

ELKO Lower RT

THE AIRWAY PIONEER - 1988

RENFROE, JOHN and ESTALENE 6/21/87

What could be a better day than FATHER'S DAY and the first day of summer to sit down and get a few thoughts on paper for the next issue of the Directory? I entered the Airways Service at the Wendover, Utah Airway Communication Station on Thanksgiving Day, 1937. I had dinner that night with the Joe Tippets and several of their other friends. Joe had entered on duty there about two months earlier. Most of those who worked in CAA/FAA more than twenty years ago are well aware of Joe's career highlights, ending up as Assistant Administrator for Personnel.

My career in CAA/FAA followed seven years as Navy radio operator serving on several ships, including the USS Whitney with John Satterfield, #1823. Also one shore station at Key West, Fla. from which I was discharged to enter the predecessor of CAA/FAA. During my career, I served at what we now call Flight Service Stations in Nevada and those at Los Angeles (then at Burbank), Ukiah, Red Bluff and Sacramento. Also one month at the Atlanta, Ga station. Add Palmdale, CA to the list. Worked at the Regional office in Santa Monica and later Los Angeles. At Santa Monica I worked in the Central Monitor Office as a Communications Analyst. Later on I worked almost three years in the General Services Division as a Supply Specialist before I returned to Air Traffic Service and worked in the Evaluation Branch and later the Operations Branch. Then followed a tour at the San Francisco Area Office as FSS Specialist and on to Washington Headquarters in the Communications Staff, AT-30. My career-ending assignment was Chief, NCS Liaison Branch, AT-33 from which I retired July 31, 1970 after thirty-nine years, ten months of Navy/FAA service.

Compared to many of the members of SOAP, Estalene and I live a rather quiet life. Neither of us are camper/motor home enthusiasts nor do we hanker to take "Love-Boat" type cruises or visit the many exotic places that cater to so many of you. But, we do genuinely enjoy life, what with good health, three children, 13 grandchildren and twenty-seven great grandchildren it keeps us busy visiting and having fun with them.

Throughout my career, I worked with and for a lot of really outstanding people. I gained knowledge and experience from all, and hope, in a small way, I returned in kind to all. My hobbies, other than playing with the many offspring are ham radio, photography and tinkering with old automobiles. My favorite is the Corvair. I've rebuilt three from the ground up. Gave them all away. In the above paragraph, I meant to say I'd like to mention some of the really fine people by name. But, I

Salinas, CA

would surely unintentionally leave out someone special and I couldn't do that. That's it for this time. We wish you all good health and happiness. Hope to have something different for the next issue.

Back in 1963 I was working in the Flight Service Section, Operations branch with Hank Palmer, John Piet and others. John Garrison was Branch Chief and Bill Flener was Assistant Branch Chief.

We were interested to develop a history of the ELKO, Nevada FSS for publication in the then OMNI, a monthly news magazine-forerunner of the present IN-TERCOM.

Some of us knew that Bill Larsen, who was retired, had served at the ELKO station many years previous and thought he would be an excellent source of historical information. So John Piet and I called him with our request. He readily agreed to put together some information and mail it to us. The attached copy of his letter tells it all.

ELKO STATION HISTORY

By Bill Larsen

The original Elko station was established late in 1920. The basic equipment included one Navy Type SE-1420 (long wave) receiver with separate two-stage audio amplifier, one Federal Telegraph Company 2-KW shipboard type (converted to approx. 5-KW) arc transmitter. Radiotelegraph only was available, operating on "long waves" (1800-3600 meters), and a common "calling wave" was assigned for use of all stations; each station employed an individual "working wave". There was a station in Washington, D.C., and one located at approximately 200-mile intervals between New York and Reno; the Navy station "NPG" at San Francisco served to complete the single, nation-wide chain. (Incidentally, I was serving in the Navy at San Francisco when the transcontinental service began.) These stations comprised the "communication service" of the U.S. Air Mail Service, Post Office Department, which operated what is now recognized to be the world's first regularly scheduled airline service system. The radio operators at the Air Mail Radio Station also served as weather observers, reporting local conditions immediately preceding each flight. Each station had a thermometer (drug store type), and reported local ceiling and visibility (both estimated) and temperature only.

I transferred to Elko as radio Operator-in-Charge February 1, 1922, from Reno where I had entered on duty in 1921 under Dante H. Cordano, Operator-in-Charge with whom I had served earlier at NPG. I replaced Hadley Beedle whose Assistant was Theodore K. Johnson (Ted's

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brother, well-known Art Johnson was then serving at the Salt Lake City station.)

During my tenure the following served as assistants following Ted Johnson's departure about April, 1923:

Walter E. Underwood	April, 1923 to June 15, 1923
Claude M. Smith	July, 1923 to April 1925 (about)
Leo K. Bash	July 2, 1923 to September 12, 1923
Herbert Hela	June 3, 1925 to about July, 1926
Carl C. Findley	July 1, 1925 to September 14, 1925
Ralph W. Baker	about July, 1926

When I was transferred to Concord (San Francisco Bay region terminal station) in April, 1927, I was relieved by Mr. Baker.

The original Elko station was a two-room primitive wooden building, unceiling, midway between two 110 foot wooden towers supporting a 5-wire "T" type antenna. A vertical lead-in connected the antenna to the transmitter-receiver housed directly below. Towers were 400 feet apart, and occasionally pilots would fly their 400 HP DeHaviland mail planes under the antenna, and between the lead-in and either of the towers. This was not only stimulating and exciting to the pilots (they said), but was a startling noisy experience for the unsuspecting radio operator below when full engine power was abruptly applied following a power-off dive from a "blind" area. Because there were no buildings at the landing field (unsurfaced and with tent hangars) the station was built on the cheapest site available, in a "low" (including altitude and neighborhood) area. It operated during the hours 4:30am to 8:30pm, daily except Sundays and holidays, until 1927. The station was relocated to a new hanger at the landing field (still unsurfaced) in 1925.

The arc transmitters installed at each station along the line required alcohol in producing the steady arc flame between two electrodes. It was supplied from a central point, Omaha, at intervals as necessary, and reached each station in the mail pit of the transporting plane, and in 5-gallon cans. Each plane landed at each field, approx. 200 miles apart, and occasionally mail load necessitated off-loading the alcohol temporarily. All too often Elko's request for alcohol would result in report of a shipment that never reached us, and they were HARD to trace. Experience taught us to order long before we ran out if we were to keep the arc in commission. Even duplicate shipments were necessary before one reached us. And twice we learned (Finally) that 5-gallons had actually reached the Elko field, but the radio station never saw it. I have often thought how fortunate we were not to have installed one of the stations in San Francisco; the alcohol shipments never would could have made it through that far. (And by the way, each time Elko queried stations along the line, Art Johnson at Salt Lake City disclaimed

any knowledge.)

One hot summer's day while the arc was operating full-bore, I became aware of an unusual sound in the customary noise, interrupted the transmission and shut the arc down; the sound was between the walls near the lead-in insulator. I grabbed a soda-acid extinguisher, climbed to the desk top, held the heavy 2.5 gallon extinguisher in one hand and tried to direct the short hose and nozzle into the hole. Most of the liquid sprayed outside on the wall and soon as the extinguisher was spent, I telephoned the Fire Department fearing the fire was not yet out and wanting to take every precaution.

About 20 minutes later the Elko Fire Department equipment showed up; it had been delayed by a freight train at the street crossing point. Elko at that time employed only volunteer fire fighters, except for the driver who was a full-time employee. The fire was out by the time the group arrived shouting, "Where's the fire?", and when I announced that it had been tarpaper between the walls, 6 or 8 of them leaped to the fire truck, for their fire axes and immediately chopped a 4 by 6 foot hole in the outside wall (finding nothing but slightly burned tar paper). It took me the rest of the day to clear away the wreckage so I could finish sending the message I'd been working on.

The fire was the result of high voltage jumping the insulator. And so a few days later a new one arrived and I solicited one of the mechanics from the landing field to come in and help me install it. First, I disconnected the lead-in, leaving it free on any connections (except insulated guy wire). When I and the mechanic had replaced the large insulator, I was ready to reconnect the antenna. But I had noticed rather ominous "singing" of the lead-in tip. During summer months in Elko static is rampant, as any radio operator should know, and that underground antenna was obviously "loaded". My first thought was that (as usual in such circumstances) I should use a ground wire to discharge the antenna. But I was young, foolish, and curious in those days and I wanted "to see what would happen", and it did. I asked the

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mechanic to "hand me that wire", he started to. But when his hand was about three inches from the wire, it was met by a connecting flash of static electricity that not only made his hair stand rigidly upright and burned his fingers slightly, but startled him so badly that he told me what they'd done with the missing alcohol.

Like most of the other stations, Elko began to employ high frequencies when "tube" type transmitters became available about 1926. Hence, we began to learn a number of things about frequencies we hadn't known before, particularly as regards to "skip distance". At first we were confused because a frequency would give wonderful results one time and shortly afterward it would be almost inaudible. The transmitter (HF) at Elko was home-made in Salt Lake City by Art Johnson, and was designed to work in the neighborhood of 50 meters. Practically no one had a frequency meter, however, and seldom knew just where they were, frequency-wise. I built one of my own, and used it most advantageously in experimenting with antenna length, direction, etc., and in endeavoring to ascertain the best frequencies for use over the distance we were attempting to work.

We soon settled on 5940 kc/s for daylight use, but found it of little use during early morning and late evening hours. This was particularly bad for Concord and Sacramento (Herb Hela had transferred from Elko to become Sacramento's first Operator-in-Charge, if memory serves me correctly) who had no arc transmitters to resort to. So Ted Johnson at Concord and myself at Elko began a series of daily tests to determine if some other frequency would better serve at night. We soon learned that a lower frequency would be audible after 5940 had faded out. After two or three weeks we got down to 3370 kc/s which proved satisfactory. It was a laborious process because Ted would go out, change antenna length, come back in and retune his transmitter to an unknown lower frequency and call Elko "blind"

until Elko answered on the long-wave arc; if no answer he knew no signal was arriving at Elko. If Elko picked up his signal we would use our meter to measure the frequency and advise him on the arc. Then we would keep going on the frequency until it faded out, go home and come back the next day and try. 5940 (day) and 3370 (night) kc/s were standard frequencies in the aeronautical service for many years. Incidentally, I believe the Concord and Sacramento transmitters were built by Dan Cordano.

Long after the arcs were gone I occasionally wondered if any were still in existence. And a few years ago while touring facilities and classrooms of the Oregon Institute of Technology in Portland, I was shown one practically enshrined and in full operation (into a dummy antenna). It looked suspiciously like those we used in the Air Mail Service, and later in the Lighthouse Service preceding CAA (and FAA). Upon examination I promptly observed several unmistakable "homemade" extras and modifications; it was the arc transmitter complete which had faithfully served Elko for many years. I wondered if it's still on duty?

This didn't happen while I was Elko, but after I transferred to Concord. The old Elko station, as I have implied, was located at the far end of the honky-tonk district, and the most direct and almost only route between the main part of town and the station was right through the middle, of course. One of the places was called "Jessie Ward's". One quiet night after I'd moved to Concord Eddie Waterman, then on duty as radio operator at Elko, called Concord and asked (radiotelegraph), "Is Bill Larsen there" (He knew I was; we'd been communicating all evening). I answered, "Yes", and Eddie slowly spelled out for all the listening stations to hear, "Jessie Ward's just burned down, but we saved your trunk". Radio operators from coast to coast knowing I'd long served at Elko promptly contributed timely and appropriate (they thought) remarks.

RICHMOND, LLOYD and PATRICIA 9/24/87 Friday Harbor, WA

We just returned from a very happy reunion of the old Great Falls, MT ARTCC crew, held at Flathead Lake, MT. That ARTCC was commissioned late 1942 and discontinued in 1976. I was there from early 1942 to early 1957, having been Chief the last 5 years. I departed to be Station Mgr. at Guam.

Approximately 50, plus wives, were at the reunion. Most of whom were kids who came to GTF after my departure. AT 77 I seem to have reached a time when everyone is younger. I was the oldest and the only Ex-Chief in attendance. Sorry none of the real old Ex-Chiefs who preceded me: Bert Denicke, Erwin Russell, Merton Claar and Tom Walker were there. It was really a great experience to meet again those who were

"The medal? Nope, but I've a good memory."

Well, who are you? Fess up!

FAA HAM NETS

NAT'L - 14282 KHZ - K7BN/AJ8J/N5HG - MONDAYS 1530Z

CW NET - W4NH - 14064 KHZ - MONDAYS - 1715Z

FLORIDA NET - W4NF - 3952/7272 SUNDAYS - 1400Z

DCA LOCAL NET - NC4B - 3982 KHZ - WEDNESDAYS 1500Z

WEST COAST NET - 7235 KHZ 0900 PT - 7295 1600 PT - DAILY EXCLUDING S
MONDAYS 0900 PT

<SUBTRACT ONE HOUR FROM ZULU TIME WHEN DAYLIGHT SAVINGS TIM

LINKING THE PAST, PRESENT AND FUTURE

In early 1990 the Air Traffic Control Association (ATCA) in conjunction with the Federal Aviation Administration (FAA) sponsored what is called "Preserve your Heritage." This is a national project to assemble air traffic control (ATC) equipments and artifacts from the early days of ATC, as well as more recent equipments that are being phased out. The artifacts will be used for display in museums throughout the country to acquaint the public with the history of the ATC system. The project was kicked off by FAA Administrator James Busey with his endorsement of an ATCA request for the FAA to take the lead in preserving historic ATC equipment. As a consequence the Mike Monroney Aeronautical Center in Oklahoma has been designated the collection point for such equipment. FAA Administrator Busey named the Aeronautical Center Director, Dr. H. C. McClure project manager. Robert Hoppers of the Aeronautical Center's Public Affairs Office is the project officer.

. . . To date some boxes of instruction and repair manuals have been received from several FAA field facilities. Also, some computer cabinets and card punch machines and associated equipment has been received from the O'Hare Tower. There is also a possibility the Aeronautical Center will receive an entire old Flight Service Station out of Texas. Beyond this the publicity surrounding the project has generated interest in other areas and as a consequence the Aeronautical Center is also receiving inquiries about other equipments such as the disposal of several old link trainers. While the project does not extend to such equipment the donors were put in touch with a museum that could possibly make use of them. The publicity attendant to old equipment has also enabled ATCA to dispose of the 4-course radio range it has been storing since 1987 by turning it over to the American Airpower Heritage Museum located in Midland, Texas, where under the auspices of the Museum and the Confederate Air Force (CAF) the range will be restored and put on the air for use of the CAF and their restored World War II aircraft.

Generally, the response to requests for equipment/artifacts has been slow. The problem seems to be that in accordance with long standing government policy much or most of the old equipment has been surveyed as surplus and destroyed. However, if you as an individual or a facility representative have knowledge or access to equipment that might fall into the vintage category contact Bob Hoppers, ATC Heritage Project, FAA Aeronautical Center (AAE-5), P O Box 25082, Oklahoma City OK 73125. Bob has the authority to have such equipment crated and shipped to Oklahoma City for evaluation, cataloging and storage. He would like equipment that is meaningful and in fairly good condition. It does not need to be working. Help collect vintage equipment and "Preserve Your Heritage."

For more information, contact Andy Pitas, ATCA, Suite 711, 2300 Clarendon Blvd., Arlington VA 22201.

--ATCA Bulletin 6/92

PAST GET-TOGETHERS

AF/SM RETIRED MANAGERS

The third AF/SM retired managers meeting was held in Indianapolis IN in May of 1992. Rosemary Smith did an excellent job of arranging quarters at the Radisson Plaza Hotel and lining up some great places to eat for the gang. She also obtained passes for us to tour the garage area at the Indianapolis Speedway. We also enjoyed watching practice runs by some very fast cars while at the track.

Nelson Locke made arrangements for us to visit the Indianapolis Center. AF supervisors took us on a guided tour of the facility and all were impressed by the changes that have taken place since we retired. It seems that as the replacement equipment gets smaller, it also gets smarter. Of course, some things never change. The supervisors were bemoaning the fact that personnel reductions and budget limits continue to top their worry list. We were all able to share their concern, but had some comfort in knowing that it was someone else's problem now. HI.

The shoppers in our group had a field day. The hotel was connected to a large shopping center by a covered

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CORNING, GEORGE E. 10/3/85 Billings, MT

Since the loss of my second wife in June 1984 I have been doing a lot of traveling throughout the western, midwest and southern states. Covered over eleven thousand miles in 14 states. Upon returning to Billings I established a new residence in April and started a new life style. It doesn't seem possible, but come this December I will have been retired 20 years. Time sure flies by. Spent Thanksgiving with my son and family in Tacoma, Wn. Xmas was spent with my daughter and family in Aransas Pass and San Antonio, Tx. In January daughter Connie and I made a trip to New Orleans, along the coast in Mississippi, Alabama and on to Pensacola, Fl. where I started my career in the U.S. Navy as a radioman at NAS 1927-28. Needless to say we have come a long ways since that time. Of particular interest was the Naval Aviation Museum which houses the NC-4. Also visited the Confederate Air Force Museum at Harlingen, Tx. Both are well worth seeing.

Enclosed is a picture of the first CAA Air Traffic Control class to be held at the Aeronautical Center. It was comprised of 14 Chief Airways Operations Specialists and 3 District Supervisors. The class started April 14 and graduated June 20, 1952.

Good luck, good health and best wishes to all.



FIRST AIR TRAFFIC CONTROL CLASS at AERO CENTER - Class TX-1

Row 1 - J.D. Donohoe Jr., AMA; Geo. Crowley, AC; John Busby, MCN; Dick Carmen, IND; L.S. Yates, SEA; Toby Lindsey, (DS)ATL; Woody Woodson, (DS)MKC; Howard Bates, (DS)ATL; Bridges, AC; ??, AC
Row 2 - Mitchell, AC; Ralph Vroman, GBN; Geo. Corning, BIL; V.A. Jones, SHV; Pat Wilhoite, BFL; Fulkerson, AC; Jack Grewell, AC; Chas. Meyers, AC; Chas. Dowling, AC; William Cruze, AC
Row 3 - Don Church, AC; H.M. Bray, BOI; J.C. Chesnut, MAF; Dell Russell, TYR; Chas. Tate, RBL; Jake Jacobsen, CHI; Robin Boughn, AVC; Crowley, AC; Perry Bolyard, AC; Chas. Antweiller, AC

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Administrators of FAA, CAA, & Their Predecessor Agencies

Appendix B

Administrators of FAA, CAA, and Their Predecessor Agencies

Agency, Title, and Incumbent	Tenure	
	From	To
AERONAUTICS BRANCH, DEPARTMENT OF COMMERCE		
Assistant Secretary of Commerce for Aeronautics:		
William P. MacCracken, Jr. -----	8/11/26	10/1/29
Clarence M. Young -----	10/1/29	3/4/33
Director of Aeronautics:		
Eugene L. Vidal -----	10/1/33	6/30/34
BUREAU OF AIR COMMERCE, DEPARTMENT OF COMMERCE		
Director of Air Commerce:		
Eugene L. Vidal -----	7/1/34	3/1/37
Fred D. Fagg, Jr. -----	3/1/37	4/15/38
Denis Mulligan -----	4/16/38	8/8/38
CIVIL AERONAUTICS AUTHORITY		
Chairman:		
Edward J. Noble -----	8/22/38	4/12/39
Robert H. Hinckley -----	4/12/39	7/8/40
Administrator:		
Clinton M. Hester -----	8/22/38	6/30/40
CIVIL AERONAUTICS ADMINISTRATION		
Administrator:		
Donald H. Connolly -----	7/11/40	1/15/42
Charles I. Stanton -----	5/27/42	8/22/44
Theodore P. Wright -----	8/22/44	1/14/48
Delos W. Rentzel -----	4/8/48	9/18/50
Donald W. Nyrop -----	9/19/50	3/18/51
Charles F. Horne -----	3/19/51	3/6/53
Frederick B. Lee -----	3/11/53	12/8/55
Charles J. Lowen -----	12/12/55	9/5/56
James T. Pyle -----	12/20/56	12/30/58
FEDERAL AVIATION AGENCY		
Administrator:		
Elwood R. Quesada -----	11/1/58	1/20/61
Najeeb E. Halaby -----	3/3/61	

This list of succeeding Administrators of CAA and its predecessor agencies is from the FEDERAL AVIATION AGENCY HISTORICAL FACT BOOK, published by FAA in 1963. How many do you remember? Can you name those after "Q" and "Jeeb"? Good Luck!

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Airways Division of the Bureau of Lighthouses began laying out the country's airways it hired Civil Engineers to survey and lease the sites for beacons and intermediate landing fields. It also hired Pilots as Airways Extension Superintendents, some furnished with aircraft others with cars. They flew and drove the proposed alignments from city to city and checked with the engineers about locations for the airways facilities.

I worked with Hugh Souther on the Brownsville - Ft. Worth airway. He was traveling by Government Airways Division car like I was. He was a WWI naval pilot and from the Sheffield School of Engineering, Yale, I think. Later I met Ted Haight at El Paso, Hugh was also there. We were working on the El Paso-Ft. Worth Airway and on to Tucson on the San Diego-El Paso Airways. Airways ran from left to right for ease of map readers in the office, i.e. from South to North and West to East. Zones were every 10 miles, a beacon in 0 to 10 would be site #1 and so on. Ted had a Stearman and he carried a blond with him, his little Cocker-Spaniel. The first thing Ted did was hand me a sheaf of lease forms all signed from El Paso to Salt Flat, Texas, all I had to do was put in the legal description for the beacons to be so located. Ted's intentions were good, but on checking with Washington I was told to fill out new forms with the proper legal description and get them signed. I didn't tell Ted this. Personally, I thought they were plenty good, these ranchers were glad to have something like this on their land, the site was only a hundred foot square. Also the maintenance man would visit them regularly another incentive we might bring power to their place to serve the light.

Hugh could fly alright. One Sunday morning he took up Ted's plane and looped it. He had my helper with him, I asked Buck how he liked the stunt, he said that it was okay except he lost all of his change out of his pockets. Hugh had sort of an affinity for events. One day he left his official car on an El Paso street, some young ladies he knew from the Courthouse saw it and took to to Juarez for lunch. This threw the Juarez police into a dither, a U.S. marked car arriving over there. They escorted it to a parking place and put a guard on it while the ladies had lunch. After lunch they escorted it to the bridge. Hugh never knew anything about it until they told him. We frequently had business at Courthouse checking land ownerships etc.

There were other pilots on this work, L.C. Elliot, Al Smith, Al Wait, Stan Boggs, Gerald Fitzgerald and others in other parts of the country that I may not have known. Tommy Bourne was out of the Washington office a sort of boss over all of us also Bill Miller and Jack Miller who was the first chief engineer at our Ft. Worth District office. In a few years when our airways were well aligned and marked, especially the big transcontinental ones the Airways Extension Superintendent title passed out of the picture. Our pilots then were called Patrol Pilots to check on the airways facilities keeping the beacons lighted, condition of the landing fields, etc. This job grew as our work progressed from beacons to radio ranges, Iles, radar, communications, etc.

Hugh Souther left us a year or so later he had a health problem. Ted also left us and was flying South of the border the last I heard of him. L.C. Elliot rose to a high position in charge of our Ft. Worth office, Bourne always held a high position in our Washington office. Years later he left us to form the Bourne Airport Engineering Co. with offices in Washington. He was from Maryland and LC from Texas.

Chris Lample started as an airplane mechanic traveling with our pilots. When assigned to our Washington office he took flying lessons and got his pilot's license. Frequently he would fly a plane to one of the pilots and bring his in for its regular checkup. Chris had a bit of a fault. He knew too much about airplane engines. The least unusual squeak or stutter and he would set it down to check it over. He probably held some kind of a record for semi-forced landings going from there to here much to the amusement of other pilots. He was a great guy everyone liked him.

Gerald Fitzgerald was one of our early colorful pilots, he was navy and others respected his flying ability. I first met him at the Billings Airport. He had either a Stinson or Fairchild cabin job and had the engine cowling off and oiling the various moving parts. I said, "That's Chris's plane what are you doing with it?" He replied, "Oh, this thing gave Chris the motor horrors so I got it." I was later to meet him at Miles City one morning. That morning fog hung over the area. I went to the airport and hung around and about 10 o'clock we heard a plane overhead and soon it loomed up at the end of the runway and Fitz landed. He said he didn't meet any fog until he reached Montana coming

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from Bismark. The fog was kind of patchy he could see down through it at times, he had latched on to the railroad pole lines and finally picked up the airport beacon and soon could see parts of the airport so he had it made. In those days there was little concern about other aircraft few were flying anywhere over Montana and only one with Fitz's skill would be up that morning, of course Fitz wouldn't have been either if he knew what was ahead of him, communications were pretty sparse then, in that area.

Another interesting pilot I worked with was Doc DeCelles, he was from Illinois and a navy pilot. Doc had an uncle in the New Orleans area named Moissant who was an outstanding pilot, the New Orleans airport was formerly Moissant Field named for him. Doc had been a test pilot with Spartan Aircraft, Tulsa and whenever Will Rogers rented a plane he asked for the Little Frenchman to fly it. They would go out near Claremore, Oklahoma, where Rogers Native American Relatives were, he was always proud to say that his people met the boat bringing newcomers to America. His relatives would load him up with fresh fruit and vegetables, and home canned goods of which Doc would get a liberal share.

Doc also said that he probably was the first pilot to have his plane hijacked. He was flying for a mining company in Mexico and one day was taking the payrolls from headquarters to the mines. He had 2 passengers believed to be employees going back to work. When they were over an isolated field they ordered or ???invigled him to land there and when he did they took the payrolls and fled. Payrolls then were in cash or gold.

Chris sent Doc on a secret mission to northern Canada sometime in the 30's. Chris handled some of the liason with the military. Doc took his Stinson to Winnepeg to have it winterized and he too with heavy clothing, boots, etc. What it was all about I never knew and he never talked except he never knew a place could get so cold, it was wintertime. It may have been something to do with military bases planned in Northern Canada and Greenland. I don't believe our Alaska office was opened then or Chris would have assigned this trip to Jack Jefford or Al Horning who were with the Alaska Region. Jack was sort of noted for his recitations and writings. I flew from Farewell Lake to Anchorage through Rainy Pass one day with Al

it was rainy and nearly solid but Al knew the pass well. When we broke out on the Anchorage side it was into bright sunlight. It was beautiful, on the green mountain side under us were a string of mountain sheep slowly climbing up the mountain.

On our survey for sites on the Delano-Las Vegas section an airplane was furnished me for an aerial survey by our Los Angeles office. The pilot whose name I failed to record was more than pleased to make the trip as he wanted to visit the Furnace Creek Inn in Death Valley. We stopped there overnight then continued to Vegas. At that time the Inn had its own strip for visiting aircraft.

I also flew with many other pilots of the '20's and '30's. Art Blomgren was from Idaho. When he died he had his body cremated and his son who was also a pilot took his ashes to Idaho and scattered them over their part of that beautiful state. Jack Jaynes was from Texas he was one of our early stunt pilots his specialty was changing from one plane to another in mid-air. Lee Marriner another of our early pilots attached to the Chicago office. For a while I had a sort of sub-office in Chicago with an office or two in the P.O. Building. Some furniture was sent up to me for my use and I guess the name Horan meant something to someone in charge of same as the office desks, etc. were the finest I ever saw. I immediately swapped them for the Region Engineer's furniture for I would only be there for a year or so. Our job was to get sites for low freq ranges, in the late '30's, from Toledo to Omaha and Minneapolis to Tennessee. There were a few engineers with me and a clerk. I met Jack Somers In El Paso. He was traveling with our chief, Art Hook. Later I saw Jack on his home grounds near Buffalo, NY. His plane had just been checked so he was taking it up for a double check and took me with him. We flew over Niagara Falls which was another beautiful sight.

In connection with airway alignment it sometimes got rather whimsical or perhaps I should say political. The San Diego-El Paso part of the Southern Transcontinental was originally aligned to Tucson then to Douglas, Arizona, then along the Mexican border through New Mexico to El Paso. It was rather out of the way to go to Douglas but I understood the people of Douglas wrote so much airmail it went there. Later, years later it was routed via Las Cruces, N.M. to Deming and Lordsburg to Tucson.

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Although all the facilities were leased and built and used for sometime by the border route. The border route meant a field between Columbus, N.M. and El Paso in the middle of the sand hills and brush, and along the SP Railroad. Traveling this route meant considerable getting out and opening gates and going through same and closing it carefully. It also meant carefully driving if one got stuck in the sand one was in the middle of nowhere. Sometime Buck would travel with me and of course we would meet ranch people on horseback and see their cattle and coyote traps. One day we came across one of the traps with a coyote in it, struggling hard to get loose. We didn't dare turn it loose so Buck took my gun from its holster strapped on my wheel post, put his jacket over the coyote's head stuck the gun under there and shot it in the head. Buck was from Virginia and had been around horses a lot even race horses. He said that is the way he killed a horse if it had broken a leg, put a blanket over its head then reached under the blanket and shot the animal in the head.

We had a field at Columbus, N.M. and also a communication station. We also put a field at Hachita, and Rodeo, N.M. along with beacons and then to Douglas, then beacons just east of Tombstone to Benson where we located a field which also served the airway when it was rerouted over Deming and Lordsburg to Tucson. We also had some rerouting to do on the airway from Omaha to Minneapolis. It was originally to go direct. We had selected sites for beacons with a field and LF radio range at Sac City, Iowa and continued on to Ringsted, Iowa, Blue Earth, Minnesota, when we got word to reroute it via Sioux City and Sioux Falls, S.D. then to Minneapolis. We visited the various owners of the sites via Sac City and advised their land would not be used and they would hear from Washington cancelling the leases.

Of course the siting of beacons and most landing fields was more or less simple in the flat parts of our country when it came to rough country and mountains it became more difficult. At many beacon sites were located same on the mountain top or other high point and frequently had to place the power shed below it on an access road so fuel trucks could reach it. This meant getting another site for the power shed that went with all beacons. They all had power plants in case of outage of the commercial power. If there were no commercial power

available we put in a larger power shed with 2 engine generators in it, one would run one night the other would take over the next night. This also meant getting land for a pole line to the beacon at the high point.

All these facilities had to be regularly checked, adjusted, repaired, etc. This is where our maintenance men came in, each man was assigned a certain section of the airway which he constantly traveled checking on the performance of the equipment, cleaning, and adjusting the lamps etc. Sometimes he would have a real job to do, that is to shield off the spilled light from the big lamp that swept across the land nearby. Some farmers and ranchers wanted the light in their yard but soon complained about it when light periodically swept through their windows. Some of our construction people would acquaint the owner about this nuisance and suggested he move the beacon to a site 2 or 300 feet away from his house. This would be done without advising Washington of the site change which was alright. All we needed for these tiny sites were permits and generally the rent was very low as the owners were so glad to get the facility, it meant a visitor now and then, the maintenance men, and also power brought to his place.

Oh! a word about the beacons. The early lamps were 24" across the lens or filter. Now just under the platform holding the light were two search lights beamed fore and aft along the airway. These had red filters and flashed a code signal designating the number of the beacon along the airway so the pilot could know his position along same. How good these were I never really knew although I talked to one military pilot who said he could read the code and they were a big help. I never thought to ask an airline pilot about them. Later the 24" lamps were replaced with huge lamps with filter 36" across and were double ended that is they flashed a front clear light from one side and red light from the other side for line beacons and green/clear light for airports and landing fields. How a pilot could see the course lights below with all this light shining from these big lamps I never knew, but the course lights were part of the equipment furnished and installed at all beacons. Airport beacons had no course lights. Emergency landing fields probably did.

HORN, FRANK

10/15/89 Sun City, AZ

Ten years retired -- this past year, went to

Administrators of the F. A. A.

Historical Profile & Chronology

ADMINISTRATORS OF FAA, CAA, AND THEIR PREDECESSOR AGENCIES

Agency, Title, and Incumbent	Tenure	
	From	To
AERONAUTICS BRANCH, DEPARTMENT OF COMMERCE		
Assistant Secretary of Commerce for Aeronautics:		
William P. MacCracken, Jr.	8/11/26	10/1/29
Clarence M. Young	10/1/29	3/4/33
Director of Aeronautics:		
Eugene L. Vidal	10/1/33	6/30/34
BUREAU OF AIR COMMERCE, DEPARTMENT OF COMMERCE		
Director of Air Commerce:		
Eugene L. Vidal	7/1/34	3/1/37
Fred D. Fagg, Jr.	3/1/37	4/15/38
Denis Mulligan	4/16/38	8/8/38
CIVIL AERONAUTICS AUTHORITY		
Chairman:		
Edward J. Noble	8/22/38	4/12/39
Robert H. Hinckley	4/12/39	7/8/40
Administrator:		
Clinton M. Hester	8/22/38	6/30/40
CIVIL AERONAUTICS ADMINISTRATION		
Administrator:		
Donald H. Connolly	7/11/40	1/15/42
Charles I. Stanton	5/27/42	8/22/44
Theodore P. Wright	8/22/44	1/14/48
Delos W. Rentzel	4/8/48	9/18/50
Donald W. Nyrop	9/19/50	3/18/51
Charles F. Horne	3/19/51	3/6/53
Frederick B. Lee	3/11/53	12/8/55
Charles J. Lowen	12/12/55	9/5/56
James T. Pyle	12/20/56	12/30/58
FEDERAL AVIATION AGENCY		
Administrator:		
Elwood R. Quesada	11/1/58	1/20/61
Najeeb E. Halaby	1/20/61	6/30/65
William F. McKee	7/1/65	present



1926

August 11: William P. MacCracken, Jr., took office as the first Assistant Secretary of Commerce for Aeronautics. He thus became the first head of the Aeronautics Branch, which was created in the Department of Commerce by Secretary Herbert Hoover to carry out the Secretary's responsibilities under the Air Commerce Act of 1926.

MacCracken brought to this position experience as a World War I Army pilot, as chairman of the American Bar Association's committee on aviation law, and as co-general counsel of National Air Transport, a company which he helped organize in 1925 to deliver airmail. MacCracken also assisted with the drafting of the Air Commerce Act of 1926.

1929

October 1: William P. MacCracken, Jr., resigned as Assistant Secretary of Commerce for Aeronautics and was succeeded by Clarence M. Young. Mr. Young had served as Director of Aeronautics from July 1, 1927, when that position was created.

1933

June 15: The office of Director of Aeronautics was re-created to take the place of the position of Assistant Secretary of Commerce for Aeronautics. The latter was discontinued following the resignation of Clarence Young when the Roosevelt administration took office. Three Assistant Directors were appointed--for Air Regulation, for Air Navigation, and for Aeronautic Development. The position of Director of Aeronautics, however, was left vacant until October 1, 1933.

October 1: Eugene L. Vidal was appointed head of the Aeronautics Branch with the title of Director of Aeronautics. At the same time the number of Assistant Directors was reduced to two--the Assistant Director for Air Navigation and the Assistant Director for Air Regulation.

Vidal was educated at the University of South Dakota and West Point. Graduating from the latter institution in 1918, he transferred in 1920 to the Army Air Service, in which he became a pilot. In 1926 he resigned from the Air Corps to take a position with a commercial aviation company. He continued in commercial aviation until he joined the Aeronautics Branch as Assistant Director of Aeronautics for Air Regulation on June 15, 1933.

1937

March 1: Eugene L. Vidal resigned as Director of Air Commerce in order to return to private employment and was succeeded by Fred D. Fagg, Jr.

Fagg came to the Bureau of Air Commerce as an authority on aviation law. In 1929 he had founded the Air Law Institute at Northwestern University, and since then he had been its director in addition to editing or helping to edit its publication, the Journal of Air Law. Before his appointment as Director of Air Commerce, Fagg had served as consulting expert to the Department of Commerce on revision of air commerce regulations, as an adviser to the Copeland Senate committee on aircraft safety, and as one of the advisers to the Federal Aviation Commission. He was a member of the Illinois Aeronautics Commission, secretary of the National Association of State Aviation Officials, and a member of the American Section, International Technical Committee of Aerial Legal Experts.

FAA Administrators P-4

1958 -

November 1: Elwood R. Quesada, Special Assistant to the President for Aviation Matters and Chairman of the Airways Modernization Board, became the first Administrator of the Federal Aviation Agency. A retired regular U.S. Air Force officer, Lt. Gen. Quesada had been required by provisions of the Federal Aviation Act to resign his commission in order to qualify as FAA Administrator.

Before his retirement from the U.S. Air Force in 1951, Quesada had a long and distinguished career in military aviation. He was a member of the flight crew of the Army C-2 Question Mark, which, under the command of Major Carl Spaatz, broke all world endurance marks in January 1929 by remaining in the air for more than 150 hours. During World War II Quesada held a series of important commands, including the 12th Fighter Command, the 9th Fighter Command, and the 9th Tactical Air Command. In 1946 he became Commanding General, Tactical Air Command; in 1949, chairman of the Joint Technical Planning Committee of the Joint Chiefs of Staff; in 1951, Commanding General of Joint Task Force Three. He holds, with various other awards, the Distinguished Service Medal with one cluster and the Distinguished Flying Cross.

1958 -

December 31: The Federal Aviation Agency assumed the full scope of its statutory responsibilities. Under the provisions of the Federal Aviation Act the effective date of appointment of the first FAA Administrator determined the effective date of most of the operative provisions of the act, which were to take effect 60 days from the qualification of the first Administrator. On this date FAA superseded CAA and absorbed certain CAB personnel associated with safety rulemaking. James T. Pyle, the last CAA Administrator, became Deputy Administrator of FAA.

1961 -

January 20: Najeeb E. Halaby was named principal aviation adviser to President John F. Kennedy and Administrator of the Federal Aviation Agency on January 19, 1961. A lawyer and executive of industrial corporations in private life, Halaby was one of the original group which outlined proposals for the creation of the FAA and was a Navy test pilot for the first American-made jet airplane.

Halaby began his flying career in 1933 at the age of 17. He became a commercial pilot instructor of the Army Air Force in 1940. Later he joined the Lockheed Aircraft Corp. as a test pilot and in 1943 became a Navy pilot. As a naval aviator, Halaby helped organize the Navy's first Test Pilot School and acted as the school's chief instructor. He was one of the first pilots to flight test the first operational American jet plane, the Bell YP-59 - and in May, 1945, he made the first continuous transcontinental jet-powered flight in the Lockheed YP-80.

After World War II Halaby became Foreign Affairs Adviser to Secretary of Defense James Forrestal and also first chairman of the North Atlantic Treaty Organization (NATO) Military Production and Supply Board. He completed his Pentagon career as Deputy Assistant Secretary of Defense for International Security Affairs in 1953. He also was vice chairman of the White House Aviation Facilities Study Group which recommended in 1955 a rapid modernization of the long neglected airways. Until his FAA appointment, Halaby directed his own law firm and was President of American Technology Corp. in Los Angeles. Immediately prior to joining the FAA, he was secretary-treasurer of Aerospace Corp.

Born in Dallas, Tex., Halaby was educated at Stanford University (AB in 1937), the University of Michigan and Yale University (LL.B. in 1940).

1965 -

July 1: General William F. McKee (USAF Ret.) was nominated Administrator of the FAA by President Lyndon B. Johnson on June 23, 1965, confirmed by the Senate on June 30 and sworn in on July 1.

On retirement from the Air Force in August 1964, General McKee was Vice Chief of Staff. In September 1964 he joined the National Aeronautics and Space Administration (NASA) as Assistant Administrator for Management Development, a post he held prior to his FAA appointment.

Born at Chilhowie, Va., General McKee was graduated from West Point in 1929 and commissioned a second lieutenant in the Coast Artillery Corps of the Regular Army. He served in Army assignments in Florida, the Canal Zone, California, the Philippines, Puerto Rico and at the Norfolk Naval Station, Va. before transferring to Headquarters, Army Air Force in January 1942. He received his first star in 1945 and was appointed Chief of Staff of the Air Transport Command in 1946. In August 1946 he went to Europe as Commanding General of the European Division, Air Transport Command, with headquarters at Paris. In December 1946 he transferred to USAF Europe (USAFE) headquartered at Wiesbaden and became its commanding general in January 1947. He was appointed Assistant Vice Chief of Staff of the USAF in September 1947 and was promoted to Major General in 1948. In 1953 General McKee became Vice Commander, Air Materiel Command, USAF. He gained his third star as Lieutenant General in 1957 and, in August 1961, was named Commander, Air Force Logistics Command, receiving his fourth star at that time. The following July he became Vice Chief of Staff, USAF, under General Curtis LeMay.

Captain Fred C. Hingsburg

From WHO'S WHO IN AVIATION - 1942-43

HINGSBURG, FREDERICK CHARLES, Commander U.S. Coast Guard, Seattle. Res. 5810 Cowen Pl., Seattle.

B. NYC, July 5, 1889. P. Alexander and Emma (Marker) Hingsburg. Educ. B.E. 1909, C.E. 1913, Cooper Union, N.Y.C.; Poly. Inst. of Brooklyn 1910-12. M. Emma M. Geissinger of N.Y.C., Jan. 23, 1918.

AVIATION BUSINESS RECORD: Aide 1911-12, Asst. Supt. 1912-18, sig. engr. 1934-36, U.S. Lighthouse Service; supt. lighthouses 1918-25 and 1936-39; chief engr. Airways Div. Dept. of Commerce 1926-34; laid out 19,000 m. of airways.

MILITARY RECORD: Comdr. U.S. Coast Guard since 1939.

AWARD: Victory Medal.

MEM.: Amer. Soc. of Civ. Engrs., Assoc. Fellow Inst. of the Aero Sciences.

CONTRIB.: Articles on air navigation facilities to aero publications.

Deceased - March 26 1959 - Heart.

SOCIETY OF AIRWAY PIONEERS

C. A. A.

C. A. A.

The CIVIL AERONAUTICS AUTHORITY was established Aug. 22, 1938 with Edw. J. Noble as Chairman. Clinton M. Hester was appointed as Administrator on this same date with jurisdiction over the Bureau of Federal Airways. The two primary branches of the Authority were the Bureau of Federal Airways and the Air Safety Board. These two organizations were divorced when the CIVIL AERONAUTICS ADMINISTRATION was established effective July 11, 1940 with Donald H. Connolly as the first Administrator. Early "firsts" included the following:

- AERONAUTICS BRANCH, DEPT. OF COMMERCE
William P. MacCracken, Jr. Aug. 11, 1926
- BUREAU OF AIR COMMERCE, D.O.C.
Eugene L. Vidal July 1, 1934
- CIVIL AERONAUTICS AUTHORITY
Edw. J. Noble Aug. 22, 1938
- CIVIL AERONAUTICS ADMINISTRATION
Donald H. Connolly July 11, 1940
- FEDERAL AVIATION AGENCY
Elwood R. Quesada Nov. 1, 1958



"Soon this land will be ours again!
Palefaces go to moon!"

When a man gets too old to set a bad example, he starts giving good advice.



"For a man with no experience, you're certainly asking a high wage," said the prospective employer.

"Well, sir, the work's so much harder when you don't know what you're doing."

Early Regional Staffs-F.A.S. -

EARLY REGIONAL STAFFS

C. W. "BILL" LARSEN

The CAA came into being in 1938 as you will recall. At that time we began to add ATC people and activities. The heads of Communication and ATC groups were under the general supervision of a Superintendent of Airways. There were seven regions (they had been called "districts" before that. Staffing as follows:

- Region 1, New York:
Herbert DePue; R. O. Donaldson (Com) E. H. Merling (ATC)
- Region 2, Atlanta:
Carl Schanche; B. L. Weinberg (C) Richard Roose (A)
- Region 3, Chicago:
Carl McCluer; Claude M. Smith (C) C. F. Timmerman (A)
- Region 4, Ft. Worth:
Art Blomgren; George L. Rand (C) Clarence Tolpo (A)
- Region 5, Kansas City:
Chris Lample; P. E. White (C) Jack Tighe (A)
- Region 6, Santa Monica:
Harold Bean; Art Johnson (C) Rod Sturtevant (A)
- Region 7, Seattle:
C. C. Lange; C. W. Larsen (C) L. E. Warren (A)

At this time Tommy Bourne was Director of Airways and Earl F. Ward was Chief of Operations with Eugene Sibley Chief of Communications and Glen Gilbert Chief of ATC (assisted by John Huber, Fred L. Smith and others). Eugene Sibley had as Washington Assistants, Harland E. Hall, James H. Nicholson, and Ralph MacRoberts. (W. A. "Bill" Breniman served as Sibley's Deputy a short time before he retired. Sibley's place upon retirement was taken by George L. Rand, Feb. 14, 1950. He had been selected for the post by Delos Rentzel.)

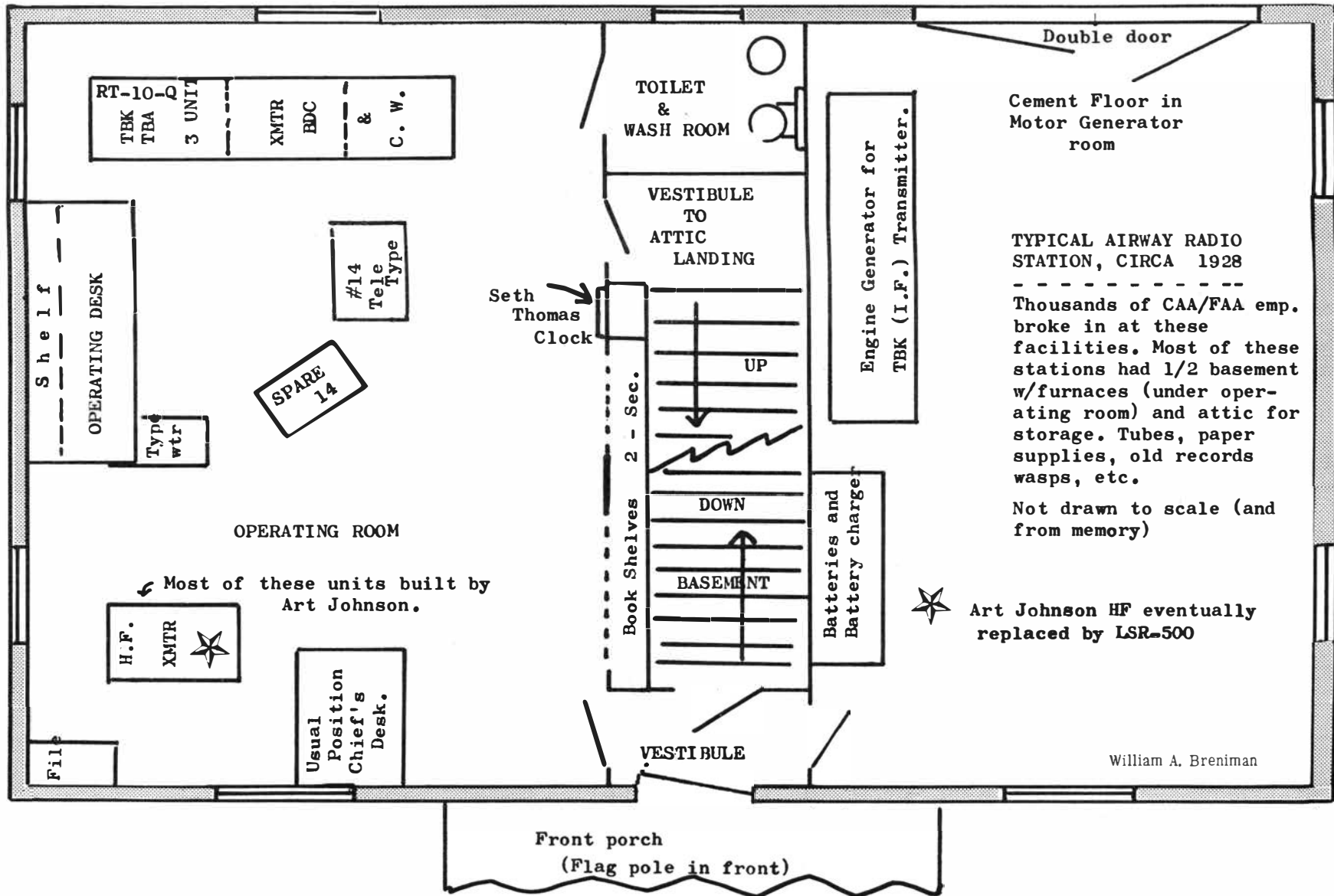


EXTRA COPY ?

Members of the Society of Airway Pioneers who have paid sustaining dues for the current year will be furnished a free copy of the Airway Pioneer. Should they desire additional copies, they will be furnished @ \$2.50 per copy and mailed as directed. Copies will be mailed to eligible prospective members @ \$1.00 each, carrying name of individual member "sponsor". This to cover printing and mailing. Life Members who have not paid sustaining dues for current year will be furnished copies @ \$3.50 each as long as available. Others interested in securing copies will be furnished same @ \$5.00 per copy as long as available and after membership requirements have been met.

A few complimentary copies of the Airway Pioneer may be furnished historical organizations, libraries, etc., as the Directors may direct. Advertising is not accepted by the Airway Pioneer, However, services or products of its members may be mentioned as news at the discretion of the editor.

Airway Radio Station Layout : 1928



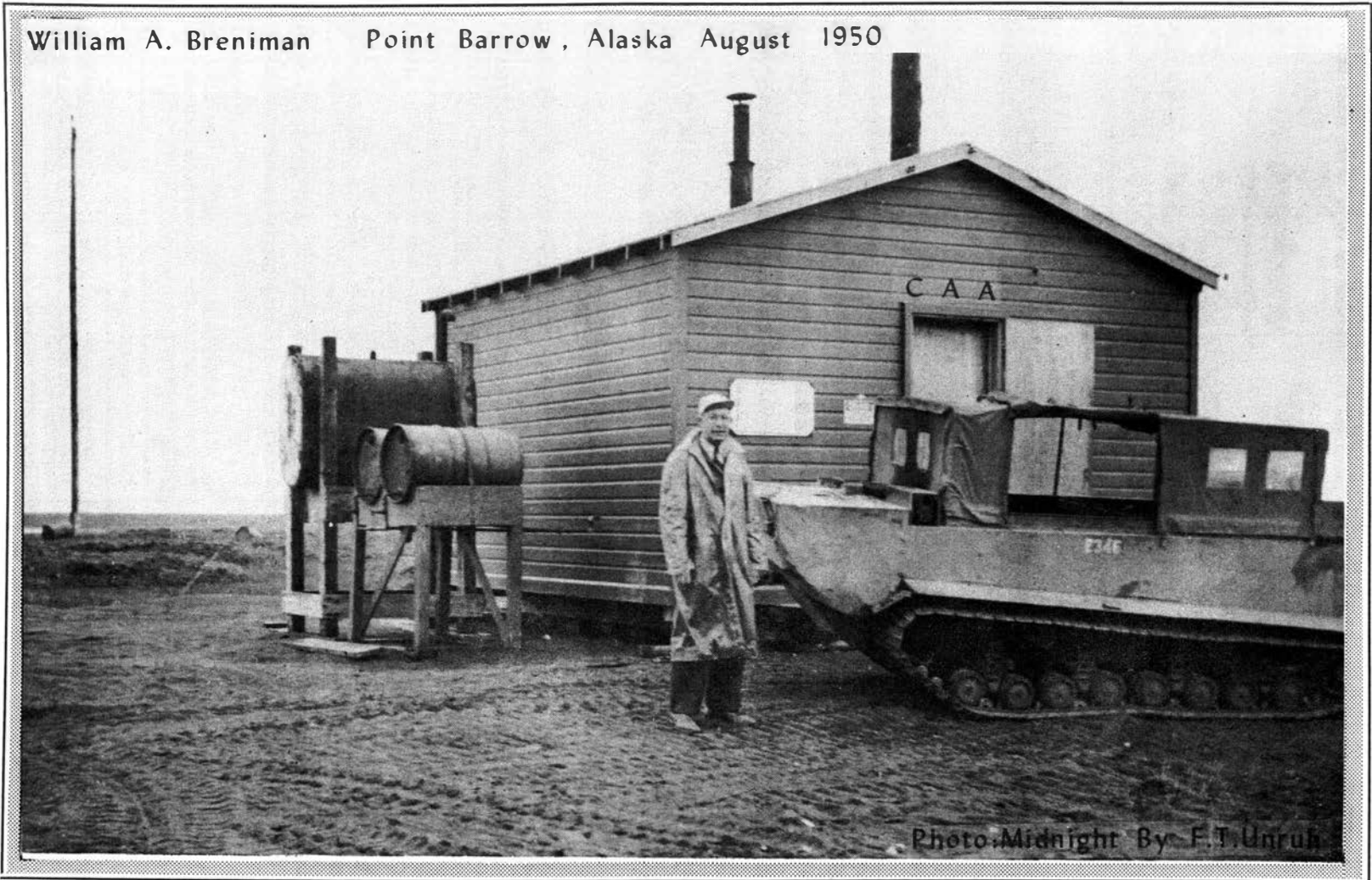
TYPICAL AIRWAY RADIO STATION, CIRCA 1928

Thousands of CAA/FAA emp. broke in at these facilities. Most of these stations had 1/2 basement w/furnaces (under operating room) and attic for storage. Tubes, paper supplies, old records wasps, etc.

Not drawn to scale (and from memory)

Art Johnson HF eventually replaced by LSR-500

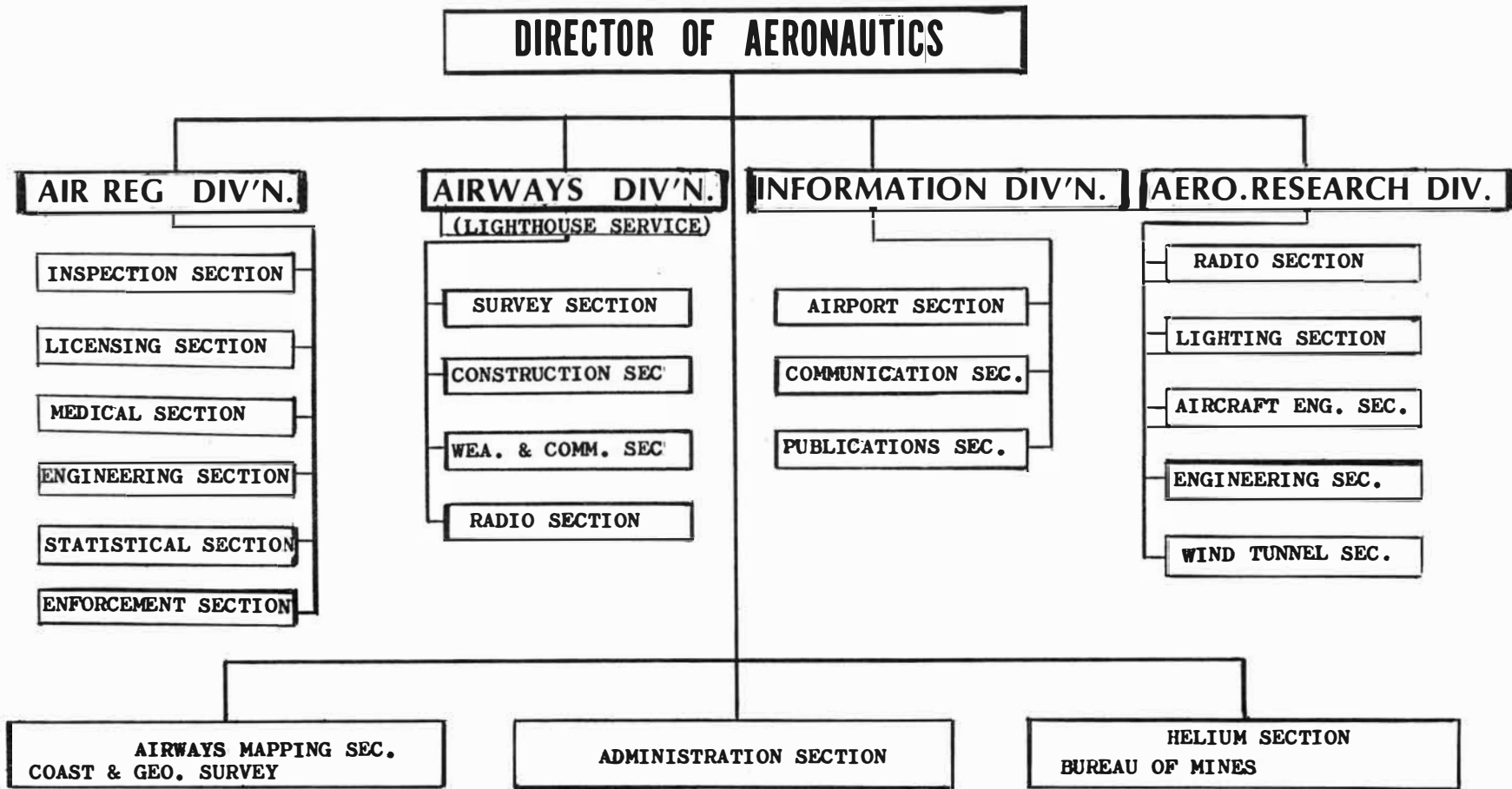
William A. Breniman



Last "Nav.Aid" En Route "North-Pole"

Pix of Ye Ed, Bill Breniman at the loop range station, Point Barrow Alaska, August 1950. It may be noted that the range is built on skids so it may be pulled by tractor to another location if ice from the Arctic Ocean packs up from the beach a short distance away. Ye Ed has just received his "Weasel Skinning

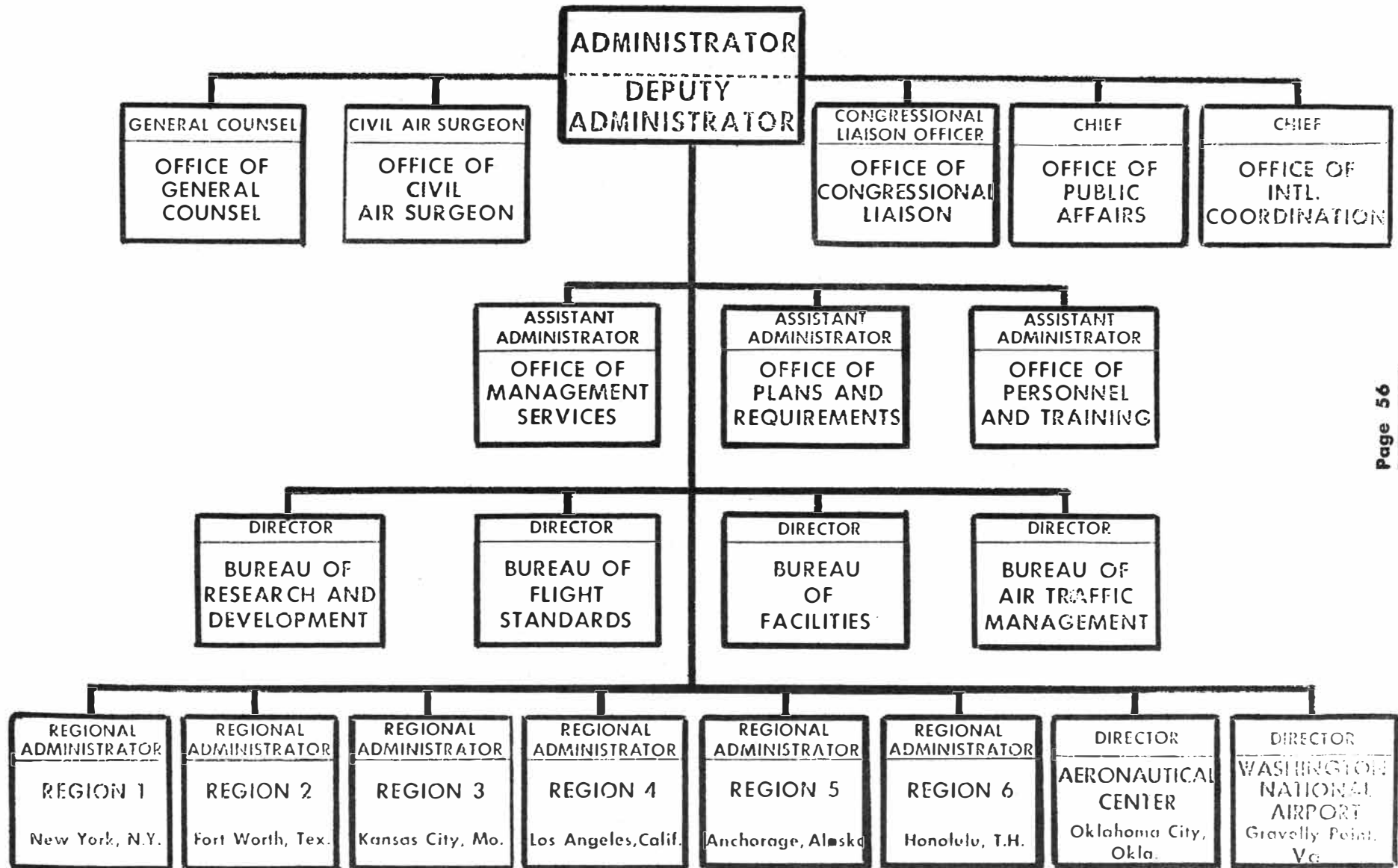
Certificate" from Station Chief Roy Roose testifying as to his ability (?) of driving E-346 standing to the rear. Picture was taken by Frank T. Unruh who was also making his initial trip to Point Barrow on the Navy's Line-Haul flight, from Fairbanks with stop at Umiat and Bettles.



ORGANIZATION CHART - F. Y. 1928
AERONAUTICS BRANCH - U. S. DEPARTMENT OF COMMERCE

Drawn by Bill Breniman from data supplied by F.A.A.

Federal Aviation Agency 1959



Approved Jan. 15 1959

Redrawn from Organizational Chart furnished by
Director Information Services, FAA, William A. Breniman

ATCA 32nd ANNUAL MEETING SCHEDULED

ATCA's 32nd Annual Meeting, Technical Program, and Exhibits will be held at the Disneyland Hotel, Anaheim, CA on **November 1-5, 1987**. Scheduled are three days of technical sessions centered on the theme: New Horizons--Program and Change in National and International Aviation Systems. Walter S. Luffsey will be the 1987 General Conference Chair, assisted by Jim Loos, the Vice-Chair. Gary Church and Larry Culhane will co-chair the technical program.

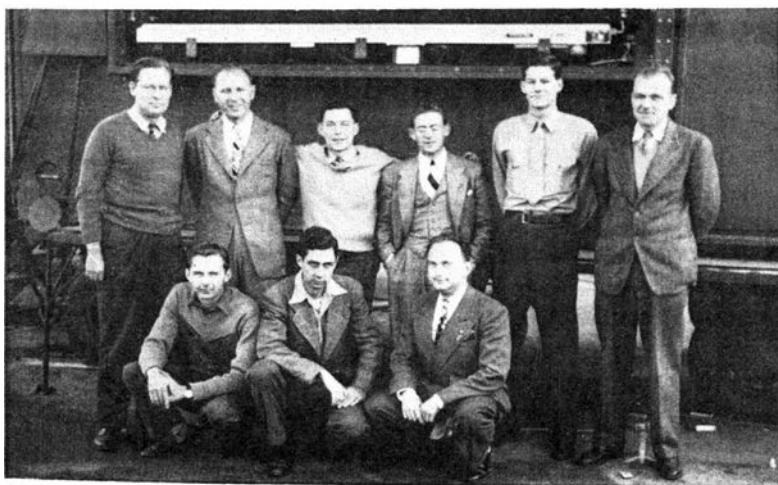
ARNETT, L. M. 'Mel' and JENELLE 10/13/86 Dekalb, IL

We are still making a couple of short trips to Florida each winter - visiting daughters in Louisville, KY and Marietta, GA enroute. No big trips recently. Jenelle's mother had a stroke 2 months ago and we have been visiting her - in hospital and nursing home - at least a couple of times a week - 70 miles from here. Learned I have a couple of blocked arteries a year ago in April - the good news is - I have formed my own by-passes. Treatment with diet, exercise, and medication permitting normal activities with no big problems so far.

ASHLEY, ART and MARGE 7/20/86 Oakton, VA

1986 has been a great year for the Ashley's as our daughter, Barbara Marker, gave birth to a beautiful baby girl. Barbara is an FAA Washington Office employee in LG-10 and will be eligible for SOAP membership in five years. Our son-in-law, Tom Marker, also works for FAA and will be eligible at an earlier date. Needless to say I am able to keep abreast of how things are going in the Agency. Am still active with ahm radion and call in whenever possible to the W7JHQ 20 meter net on Mondays as well as the NC4B 3980 Khz net on Wednesdays.

Enclosed photo is of the first radar technicians employed by the CAA. The photo was taken at Ace Field, CA which was the test location used by Gilfillan Bros. who manufactured the AN-MPN-1 GCA shown in the background. I had a second photo which included the first group of Air Traffic Control radar personnel, but I recently loaned it to Air Traffice who are compiling data for the 50th Aniversary. The technicians actually participated in the construction of the GCA unit (Modified for ASR/PAR use at LaGuardia) shown as well as the units that were destined for installation at Washington National and Chicago O'Hare. This was in 1946.



Back Row, Left to Right
 Nelson Locke Region 3
 Mel Morrison Region 1
 E. E. Warner Region 1
 Art Ashley Region 1
 Fred Battle Region 1
 Wm. Morrill Region 1

Front Row, Left to Right
 Russ Nerheim Region 3
 Mr. Beckett Region 3
 Vic Glickman Region 1

FIRST CAA RADAR TECHNICIANS - 1946

EXCERPTS FROM DAGGETT, CALIFORNIA HISTORY

1930

Specific dates concerning the early history of this facility are obscure; however, personal recollections have fairly well determined that clearing of the land for a proposed airways beacon site began in 1930. The beacon and its shed were the first installation, but the site was improved by leveling and outlining future sidewalks and the planting of desert shrubs.

1931

Work was started in blading a flight strip adjacent to the present site and foundations for the main building, with bachelor quarters on one end, operations room in the center and a two bedroom family quarters on the other end. A single two bedroom family house and a three car garage in the rear were also started. A well, 110 feet deep and a 40 foot water tower were placed in use.

1932

Work continued on the construction of the buildings and in December the quarters were ready for occupancy. Approximate commissioning date of the facility as an "Airways Keeper Station" was January 1, 1932. During the year a Loop type radio range was established without voice. An LMF beacon on 278 kcs was utilized for vice communications with aircraft which consisted chiefly of the Airlines, Army and Airmail. Daggett was on Teletype circuit 9 between Burbank and Kansas City.

1933

An Adcock tower low frequency range was installed and commissioned. It was the first Adcock type range in the Sixth Region. Numerous improvements were made to the Station. Lawns, Chinese Elms and Desert Athels were planted. Coal furnaces for heating and awnings for cooling were installed. Sidewinders were a constant hazard and one operator was bitten while chopping sagebrush at the range site. Twelve hour watches were stood by the operators, and in their "spare time" they pulled a drag over the runways.

1934

Personnel began taking weather observations, including Pibals. A point-to-point radiotelegraph, Circuit 39, was installed connecting Daggett, Las Vegas, Milford, and Salt Lake City. Daggett relayed the weather information from 39 on to Teletype circuit 9.

1935

Station modernization continued and the Northeast range course was realigned toward Kingman, Arizona.

1936

Four receivers were in operation and the station guarded frequencies for Trans-Western Air (TWA) and Western Air Express (WAE). HF radio-telegraph frequencies were 2960 and 5920 kcs with Palmdale; King Hill, Idaho; and Milford, Utah. Negotiations were started to place partial basements under the living quarters. Personnel complement was four men, including Senior and Assistant Radio Operators. Qualifications required high speed manual radio-telegraphy, equipment maintenance, Teletype operating, and knowledge of administrative and property methods. Two Model 15 printers were installed during the year.

1937

Radio-telegraph circuit 37 was added. Later the Teletype circuit was changed from 40 to 60 words per minute, and subsequently radio-telegraph circuits 37 and 39 were decommissioned. The Teletype weather collection sequence now included stations from Burbank to Great Falls, Montana.

H. L. BRYSON

THE AIRWAY PIONEER - 1984

1938

A center tower was erected and counterpoises were installed at the radio range. The TVA range was decommissioned during the winter, pending installation of a TSE type transmitter. The TMD transmitter was used for voice transmissions until the TSE was commissioned. Commercial power was supplied by Southern Sierras Power Company from Bishop. Upon receipt of a Model 19 printer, the old Model 14 was removed. A two-rack operating shelf was installed replacing a semi-circular console. All hands joined in building a laundry shed at the rear of the station.

1939

The 400 watt TSE transmitter was commissioned in January with classification changed to SBRA-DT and identification DG. The range courses were 63°, 149°, 251°, and 329° magnetic toward the station. Guarding of the TWA and WAE frequencies was discontinued and continuous guard on 3105, 4495, and 6210 kc/s was established. Teletype circuit 62 was inaugurated and a station without Teletype was commissioned at Silver Lake. Daggett handled dispatch traffic via telephone with Silver Lake. A family house was moved in from Goffs, CA and placed adjacent to the office quarters at the rear of the station. The Chief began occupancy on December 30.

Daggett was listed as: CAA Intermediate Field, Site 10, Los Angeles-Amarillo airway, elevation 1920', L-shaped, sand and gravel runways with natural drain, three strips N/S 3500', E/W 3750' and NE/SW 4000'. No servicing. Lights: beacon, boundary, range, and obstruction. Radio and Teletype services.

1940

A 5 watt TZF Station Location Marker transmitter on 75 mc was commissioned January 20. Station classification changed to SBRAZ-DT. Five new desert type evaporative coolers were installed on the quarters and the furnaces were converted from coal to oil. Maintenance duties of the operations personnel were alleviated somewhat with the assignment of a Zone Maintenance Electrician who visited the station monthly to perform maintenance on the equipment.

1941

A "snake fence" was installed for protection from the sidewinders. On December 10 personnel participated in the first actual "blackout". Orders were issued via Teletype by the Fourth Fighter Command to silence all radio transmissions and black out lights. Gasoline was now sold at the field and approximately 2000 aircraft were serviced during the year.

1942

The Corps of Engineers extended and paved the runways to handle 30,000 pound aircraft. Landings were restricted to Air Carrier and Government aircraft. Douglas Aircraft Company moved into a modification center for A-20 Attack bombers which were sent to Russia.

1943

On January 9 the Daggett tower was commissioned and operated by CAA personnel. With increased traffic, the station personnel complement was increased to Chief Aircraft Communicator, Assistant Chief, and three Aircraft Communicators. The Chief was CAF-6, \$2300 per annum, Assistant Chief was CAF-5 @ \$2000m and the Communicators were CAF-4 @ \$1800. Maximum and minimum thermometers were installed in addition to the dry and wet bulb thermometers. A training program was instituted for pilots and all personnel were given yearly examinations on Weather Bureau Circular 'N', Teletype speed, tape reading, and sending and receiving of International Morse code at 20/20 wpm.

1947/1948

In 1947 the bachelor quarters were discontinued and converted to offices and a maintenance workshop. On March 5, 1948 the VOR range was commissioned on a TEST basis.



SOCIETY OF AIRWAY PIONEERS

REPORTED TO BE FIRST RADAR CLASS AT OKLA CITY

L-R Front Row. N.E. Carlburg RO-7., Ed Rarer RO-6., J.P. Pillet RO-4., C.S. Spikerman RO-6
W.E. Peterson RO-4., E.G. Doc Dagle RO-3., F.B. Holsclaw RO-5., Taft Nicholson R)-5.

L-R Back Row. W.A. Abbet RO-6., Walter Hill, Teacher Radar., Sara Brill Secry Radar School., R.A. Rivers
RO-8., Wallace Kirk Barry RO-6., W.B. Bill Brown Lab. Instr Radar School., C.M. Clark RO-1.,
E.C. Stentz RO-6., Marvin Eisenbach, Instr Radar School., Ernie Gayle RO-1., C.E. Gardner
Supt. Electronic Schools Okla City. Picture courtesy Kermit Karns....

THE AIRWAY PIONEER - 1984

PERSONNEL - INTERSTATE AIRWAY COMMUNICATIONS STATION - DAGGETT, CA

<u>ROSTER</u>	<u>EOD</u>	<u>ROD</u>	<u>POSITION OCCUPIED</u>
<u>1932</u>			
Fred Walker	During 1931	Dec. 1932	Airways Keeper-in-Charge
Cecil W. Masterson	Dec. 1932	Oct. 1934	Airways Keeper-in-Charge
Harry R. Brooks	May 1932	Oct. 1934	Assistant Airways Keeper
R. B. Trexler	During 1931	During 1934	Assistant Airways Keeper
<u>1933</u>			
John A. Marchese	During 1933	During 1935	Assistant Airways Keeper
<u>1934</u>			
Harold B. Wright	Apr. 1934	During 1934	Senior Radio Operator
Eskel Daniels	Oct. 1934	Oct. 1936	Radio Operator-in-Charge
Ronald E. Wiley	During 1934	Nov. 1935	Junior Radio Operator
F. S. Dobie	Nov. 1934	Nov. 1936	Junior Radio Operator
D. S. Kennedy	Unknown	Unknown	Airways Maintenance Tech.
<u>1935</u>			
Merrill H. Griffith	Mar. 1935	July 1938	Radio Operator
Silas Little	Dec. 1935	Oct. 1937	Junior Radio Operator
<u>1936</u>			
C. P. Maddox	Unknown	Unknown	Airways Maintenance Tech.
Lorin G. DeMerritt	Oct. 1936	May 1937	Junior Radio Operator
Edwin F. Koenig	Nov. 1936	Sept. 1937	Junior Radio Operator
Harwood M. Strehle	Unknown	Unknown	Relief Radio Operator
<u>1937</u>			
William H. Hill	May 1937	Mar. 1939	Radio Operator-in-Charge
Howard J. Stepp	July 1937	Mar. 1938	Junior Radio Operator
Henry E. Bertuleit	Sep. 1937	Jan. 1938	Junior Radio Operator
Cecil W. Elliot	Sep. 1937	July 1938	Junior Radio Operator
Lloyd O. Travis	Sep. 1937	Apr. 1938	Junior Radio Operator
<u>1938</u>			
Philip G. Frazelle	Jan. 1938	Aug. 1938	Junior Radio Operator
Charles E. Stillwell	Apr. 1938	Jan. 1940	Junior Radio Operator
Herbert C. McGeorge	June 1938	Dec. 1939	Junior Radio Operator
Joseph W. Elwell	June 1938	Jan. 1939	Radio Operator-in-Charge
Barton H. Boyer, Jr.	Sep. 1938	Mar. 1939	Junior Radio Operator
Kenneth V. Matthews	Aug. 1938	Oct. 1938	Relief Radio Operator
Joe K. Hicks	During 1938	Unknown	Airways Maintenance Tech.
Howard L. Bowers	Dec. 1938	Jan. 1939	Junior Radio Operator
<u>1939</u>			
George A. Day	Jan. 1939	Jan. 1940	Radio Operator-in-Charge
Eugene Matthews	Jan. 1939	Jan. 1940	Senior Radio Operator
Melvin J. Richardson	Mar. 1939	Dec. 1939	Radio Operator
William H. Atkins	Dec. 1939	Jan. 1942	Radio Operator
Harrison E. Carter	Dec. 1939	Dec. 1942	Radio Operator
Robert S. Goodman	June 1939	Jan. 1960	Caretaker
<u>1940</u>			
George A. Hall	Jan. 1940	Jan. 1941	Radio Operator-in-Charge
Donald R. Fulton	Jan. 1940	Oct. 1940	Senior Radio Operator
Ernest W. Calkins	Oct. 1940	Mar. 1942	Senior Communications Operator
Leon H. Hathaway	Jan. 1940	Sep. 1940	Radio Operator

H. LANTON

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<u>ROSTER</u>	<u>EOD</u>	<u>ROD</u>	<u>POSITION OCCUPIED</u>
<u>1940 (cont'd)</u>			
Harold G. Robinson	Sep. 1940	Sep. 1941	Communications Operator
Mathias H. Christensen	Dec. 1940	July 1953 (R)	Airways Maintenance Tech.
<u>1941</u>			
Harold E. Davis	Jan. 1941	Sept. 1942	Principal Communications Optr.
Clarence T. Trahan	Sep. 1941	Oct. 1942	Communications Operator
<u>1942</u>			
Ralph J. Vroman	Jan. 1942	Feb. 1942	Communications Operator
Erwin R. Post	Feb. 1942	May 1942	Communications Operator
Arthur W. Osovski	Mar. 1942	Oct. 1942	Aircraft Communicator
John M. Hopton	Mar. 1942	Apr. 1944	Aircraft Communicator
John K. Bibb	May 1942	Aug. 1943	Aircraft Communicator
Ernest W. Galkins	Aug. 1942	Aug. 1943	Chief Aircraft Comm. (2nd Tour)
Wayne O. Woody - D	Oct. 1942	May 1953	Aircraft Communicator
Richard V. Brady	Oct. 1942	Dec. 1943	Asst. Chief Aircraft Comm.
<u>1943</u>			
Henry D. Heister	Sep. 1943	July, 1958	Aircraft Communicator
LeRoy M. Rundhaug	July 1943	Sep. 1943	Relief Aircraft Communicator
<u>1944</u>			
Orlin A. Covert	Jan. 1944	Jan. 1945	Principal Radio Electrician
Robert M. Craig	Apr. 1944	Sep. 1945	Aircraft Communicator
Virginia G. McFarland	Apr. 1944	Nov. 1944	Aircraft Communicator
John E. Holland	Apr. 1944	1944	Weather Observer
John Crawford	May 1944	Sep. 1945	Weather Observer
<u>1945</u>			
Ezra C. Wyatt	Jan. 1945	Sep. 1945	Maint. Technician-in-Charge
Henry E. Bertuleit	Sep. 1945	Mar. 1948	Maint. Technician-in-Charge (2)
Gladys I. Kenney	Sep. 1945	Mar. 1954	Aircraft Communicator
Daniel D. Caviness	Nov. 1945	Dec. 1947	Aircraft Communicator
Harry S. Evans	1945	Mar. 1946	Weather Observer
<u>1946</u>			
R. M. Shannon	Mar. 1946	Nov. 1946	Aircraft Communicator, Trainee
Keith H. Wunder	Aug. 1946	June 1947	Aircraft Communicator
William J. Hammond	1946	June 1946	Weather Observer
Robert M. Wood	Mar. 1946	Apr. 1947	Maintenance Technician
<u>1947</u>			
Heltair G. Workman	Apr. 1947	Dec. 1947	Maintenance Technician
Edward F. Doyle	June 1947	Sep. 1948	Aircraft Communicator
<u>1948</u>			
Way D. Dickens	Jan. 1948	Dec. 1948	Maintenance Technician
Leon H. Hathaway	Jan. 1948	Nov. 1949	Aircraft Communicator (2nd Tour)
Sheldon F. Fogg	Mar. 1948	Feb. 1953	Maint. Technician-in-Charge
Harrison E. Carter	Apr. 1948	July 1948	Maintenance Tech. (2nd Tour)
William H. Atkins	Aug. 1948	April 1968	Chief Acft. Comm. (2nd Tour)
LeRoy C. Duesl	Sep. 1948	July 1952	Aircraft Communicator
William A. Colar	Aug. 1948	Oct. 1948	Aircraft Communicator, Trainee