and forms for new courses that had to be under way at "day-before-yesterday" speed.

It has been, "Let's see a copy of the advanced course."

"Which one?"

"Experimental, of course. What else?"

"Experimental student or experimental advanced instructor training?"

"Ouch, another one? Better give me one of each until I catch up with this business!"

With more than 10,000 students, 522 flight operators, 511 ground schools, and over 500 airports now engaged in the primary controlled private flying course, an advanced controlled course is being tested at the 12 institutions which conducted the first year's experiment with the primary course. Also, 20 operators have been asked to give controlled courses in primary instructor refresher training and 3 Army civilian training centers have been asked to cooperate in giving advanced instructor refresher courses in order that the standards of instruction may be uniform throughout the program next year. When you consider the number of forms necessary to the successful operation of each course, you can believe it is all a bit confusing.

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Asked for his recommendations for an assistant, Senior Private Flying Specialist Wiley Wright wired from Seattle:

"IMPOSSIBLE LOCATE JUNIOR. RESPECTFULLY REQUEST YOU MAKE SELECTION AND ADVISE."

At last we know why everybody refers to Grove Webster as "Pops"!

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Secretaries Floy Larsen, Betty Sayers and Virginia Westwood became so wan-looking during the struggle of moving their worldly belongings to that little brick nest in Virginia that their cab driver on the final trip broke down and shared his last corned beef sandwich with them. The girls say filet mignon never was half so tasty.

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From U. S. Airway Communication Station, Putnam, Conn.

It is seldom that a contribution is sent from New England stations. Why? We just don't know. Surely there is a lot to write about. Putnam will try to add their little bit.

We are situated about 12 miles from the Massachusetts border, way up in the northeast corner of the state and just about the same distance east lies little old Rhode Island. A 20 minute ride from Putnam and it is possible to have traveled in three states of New England. An 8 minute ride in a plane and the same is easily accomplished. This section of New England was about the hardest hit of all in the disastrous hurricane of Sept. 21, 1938. Damage can still be seen most everywhere. The forests especially were badly damaged. Evidence of this damage will be noted long after we are pensioned off. That day of the "big wind" will be long remembered by the personnel on duty at PN. Jimmy Carroll, now at EA especially. Jimmy took to the "hurricane cellar" after the power failed, and weaved his way home that night. For two weeks after that weather observations were taken from the back yard of the Telco.

We have just welcomed a new man here. Name, Anthony Lomartire (call me Tony). He is filling Raymis Stilwell's shoes who is now at PP. Good luck to you up there Ray. OIC IS Jack Scully. He won his letter at FD. HE still thinks a "Willys" is the CAR. Harry Adams next, ex Postal Telegraph. One of the fastest men in the outfit on the perforator. He sure can make confetti out of that tape. Next the writer J. McCarthy, (call me Mac). A champ of

something or other. (Some of the boys will know). Frankie Whiteside now at FG as relief operator completes the picture. (He is doing pretty well himself.) Frankie should be back here pretty soon. Don't know where he will live though. His "shack" is taken.

We had a visitor recently from Woodward, Pa. He is relief operator there. Sorry we forgot your name old top, but we enjoyed your visit. Incidentally he and I were in High School at the same time, and same City, and the first time we met was at Putnam.

Another time an incident occurred that should be of interest to the OIC at PT. The "Mrs." was chatting with a woman in a local doctor's office. It so happened that airports were mentioned and this motherly woman remarked with pardonable pride that her son is now in charge of a Govt. airport. At that time we did not know of him, but later we discovered it was the OIC at PT. His home is in nearby Pomfret. Hope he is reading.

AMA trips over PN now number 14 each direction. They are soon to be increased to 20 trips. This verified by full page advertisement in all Boston papers. What a wonderful change in a few years.

Would like to send greetings to all Putnam alumni. They are quire numerous in the first region. As we look around a bit it seems that PN is the training ground for good operators. They are now situated most everywhere. To those of you who remember, Jim Maher sends his best wishes. Jim is our genial Supt. of Highways this district.

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Contributions acknowledged from Vickery, Ohio; Kirksville, Missouri; Pembina, N. D.; Akron, Ohio; Acomita, N.M.; Guadalupe Pass, Tex; Amarillo, Tex; Fresno, Calif.; Ramah, N.M.; Palacios, Tex.; Atlanta, Ga.; Civilair Association, Santa Monica, Calif.; Winslow, Arizona.

Sorry our limited space would not permit publication of all articles received for March. The above listed articles will appear in the April issue. The Civilair-Association questionnaire is a dandy - watch for it in the April issue. The A T C Fort Worth, Texas also sent in the old poem "The 'Gallop in' Goose" which Senior Supervisor Arthur Lybarger brought back from active duty at Hemsley Field. We will reprint this in the April issue for the benefit of those who like to hark back to a by-gone day.

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Mistress: "So your married life was very unhappy? What was the trouble?  
December wedded to May?"

Chloe Johnson: "Lan' sake, no, mum! It was Labor Day wedded to de day of Rest!"

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#### Press Digest

AIR SAFETY-- Airlines of U. S. Flew total of 81,700,000 scheduled plane miles with but 2 accidents involving fatal injury to passengers or crew, according to figures set forth by National Safety Council for 1939; passenger safety increased 2700% from 1930 to 1939; within 10 years American commercial aviation has been transformed from uncertain novelty to established and all but indispensable medium of transportation; people are becoming air-minded because airlines are successfully safety-minded.--Worcester, Mass., Gazette, 2/17.

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*June is January  
In Old Alaska  
Believe it or not!*