

PROP WASH

AERO SERVICE CORPORATION

PHILADELPHIA

MAY 1955

of the income dollar, we paid a dividend to our shareholders last year, amounting to 1/5 of a cent of the ARCO income dollar, a very small fraction of our income.

Our Treasury Account, which then retained only 5-4/5 cents of our 1954 income dollar, was used to meet our expanding business needs. For example, cash was needed for new tools and equipment. During 1954 some of our major new equipment purchases were 14 Kith Plotters built in our own Shop, a new Zeiss projection camera and two large copy cameras for the Photo Lab, and several complete sets of Shoran survey gear.

Cash was needed for the increased payrolls too. While our payroll during 1953 was \$250,000 per month, during 1954 it increased to \$336,000 per month, a step-up of nearly \$1,000,000 per year. To meet these larger payrolls, of course, the Company had to have more funds in our Treasury account.

Chart 3 is a breakdown of all of our payments, direct and indirect, to employees during 1954. Total wages were \$3,798,000 last year. Social Security payments last year by the Company for you were \$72,227 and the 1954 contribution to the ARCO Employees Retirement Fund was \$119,949. Other expenses brought the 1954 total to \$4,038,540.

Our achievements in 1954 reflect the loyalty and the efficient performance of all ARCO employees. Only with the continued support and good work of all of us can ARCO maintain its pioneering, leadership position in the field of aerial mapping and exploration.

Sincerely yours,



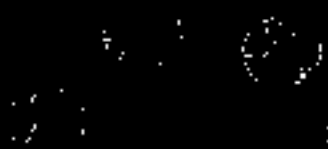



Vigil Huffman

CHART 1

Distribution of AERO's 1954 Income Dollar

Total Dollars

*Cents per
Income Dollar*

<p>For the Maps, Photography, and Engineering Services we performed for our clients they paid us—</p> <p style="text-align: right;">\$7,690,700</p>	 <p style="text-align: right;">51¢</p>
<p>Your Company Distributed Each Income Dollar as follows:</p>	
<p>To Our Various Vendors—</p> <p style="padding-left: 20px;">For materials, supplies, and equipment.</p> <p style="text-align: right;">2,622,115</p>	 <p style="text-align: right;">33¢</p>
<p>To Father Time—</p> <p style="padding-left: 20px;">For his depreciation of our equipment.</p> <p style="text-align: right;">219,935</p>	 <p style="text-align: right;">3¢</p>
<p>To Uncle Sam and our other uncles—</p> <p style="padding-left: 20px;">For governmental taxes.</p> <p style="text-align: right;">363,434</p>	 <p style="text-align: right;">5¢</p>
<p>To AERO's Treasury—</p> <p style="padding-left: 20px;">For week to-week working capital to meet payrolls and purchase new tools and equipment.</p> <p style="text-align: right;">448,676</p>	 <p style="text-align: right;">6¢</p>
<p>To AERO Employees—</p> <p style="padding-left: 20px;">For services they rendered.</p> <p style="text-align: right;">4,036,540</p>	 <p style="text-align: right;">53¢</p>

Compensation of AERO Employees in 1954

Gross Direct Payroll in 1954

(Includes straight time wages, salaries, overtime premiums, shift differentials, vacation pay, holiday pay, termination pay, foreign service leave pay, cost of living bonus and flight bonus.)

\$3,798,004

Gross Indirect Payroll in 1954

Legally Required Payments made by AERO

Old-Age & Survivors Insurance. (Social Security)
Unemployment Compensation Insurance.

72,227

Workman's Compensation Insurance.

31,198

Voluntary Payments made by AERO

Employee Group Insurance which includes Life, Health and Accident, and Blue Cross Hospitalization.

15,163

Company Contribution to Employee Retirement Fund.

119,949

Total Gross Compensation

\$4,036,540

Direct and Indirect

AERO CREWS ON SIX CONTINENTS

NEW B-17-G LEAVES FOR FIRST ASSIGNMENT

FIRST AUSTRALIAN PROJECT UNDER WAY

April was a month which saw AERO personnel working on projects spread over six continents. With so many new projects under way, a complete rundown appears in order.

B-17 N5007N is currently in Libya completing Shoran control work for the project started last year. Bridgeman Charlie Stimacfield, Dwight Oldenking, Charles Keck, Charles Sikowski, Jim Robertson and Joseph Damer make up the crew for this ship. Ed Davis is project manager and Shoran operations are being covered by Charles Hawes, Blaise Santiamni, Rauld Pater, Frank Wise, Paul Jordan, Bruce Fluck, Don Hill and John Maley. The ground boys have an added problem on this job as the area was mined by British, German, and American armies during the course of World War II.

We hear that Charlie Stimacfield and Jim Robertson are about to set up a second home as this is the sixth year that they have been on projects in that general area.

The beginning of May, AERO'S new B-17G, N5845N, departed from Trenton for points East. Quentin Allen returned from Africa and along with Nick Morgan took the ship over. Dick Fitzpatrick went along as far as Lisbon to handle the navigational problems. Gordon Roser will be photographer and mechanical maintenance will be handled by George Garabedian and Ed Floel. John Schmuck is already on the scene and will be joined by the Shoran personnel currently in Africa.

Down under, pilot Max Garroway, and mechanics Paddy McCarthy and Ray Mauer have been readying the Mosquitos for a magnetometer survey in Australia which will run better than 10,000 miles. Homer Jensen of the Sales Department and Vincenzo Bertino, Bill Lucas, Dick Lambert and Dick Brown of the Magnetometer Division joined the aircraft not so long ago. Mike Briggs-Smith on loan from Canadian Aero is also on the job.

Harry Saunders is over in Paris working on a magnetometer installation in a S. A. R. M. Twin Beechcraft. Dick Grosby is working with S.A.R.M. personnel on a 10,000 mile magnetometer job in Eastern Africa.

Lee Burton, Whitney Smith, and Homer Rodriguez have arrived from South America in P38, N98815 and are glad to be back in the U. S. The P38 will be assigned to the western United States in the near future. Ker Slack, Joe Mortimer, Larry Mulholland and Bud Thomaes have arrived from Central America and are now on vacation. Russ Servis who also came back with them is now working out of Trenton. After a rest, pilot

Bud Thomas, photographer C. O. Quinn and project manager John Kosman will head for Angola for a 20,000 mile photo job in a recently purchased C185 awaiting them in Darhan.

Bob Baskin, also back from South America is currently assigned to Operations and Planning. His draft-board has put out the welcome mat and Bob is awaiting an invitation to join the Army.

Here in the U. S., project manager Fred Navazio, pilot Harry Moore, navigator Fred Wachsel, mag operator Fred Ulloa, and dataman Don Butler and Ardie Fats have left for the Mid West in A-11, N69574, for a 2,000 mile magnetometer survey.

By Hopper and Ed Darrow are up in Utica, New York, with Staggerwing N-18675. They are patiently waiting for the snow to disappear and hope that they have some good flying weather before the leaves come out.

C. O. Quinn and Nick Morgan left West Virginia with N4485C for New England and then back to Trenton working on local assignments. Quinn's Easter sun finally caught up to him on the 20th of April.

Bud Hammond and Dean Turner in a Cessna 195 left Florida for Cuba. Both Bud and Dean have been doing their customary outstanding job covering our Southern states.

Gil Stoll and Joe Frezza in N4482C have moved from Indiana to Trenton, to New York, back to Trenton and are now up at Scranton, Pennsylvania. They are alternating positions. At the moment Gil is the photographer and Joe is doing the flying. They are running one step ahead of the flying.

Both Staggerwings are down in the sunny South. Al Bennyworth and Bill Wong have joined Dan Turner and Fred Collins in the Peach State. Different bases but the same job.

Jack Kenley and Cliff Wallace recently left Georgia with a Cessna 195 for the West. Ray Law, Milt Villiard and Scott Hatch are back in South Texas with P38, N34954, turning a very busy job. They will be heading for Tulsa in the near future for relieving of the plane and new assignments.

For the past couple of months, all the personnel in Trenton have been working on the B-17, N5815N. George Garabedian and Walt Jelicik went to Minneapolis to help prepare the ship for its trip to Trenton. After its arrival, a PB-10 Auto-pilot was installed and a complete camera installation made in the nose. The radio

system was revised and a janitor heating system and raw oxygen system was installed. On Friday, April 22, the ship was test flown and on April 23 was tested at altitude.

A Janitor heating system has also been placed in the DC-3 and at the moment a new tail magnetometer installation is being made.

P34 N90513 from South America is in the shop being readied for an annual inspection.

The large aircraft plus the usual work performed on the Staggerwing and Twin Boeings, Cessna 195's and Piper Cubs have kept everyone stepping for the past several months.

TULSA PERSONNEL ACTIVE

The Tulsa Drafting Department has two new employees, Wesley W. Wilson, from Mt. View, Missouri, and Charles R. Walters from Owasso, Oklahoma.

Jim Walker is spending a few days in Houston, Texas supervising the running of some control tower jobs near there. Also out for a couple of days was Freddie Smith, Photo Lab. He was in the hospital getting rid of a set of badly infected tonsils. Back at work, he says he is feeling fine.

Virginia Thompson, Accounting, and her husband, Lloyd, moved into their new home, 5760 East 27th Place over the weekend of March 12.

Ray Gulick, a Photographer, transferred from Philadelphia, and pilot Max Pitcher, have been hopping over the country shooting jobs in Houston, Texas, St. Louis, Missouri, and Douglas, Arizona. In southern Oklahoma we find Al Benaryworth and Bill Wong hard at work flying the C-55 area.

As for sports, the Tulsa Bowling Team is now in fourth place in the Contractor's League. The team is really handicapped with Al Ibach, Don Wilson, and Bill Rollins on the road so much. Al Ibach and Jim Walker both finished in the money in the State Tourney and Jim recently won the "Bowler of the Week" award of the Tulsa Tribune city wide competition.

HERE COME THE BRIDES!

The engagement of Morris Lulline and Doris Chazak was announced recently. Doris is a secretary at the Philadelphia General Hospital and Morris is an Aero Veteran, having been a Photo Lab bachelor for twelve years.

Gene Welker and Dolores Rauso are also making wedding plans for next fall. Gene, formerly in the Photo Lab, has transferred to Flight Operations and Dolores is a secretary at Gillbert Kinstead Company here in Phila.

Wedding bells will be ringing for Patricia Reule and Frank Debel' of our Photo Lab. They will be married on June 1, in St. Helena's Church.

Norman Bryner of Salt Lake City and Berry Hunsaker were married in the LDS Temple on October 15, 1954.

COMMENTS FROM LEE BURTON WHILE ON PROJECT IN SOUTH AMERICA

"The open air butcher shops are nice. Right alongside the road. Looks real appetizing, especially with the vultures sitting on the fence. As man, noticing like a first covered steak. You should see the size boulders they throw at the steers. Encourages them to enter the stall and have their throats cut, plus it makes the meat more tender, and to prove the milk is fresh they milk the cows on the road shoulder and that satisfies any doubt you may have.

The trail (I mean road) is very scenic on the way to the airport. For one hour and fifteen minutes (each way) you speed along in your chauffeur-driven jeep on a nice one lane highway, paved with large boulders from the mountains and man made chuck holes, and decorations of crosses to signify where other fortunate souls have gone to the 'Great Beyond.' With three of us in the back seat we automatically changed places so all might share in the view of nothing over the edge of the trail. Our driver always parks close to the side to let on-coming vehicles pass and also to insure our happiness for a good view.

The humidity has been a little high the last 8 or 9 days. The airport 'highway' (Hwy) is gradually washing away and the river is at flood stage. I almost forgot our objective."



WELCOME TO NEW EMPLOYEES

PROP WASH extends a warm welcome to new faces at Aero. We hope you like it here.

<i>Ernest Adelman</i>	<i>Magnometer</i>
<i>Carl Barto</i>	<i>Magnometer</i>
<i>William Schaner</i>	<i>Maintenance</i>
<i>Ronald Novak</i>	<i>Magnometer</i>
<i>Fred Kellie</i>	<i>Magnometer</i>
<i>Alfred Karsick</i>	<i>Field Survey</i>
<i>Frances Rawliff</i>	<i>Hotel Model Sales</i>
<i>Robert Seibel</i>	<i>Field Survey</i>
<i>Leo G. Koeb</i>	<i>Maintenance</i>
<i>Charles Zanes</i>	<i>Magnometer</i>
<i>Vincent Zedora</i>	<i>Photo Lab</i>
<i>Robert Parker</i>	<i>Field Survey</i>
<i>Leon Palomczak</i>	<i>Photo Lab</i>
<i>John Klatter</i>	<i>Maintenance</i>
<i>Mary Silvestro</i>	<i>Photo Lab</i>
<i>Alfred Kirk</i>	<i>Photo Lab</i>

WASHINGTON EXHIBIT



Joe Delehanty and Al Miller of Engineering viewing the Aero exhibit at the American Society of Photogrammetry Convention in Washington, D. C. The relief globe was made by the Relief Model Division and the display was designed and constructed by Ed Brown and the Aero Shop. Thanks go to George Gause for the photo.

PROMOTIONS AND TRANSFERS

Dan Hoerger, formerly in Radial Control is now working with Harold Nilson, Rhinebarr Patts, and Ronald Shapely in Production Control on progress schedules, planning records and map files.

Lois Liptak who was formerly in the Advertising Department has been promoted to secretary to Charles Hodell, Sales V.P.

Arnold Long has moved into the Administration Building to take over the mail and Multilith operations. Carl Lambinus, who did a fine job, received his "Greeting" from Uncle Sam.

Fred Keller has joined the Magnetometer Division to help out with our electronic problems. Fred is a veteran of the U. S. Coast and Geodetic Survey, U. S. Geological Survey and more recently the Naval Air Development Center.

Bob Parker, who left the Magnetometer Division in 1953 for two years with the Field Artillery, has returned. After a short period in Field Survey, he will be located on Luray Street with Bob Hale.

HARTFORD PROJECT WELL UNDER WAY; WINS PRAISE FROM CLIENT FOR ACCURACY

Tom Kirk of Aero's Sales Department recently received a letter from The Metropolitan District praising the mapping Aero is doing in the city of Hartford, Connecticut.

Several sections are involved which total about 8,000 acres. The scale of the map is one inch to two hundred feet with two foot contour intervals. The client will use the data provided to mass produce multi-color maps. These maps will then be distributed to various local government agencies and industrial firms engaged in the future development of the area. The maps will ultimately be used to plan extensions to roads and highways and water, sewage, power, and gas services.

Photo coverage for the project was obtained by Harro King and photographer Gordon Rorer in December 1954 and January 1955, immediately after Tom Kirk obtained the contract for AERO to handle the assignment.

In the Photo Laboratory, Frank Deibel developed the film and Dick Labay numbered the negatives. Ray Schmid and Bob Fisher did the contact printing and Tony Perri made up the photo index.

In the Engineering Department, Bob Richer made glass plate positives for the Kelsh Department where Dot Dugan and Bob McTough handled the Kelsh work. George Gause's crew completed the radial control work required.

Harvy Randolph and the Luray Street Laboratory is doing the photographic work connected with making Dymos negatives for reproduction.

The clients' comments were as follows: "... our test observations indicate the vertical accuracy of sheet #178 as being 90% and that of #127 as 94%. The planimetry of both sheets, insofar as can be determined, scales faultlessly. All of us are well pleased with the manner in which you have completed the above sheets. We think the rendition, encompassing accuracy, quality, and overall character of technical skill is excellent."

Congratulations to all concerned!

AERO GIRLS HONORED AT SHOWER

Dolores Reed and Kathleen Smithers were honored at a combined surprise shower given for them on Tuesday evening, March 22, at the home of Anna Mae Gerhardt. Co-hostesses were Raji Hess and Anna Mae Gerhardt. Dolores received many attractive gifts that will come in handy when she becomes Mrs. Robert Kirk on May 7.

Kathleen, who is leaving Aero to start a family, will certainly be missed by all her friends at Aero. In addition, Mrs. Smithers will be residing in her new home at 618 East Annabury Street very shortly. Good luck and the best of happiness to both girls!

CHARLES STINCHFIELD - EVA PETERS MARRIED MARCH 2nd IN BEIRUT, LEBANON

The romance of Charlie Stinchfield and Eva Peters was culminated by an informal Church wedding on the afternoon of March 2, 1955.

Charlie and Eva met in 1954 when Charlie was Pilot and Project Manager for an Aero job in Libya, and Eva, a native of Germany, was working for the United States Air Force in Tripoli.

The wedding was followed by a reception in the Bristol Hotel and dinner at LeGrillon.

Aero's Vice President, Bob Smith, attended the wedding and reception and extended congratulations and best wishes to the happy couple on behalf of their many friends at Aero. Captain and Mrs. Greenleaf also attended the wedding and reception.

Tra to the Pilot's code, **KEEP THEM FLYING**, Charlie could only take two days off for his wedding and honeymoon in Beirut and returned to complete the fourth and final engine change on the B-17.

AFTER THE KNOT WAS SPLICED



Captain Greenleaf, Mrs. Greenleaf, Bob Smith, and the newly weds Eva and Charlie Stinchfield in Lebanon.

CHEST X-RAY EXAMINATIONS SCHEDULED FOR AERO ON JUNE 24TH

Technicians of The Eagleville Sanatorium Chest X-ray Unit in cooperation with The Department of Public Health, City of Philadelphia will conduct a chest X-ray survey at AERO's Philadelphia Plant on Friday, June 24, 9:00 A.M. to 1:00 P.M. This X-ray service will be available to all Aero Philadelphia employees free of charge, and all Philadelphia Aero employees are requested to submit themselves for this examination.

The X-ray facilities will be located in a Mobile Unit parked in the driveway adjoining the Administration Building at 210 Courtland Street.

In order to serve a large number of employees, it is anticipated that the program will operate on the close time schedule of one per minute. You will be notified of the exact time you are to report for your X-ray. You are urged, therefore, to report for your X-ray promptly as scheduled or you may miss out entirely. No undressing is necessary—remove metal objects from clothing, such as tie clips, pins, necklaces, etc. before reporting.

This is the first such survey to be conducted at Aero Service Corporation. The Technicians of The Eagleville Chest X-ray Unit are experts in this field. The Company arranged this program to be conducted here in order to provide you the opportunity of this expert X-ray and diagnostic service.

Each employee will be notified of his X-ray results direct, at the earliest possible time following the completion of the program. The results are held in the strictest confidence.

This chest X-ray survey is one of the services provided by your yearly contribution to the United Fund.

CAPT. CARL E. ASLAKSON JOINS AERO

Captain Carl E. Aslakson, internationally known geodesist, joined AERO's staff early this month. He will serve as a consultant to AERO and our clients in the use of Shoran and other electronic mapping techniques.

Captain Aslakson recently retired after more than thirty years with the U.S. Coast and Geodetic Survey. During his career, he had been assigned to projects in North and South America, the Arctic, and the Far East. He pioneered many applications of Shoran in surveying. His methods of computing Shoran position with the aid of IBM punch cards are greatly speeding Shoran mapping projects. For the last three years, he was assigned to the Missile Test Range which stretches for 1800 miles between Florida and Trinidad. Positions were determined with a maximum error of 10 feet. Previous determinations with older methods had resulted in errors as great as 8 miles.

Of worldwide interest is the new value for the speed of light suggested by Captain Aslakson and recently corroborated by observers in England and Sweden. In 1953, the U.S. Secretary of Commerce presented the Exceptional Service Gold Medal to Captain Aslakson in recognition of this and other work.

U.S. Savings Bonds
A good way to Save!

MOMENTS AT MAGNETOMETER

Magnetometer seems to be moving along much as usual these days with the Asian job causing a lot of people to walk around in a fog, which is not unusual around here. As an example, Joe Kaplan couldn't figure out just how a ship, on a navigable river, could go over a sand bar, that is, it did according to the planimeter map he had. It appears that Joe has trouble with his English. A word on the map stated something about a Boundary Line, not a ship course. Don't worry about it, Joe, the world's wrong. Speaking of fogs, there are a few people walking around the department in another condition which is similar. This should not be confused with the virus. That has also hit the Magnetometer Department and has caused a few people to be absent for a while but all are back now and seem to be relatively normal. This particular affliction has symptoms that are easily recognizable, namely vacant staring, delirium, and any number of things that lead one to think of dementia. By looking around in the department, notifiable notables afflicted with the malady are Arnie Coopersmith who has even gone so far as to set his wedding date for March 27, 1955. People in lesser stages of this contagion are Dolores Kitzey and Ed Kubrinsky. Dolores and Ed have become engaged. Congratulations to you, folks.

Dave Nelson has just had an interview for a new job. Dave said that the Sergeant was a very nice fellow and he decided he would take the offer. It appears that he is going into the Engineers and will be doing mapping for the U. S. Army.

Some of our fellows from the department have been coming and going pretty much in the last year. John Schumack came back from working with our French affiliate, SARM, long enough to say hello and bid adieu with the same hand-shake. He has gone to Africa. Following jobs were Frank West, Bruce Fluck, Verne Putze, Jim Sullivan, Paul Jordan, and Blaise Santanni. Putze and Sully have just come back from a job in the Near East. They really go for the hot weather and sand, and are now ready to take another trip to another sandy place.

It is always interesting to see some of the people in the department get ready for foreign field assignments. After someone comes back from a trip to the doctors for shots of some type, they seem subject to hot and cold spells and wobbly floors, not to mention still waves.

Charlie Zaporoski's new baby must be causing him to watch the pocketbook. To keep from wearing out the brakes of his car, he now uses the rear end of the other cars to stop. It's a little rough on the chrome grill but Charlie said it does stop the car.

Busy man Joe Bloh is now preparing to take on more work. Spring and summer approaching has him putting on the living room floor preparing to break 90 this season.

ELLEN BEE HONORED BY CHI ALPHA PHI

Ellen Bee was recently elected to a 2 year term of office on the Board of Governors of The Chi Alpha Phi Sorority of The University of Pennsylvania.

TO HEAD AERO RELIEF MAP SCHOOL SALES



Patrick J. Murphy

PATRICK J. MURPHY NAMED TO HEAD AERO RELIEF MAP SCHOOL SALES

Patrick J. Murphy of Union Grove, Wisconsin, was appointed National Distributor for Aero Relief Maps in the school field the beginning of this month. In his new post he will hire, train, and direct the sales effort of AERO school dealers throughout the nation.

Pat's first contact with AERO was a post card, "I am the best map salesman in Wisconsin - I want to sell your maps - Please send details." Within 10 days, the post card was followed by orders for twenty-seven maps!

Pat Murphy brings a broad background of sales experience to his new post. His 25 year school sales record is an outstanding one, and during the past year and a half with AERO he has turned in a notable job. (Thirteen U.S. maps sold in one day to 13 different schools is part of the Murphy record.) Pat is currently on the West Coast preparing the school sales effort for the relief map of California which has just been completed.

In a typical year, Pat drives 60,000 miles visiting school officials in Wisconsin and Upper Michigan. He and Julie, Pat's wife, hitch up their trailer and move their home right along for these trips. During the summer months, they usually manage to park the trailer near a stream as Pat is an ardent fisherman. He claims to know the spots where the biggest and best trout can be enticed to jump from the stream into the frying pan.

Julie is a great help to Pat in the school meetings and is a great booster for the Milwaukee Braves. Both are enthusiastic about the cheeses, fish and the natural splendor of the Dairy State.

A WAY OF LIFE

by Milt Villiard, Flight Operations

TRAILERS PROVIDE MOBILE HOMES FOR FLIGHT PERSONNEL IN U. S.

Since June of 1953, two of Aero's well-known airplanes have been in the field. That doesn't sound like a very long time, but that is quite a long time for any crew member to be gone from home.

N90813 and N34993, the two P-32's referred to as the "bubble-nosed" jobs have been operating west of the Mississippi River, from the Mexican border to the Canadian boundary, and on to the Pacific coast. That includes quite an area of the United States. Not that these two airplanes have photographed that entire area, but they have covered many sections of it. Many of these sections were hundreds of miles away from the previous area.

What about the crew members that are with these airplanes for that length of time, and how do they have a family life, if any, when in the field? This problem seems to be answered nicely by the use of mobile homes.

Of the entire group of pilots, photographers, and mechanics who have been with these airplanes for the past two years, only one pilot and one mechanic did not have a trailer. A. R. "Bud" Thomas who piloted N34993, and "Russ" Servis who was mechanic on N90813 were these two exceptions.

Lee Burton, Nick Mangan and Ray Law, pilots, each have a trailer that they call home. Howard Rodrigues, Ted Collins, and Milt Villiard, photographers, each have a "rolling bungalow." Ray Gilbre's, photographer, who was

assigned to N34993 for a while, has a four-wheeled home. Scott Hatch and Whitney Smith, mechanics, both have mobile homes.

At the present time, N31998 is in Corpus Christi, Texas. With it as a crew, are Ray Law, Milt Villiard, and Scott Hatch. All three have trailers.

Ray has a 37 footer. With him are his wife Pat and their three youngsters, Larry, Teddy and Vicki. Larry and Teddy are both in school, and don't seem to be hindered a bit by entering a new school in the middle of the year. They make new friends of their own ages immediately whether in Corpus Christi, or in Yakima.

Scott, June and Scotty "Bunch" Hatch, the four-year-old son, thoroughly enjoy their 37 foot trailer.

Milt and Billie Villiard are more than comfortable in their 31 footer.

These mobile homes are the last word in being modern and up to the minute in conveniences. Oil heat, gas for cooking, automatic water heater, and complete baths are not features, but commonplace in each of these. Ample storage space is available for all the necessities of living and many of the luxuries. All three have their television sets. Too, there is plenty of room for record players and records, guns, fishing tackle, photographic equipment, good books, or other hobbies. Of course, there is room for the dog, for when family is complete without a dog that can sit up and beg?



Milt Villiard, Ray Law and Scott Hatch talk it over before leaving for the airport.



Pat Law, June Hatch and Billie Villiard have a "second cup" in the Hatch trailer.

After the crew has left for the airport, and the kids are off to school in the morning, the wives can be relied upon to get together over the second cup of coffee. What dire plots are conceived, or what idle chatter comes from these meetings, is anybody's guess.

One thing is common to all of the cars used for pulling these trailers is their horsepower—all are in the higher brackets. For when the road ahead to the new area calls for crossing the Rocky Mountains, that is where the trailers go. It is over Monarch Pass in Colorado, or Togwotee Pass in Wyoming, the car must be able to make the grade, and that is a literal statement. When the weather is hot, and the grade is all up, pulling an additional three or four tons of "Rolling Bungalow," will make the biggest of cars show their utmost effort.

Some of these trailers have covered many thousands of miles. Trouble free miles too, I might add. There have been flat tires. There have been other minor mishaps, but not one of serious consequence. There is something about the additional load that makes all the drivers aware of many things, and treat them as hazards, that are not really noticed in average driving. Anyone who has ever had to drive a mountain road that is merely a shell carved out of the face of a precipice will be more than sure that their equipment is in the best condition. Add to this the fact that these roads are never level. They are always ascending or descending.

These are the roads that always lead to some of the scenic grandeur of the country. To Utah, and Salt Lake City. To Montana, to Washington with its Mt. Rainier, to California and its attractions.

Always at the destination is a new job, a new area to be photographed — a new airport as a base, new towns, new friends, new waters to fish, or new hunting grounds.

Are you part, manad? Even if only in your dreams, you can see why there are P-38 crews who are satisfied to park their mobile homes wherever the airplanes may be sent.



The Villard home at Corpus Christi, Texas. The air conditioner is under the canvas on left.

AERO TALK VIEWED ON TELEVISION

Bill Seestrom, manager of the Duluth office, recently found himself on television when films taken earlier at an annual mining symposium, were used on a local show. A discussion of Aerial Surveys as related to local mining problems was a feature of the meeting. The talk, which was also televised, was presented by A. O. Quinn, Tom Orlieck, Dr. Agocs, and E. E. Dambis.

AERO WESTERN REPORTS

Chris Vikari, one of our first Aero Western employees, is now serving in the U. S. Army near Heidelberg, Germany. He is approximately 150 miles from his home town, Munich.

Alfred Geier, an immigrant from Germany, has gone into the U. S. Army and is stationed near Denver, Colorado.

The "Auto Alley Cats" of the Salt Lake Drafting Department have been forced to abandon their standing in the city bowling league. The members of the team have gradually become too loaded down with outside activities, but had a good taste of league bowling this year and were a little better than average in the league standing. The Alley Cats had an individual average of 149. Leo Martin and Paul Newsome led with 174 and 173. Their team mates were Larkin Winiker, Lyle Porter, Carol Anderson, Heber Ball, Ronald Birch, and John Morrison. We look forward to a better season next year.

Aero Western personnel are looking forward to their new offices. They will move down to the first floor of the building they now occupy and take over larger and more attractive office facilities about the first of July.

Carol Anderson has moved into a nice green house at 1837 South 11th Street in West Salt Lake City.

Wayne Huttaker has moved into a new home. Visitors handy with a paint brush are welcome.

Eldon Lundberg has moved into his new home at 1721 Harrison Avenue, Salt Lake City.

Leo Martin has finished off a basement apartment in his new home at 1201 Sherman Avenue, Salt Lake City.

Paul Newsome is now living at 344 North Second in a green brick home.

Lyle Porter, now living at 232 Helm, has a lovely colonial five-room home. They have been at this address just four months.

Heber Ball is the proud possessor of a 1954, 37-foot, aluminum house trailer. His new home, of a few weeks, sleeps eight people. The rooms are finished in light blond pine with the kitchen complete with Youngstown fittings.

Prop Wash wishes to thank John Schrank and Dirk Lambert who supplied the material for the story on the Madagascar-Algeria project which appeared in The March PROP WASH.



AERO FISHING CONTEST STARTS MAY 28

Try your luck with rod and reel in the Aero Fishing Contest which starts May 28 and ends October 30. Prizes will be awarded to the top catches of the Fresh Water Division and the Salt Water Division. First Prize will be \$15.00 and Second Prize will be \$10.00.

Information concerning your entry should be submitted to the Personnel Department. Particulars needed are your name and department, water division, type and weight of fish, place and date of catch, names of witnesses, and a picture of catch and fisherman if available.

Recent catches to date are the 12 pound Trout taken by Mario Westhoff in 1954 and Glen Gustafson's 13½ pound Northern Pike caught in 1952.

AERO AWARDED CONTRACT FOR TAX MAP OF BUCKS COUNTY

The civil, and to date, the largest county Tax Map project started the beginning of April when Aero was awarded the contract to prepare Tax Maps for Bucks County, Pennsylvania.

Bucks County lies in the heart of Delaware Valley bounded by Northampton, Lehigh, Montgomery and Philadelphia counties and the Delaware River. One of the most rapidly developing areas in this region, the 85,000 properties equal about three fourths the combined total for Lehigh and Northampton Counties. Headquarters for the project will be located in Doylestown.

Base maps will be prepared from photography just completed and equipment and microfilm has already been ordered. Operations at Doylestown will start in the very near future and will involve between 40 and 50 people when the project is in full swing.

CANADIAN AERO STARTS SIXTH YEAR BUSY WITH MAGNETOMETER AND SHORAN

Canadian Aero is now entering its sixth year of operations and has completed over a half million linear miles of magnetometer survey work.

Syl Panagapku has been doing a magnetometer job in Alaska and Donald Davidson recently returned from the Madagascar project.

April is the kick-off month for 1955 Shoran operations. The main base for our project is Pelly Lake in the District of Mackenzie. The local air strip was carved out of the wilderness by Canadian Aero and Spartan on a past project. Stations will be set up at Itchin, Coppermine, Bathurst Beach, Kent Mt. Alps, Upper Back, Duncan, Murray and Cape Lyon.

John Green is Project Manager of the 150,000 square mile operation and airborne equipment will be handled by H. Spelt and L. McKeown. G. Phillipson, J. Inglis, A. Phillipson, L. Shea, M. Briggs-Smith, H. Davidson, G. Meivyn, K. Anderson, E. Barney, and R. Dagenais will operate the ground stations.

John Drakon heads up the Computation Section. John's staff includes Alan Hale, Ram Karthar of Bombay, India, Pete Richardson and Don McKinley.

Canadian Aero is also working on the Des Line project. Tom O'Neil is along as assistant project manager and Bill Seem was up from the States for a month or so. Drafter, Pete Talkshoe and Don Fitzsimmons are out on the job and Jim Simpson and Myric Barber are heading South for the field work.

CONGRATULATIONS TO AERO PARENTS!

Joe Ardill of Magnetometer and wife Margaret greeted their new arrival Robert at Misericordia Hospital on March 29, 1955.

Gerry and Mae Gallagher are the proud parents of Gerald Lawrence and Sean Ward, twin boys born March 30. Their father is in the Kesh Department.

Hank and Nancy Aldridge welcomed their new arrival Nancy Elizabeth on February 25 at Chestnut Hill Hospital. Nancy Liz weighed 8¼ pounds.

Bill and Paula Herron are now spending "quiet" evenings at home with William Paul Junior, born March 20th at Chestnut Hill Hospital. Bill's father is assigned to the 9th street drafting department.

Walt and Betty Geike welcomed son Walter on April 17, at Roxborough Memorial Hospital. Walt has taken a week "vacation" to help Betty with Walter and his 18 month old sister.

No doubt Frank McWilliams will have to take an aerial view of Fitzgerald Mercy Hospital so that Francis X. Junior will have a record for the future of where he entered this world on May 5. "Aguie and baby are fine," says Frank.

CAMERA CLUB ACTIVITIES

Photographs by George Gause



Lighting demonstration by Ed Blood with Hilda Dickinson as the model.



Ray Allen preparing to project a movie with Mr. John Haller observing.

Prop Wash

PUBLISHED BY AERO SERVICE CORPORATION, 236 E. COURTLAND ST., PHILADELPHIA 20, PA., OLDEST FLYING CORPORATION IN THE WORLD, FOR ITS EMPLOYEES . . . AT THE HOME OFFICE, IN AFFILIATE COMPANIES, AND ON ASSIGNMENTS ALL OVER THE WORLD. CONTRIBUTIONS OF PHOTOS, CARTOONS, ARTICLES AND NEWS ITEMS WILL BE WELCOMED BY THE EDITOR.

HANK AIDRIDGE *Editor*
REPORTER
PHILADELPHIA

Margaret McMeeking Accounting Department
Robert Anderson Aircraft Maintenance
Al Whitlock Aircraft Operations
Jim Hopkins Engineering Drafting—9th St.
George Scoppell Engineering Drafting—9th St.
Dorothy Dugan Engineering Relief
Al Luddy Engineering Radiat Control
Jim Vargo Field Survey
Dick Lambert Magnetometer Division
Francis Donnelly Photo Laboratory
Charles Plum Photo Laboratory
Bill Walsh Photo Laboratory Index
Henry Scherel Photo Laboratory Mosaic
Polly Brown Photo Laboratory Mosaic Control
John Martin Relief Model
Don Myers Relief Model
Frank McWilliams Sales
Kinchard Petre Administration
Eller Bee Personnel
Dorothy Hill Personnel
Eleanor Hunsinger Shop
Edward Blood Staff Photographer

ALLEN TOWN

Albert Opperman Tax Maps

EASTON

Ralph Spahn Tax Maps

DULUTH

Frank Cleary Aero Service (Western)

OTTAWA

Bill Des Laurier Canadian Aero Service Ltd.

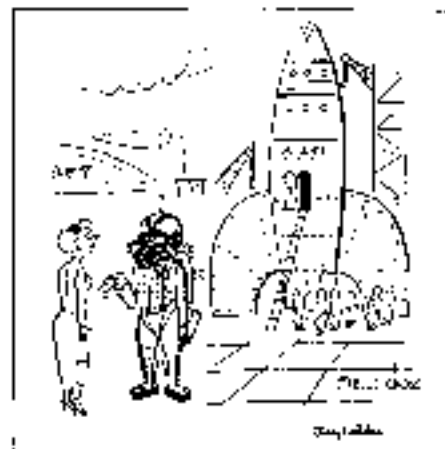
SALT LAKE CITY

Paul Newsome Aero Service (Western)

Edward Bingham Aero Service (Western)

TULSA

James B. Hill Aero Service (Mid-Continent)



"Now for heaven's sakes — hold on to this — it's my Blue Cross card."

1956

CERTIFICATE
of
Award

NATIONAL OFFSET-LITHOGRAPHIC
AWARDS COMPETITION & EXHIBIT

Sponsored by Lithographers National Association, Inc.

HONORABLE MENTION



to AT&T SERVICE CORP.

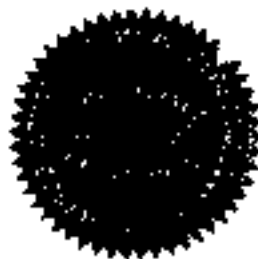
and NATIONAL LITHOGRAPHIC SOC., INC.

for REDF WAX OF NEW JERSEY

Participants

AT&T Service Corp., Cartersville

George Martin, Jr., Production Manager



For the Executive Committee

Lithographers National Assn

[Signature]
CHAIRMAN

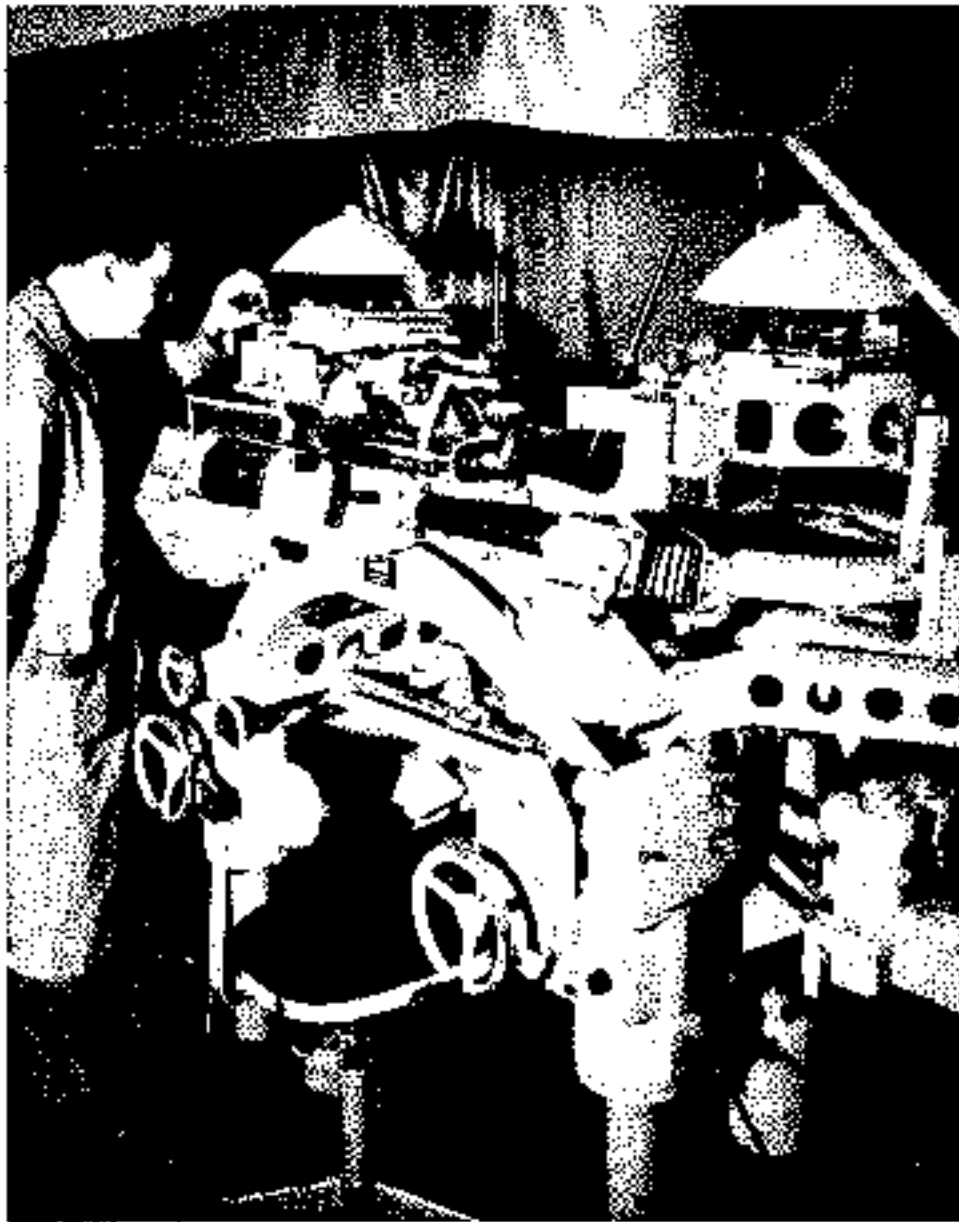
[Signature]
CHAIRMAN

For the Board of Judges

For the Awards Committee

[Signature]
CHAIRMAN

[Signature]
CHAIRMAN



Thomas J. Murrant of Canadian Aero makes some adjustments in their A-8, a new stereoplottor which has been doing yeoman work for our Canadian affiliate since they bought it a few months ago.