

PROP WASH



Winter

1958

AERO SERVICE CORPORATION

Cuban Mapping Progresses

DELIVERIES MADE ON FIRST TWO MAP SHEETS

On December 12, 1957, another mile post in the Cuban mapping project was passed. V. P. Charlie Hodell presented the first two map sheet press proofs to Cuban President Fulgencia Batista in a ceremony at the Presidential Palace in Havana. Others present at the ceremony and instrumental in the realization of the project were Minister of Public Works Nicholas Arroyo; Dr. Martinez Saenz, president of the Banco de Desarrollo Economico y Social; and Major Walter Hutchin, Officer In Charge, IAGS Cuba.

Referring to the ceremony, Charlie Hodell said "I was tremendously impressed with President Batista, who has a quiet but forceful manner and who is extremely smart and alert to all that is going on in Cuba. President Batista graciously autographed two copies of the first map deliveries for me. When shaking my hand after the ceremony he said roughly this, 'Mr. Hodell, a year ago you undertook this contract with the delivery of the first sheets to be made within one year. You have met this schedule and you and your organization are to be congratulated for this fine work'."

The same group had met back in April, 1956, when President Batista authorized the project, conceived by Minister Arroyo, Engineer Jesus Albear, Chief of the Institute Cubano Cartografie y Cadastro, and Major Hutchin.

During February Charlie Hodell returned to Havana and attended a Cuban Symposium on Natural Resources and, with A. O. Quinn and Tom Oftelie, the Pan American Institute of Geography and History. The Cuban mapping program was prominently and favorably discussed at a number of the sessions of the meetings, which were attended by mapping experts from all the Latin American countries.

NO U.S. AID INVOLVED

The Cuban National Planning Board obtained a loan from the national bank of which Dr. Saenz is president to cover the \$1,100,000 cost of the project. No U. S. financial aid is involved. The Cubans look upon the project as self liquidating. They plan to recover the cost by the sale of the map sheets in Cuba.

JOB PROGRESS

Approximately 324 map sheets will provide complete coverage of Cuba and outlying islands. Done at a

scale of 1:50,000 with 10 meter (33 feet) contour intervals, the map sheets are printed in six colors. As many as *thirteen* separate overlays and scribed negatives are prepared for each individual sheet. The compilation is being performed on Kelsh plotters at final scale using pantographs. The Kelsh compilations are now more than 93% completed. The map sheets will be printed by Williams and Heintz Lithograph Corp., Washington, D. C., specialists in cartographic lithography.

The Army Map Service (U. S.) was designated by the client to check the quality of Aero's work. To date six AMS inspectors under Mr. Oliver Pash have inspected and edit approved over 100 compilation sheets. Twenty-five sheets have been forwarded to Cuba for inspection, eleven have been returned, and four are now at the printers.

Framed copies of the Placetas and Cayo Paredon Grande sheets, autographed by President Batista are currently on display in Charlie Hodell's office.



Delivery of the first Cuba proof sheets. Pictured in the Presidential Palace in Havana are Aero's Charles Hodell, Major Walter Hutchin, President Batista, Dr. Martinez Saenz, Minister Nicholas Arroyo and Engineer Jesus Albear.

FOREIGN OPERATIONS

Aero presently has twenty-three men working on a Worldwide project, doing high altitude shoran photography and low level photography. The weather conditions have been very poor. Extreme haze is the main obstacle to overcome in the low altitude work, plus the usual nuisance of clouds.

Our B-17, 5017N is doing the high altitude work, crewed by pilots Quentin Allen and Jack Seymour, photographer Freddie Wachtel, and airborne shoran operators Bruce Fluck and Leonard Lueb. Mechanics Ed Stazak and Charles Swirsky are doing a fine job keeping the aircraft flying. This is Freddie Wachtel's first time overseas as an aerial photographer and working in a B-17 is a little different than what he has been used to, but he is quite ably holding down the post. Jack Seymour and Charles Swirsky are new Aero crew members working along with an old hand, Quentin Allen, who has been overseas on many projects for the past three years.

The ground shoran personnel, always working in remote and hazardous conditions, consist of Gustav Marwan, Arnold Peninger, Clarence Reese, Jimmie Brown, Bob Gates, John Newby, Tom Jackson, Al Kirk, Bob Brickley, Bob Junker, Leonard Subick and Electronics Chief Bob Black. George Holstein, another ground station shoran man on this project, just arrived back in the States from a seventeen month overseas tour of duty.

Blaise Santianni as usual is doing an astute job as Shoran Data Chief.

The low altitude crew flying the AT-11, 69135N, consists of pilot Halm King and photographer Orville Quinn. They are flying at an altitude of only 5,000 feet over extremely difficult terrain where it takes top flight per-

formance on the part of both men to do this type of work. Reports to date show good progress with very few re-flights. "Pop" King has also been flying ground station support on non-photo days and in between handling the administrative work. Dick Lobley arrived recently from Arabia and has taken over some of the administrative duties. Bob "Roz" is holding down Dick's desk in Foreign Operations until he returns from the field.

Progress to date is very favorable, due to the cooperation of every man on the project working as a well organized team.

SAUDI ARABIA

Reports just in from Arabia indicate that the crew have completed the project there for this season. Working on this project, with our B-17 5845N, are pilots Dwight Oehlerking and Al Bennyworth, photographer Eddie Darrow and mechanics Jim Robertson and Art Putze. Confronted with engine changes and weather conditions which slowed this project down somewhat, the B-17 will be heading for Beirut for an overhaul similar to the one given 5017N back in October and November.

Ground personnel on this project are Ground Chief Chuck Hawes, and shoran men Tom Stamford, Charles McCann, Charles Haimbach, Dick Cullen, Dave McAfee and Tom Forrest. Willie West and Al Moratti are doing the computing and Don Hill is the Electronics Chief. Joe Mortimer has ably handled the chores of photo lab technician and Charlie Keck and John Schmunk have been project managers for the operation.

Canadian Aero Service has been represented on the job by airborne shoran operators Jim Neal and Marcel Foquet and ground station operators Richard Kupkee,



Tom Jackson, Bob Pate, and Leonard Subick discuss the Shoran phase of the operation.



Aero Flight crew (L to R) Fred Wachtel, Bruce Fluck, Ed Stazak, Quentin Allen, Len Lueb, George Seymour, and Charles Swirsky.



Data chief Blaise Santianni, Bob Pate, and Electronics Chief Bob Black in the field.

Stan Randall, Mac Watling, Jacques Dougherty, Les Hanna and Jim LeMay.

In between base operation moves from Quaisumah to Jidda, the photo team did a job for Aramco, flying out of Dhahran.

Also in Arabia doing field survey work are Art Dupuy, Bert Sharp, John Martin and Bob Drombrowski.

Clarence Vorwerk had a brief return to the States and now is in Beirut preparing for a mass shoran equipment overhaul.

ALASKA

Jack Kenley and Bill Hoffman spent the winter in Alaska doing magnetometer work and have recently been joined by Harry Moore and Dick Butler. Harry's assignment is only temporary. He will be replaced shortly

HAPPENINGS IN THE SOUTHWEST

James Chafin and Gene Patton, kelsh operators, have each purchased new Chevrolets. George York, mag compilation followed suit with a new Pontiac.

Rudy Buland filled in a new W-4 form to celebrate the arrival of a new baby girl.

With so many large lakes within a few minutes drive or Tulsa, many of Mid-Continent's employees are avid boating fans. Among those spending their spare time readying their boats for the spring season are Bill Rash and Ed Bunch, drafting, who own runabouts, and Fred Smith, photo lab, who has a 26-foot cabin cruiser. Max Pitcher, pilot, also caught the fever and traded his Corvette for a plush cabin cruiser.

Glenn Crowe, former magnetometer operator, was a visitor in Tulsa after spending a year on his island off the coast of Panama.

Peggy Chaney is back on the job in the front office after a leave of absence to get settled in her new home. Peggy likes snow, and brought the first snow of the year on her return to work.



Bill Hoffman, Mag operator on the Alaskan jobs, has been "Up North" since last Spring.

by Bud Thoma. Jack Kenley is project manager on this operation and is doing a fine job. The crew have been hampered by extreme cold weather and diurnal conditions but in spite of these, production to date has been favorable.

AROUND THE WORLD

A quick review of other field personnel shows that Jack Webster and George Wyllie are in South Africa, Dick Crosby is with S.A.R.M., Jim Hopkins and Tom Anderson are in Cuba, Harry Sanders and Gerhardt Rowe in South America, Ed Blood in Labrador, and Bill Agocs somewhere in Canada. John Korman and Bob Pate have returned to Philadelphia after wide ranging trips during the past few months.

TIMBER RESOURCES INVENTORIES ARE SUBJECT OF TWO FUTURE PROJECTS

Two operations scheduled for future field work are timber resources inventories. Low level strip photography will enable photo interpreting foresters to determine the type, amount, and density of timber in an area and provide the basis for forest management programs. Both projects will start the beginning of this summer.

Aero will perform 3,323 linear miles of 1:5,000 photography in Alaska for the U.S. Forest Service. An Apache equipped with a 12" infrared camera will expose approximately 80 rolls of film at an altitude of 2,500 feet. The line spacing on this job will be 30 miles.

A Worldwide operation in Iran during the summer will obtain low level black and white photography on 1,500 linear miles of forests on the northern slopes of the Elburz Mountains near the Caspian Sea. This operation will be done at 10 mile line spacing. The sampling methods to be used are those developed and used in the Northeastern United States.

African Surveys Completes Record Scintillation Survey

17,000 SQUARE MILES COVERED AT ALTITUDE OF 450 FEET

On January 31, 1958, just ten months and four days after the initial tender was given, African Surveys completed delivery of what is believed to be the largest job of its kind *in the world*. The job itself was a scintillation survey, but as the readers of *Prop Wash* are already familiar with all the aspects of aerial survey work, I shall not concern myself with the technical side of the commission, but will rather go into the often amusing, and sometimes dramatic, incidents that go to make up the life of an aerial survey team, both at home and in the field. Before I start the article proper however, I would like to tell the readers just how big this job was.

THE JOB

A total of 35,952 line miles were flown at an average height of 450 feet above ground level.

Forty-seven mosaics, size 30" x 36" and scale 1:50,000 were printed and delivered to the client. The mosaics were the end result of eighty-four negatives which were made from one hundred and forty 30" by 40" mosaics supplied by the client.

A total of 8,165 laboratory man hours were spent on the job.

A total area of 16,958 square miles was surveyed.

The field crew on the job were Bill Williams, Alan Tutt, and Robin Stemper, Pilots; Butch Rundle, Engineer; Dick King and Piet Truter, Electronics; Robin Stanton, Derek Petzer, Jim Benallack and Brian Trenwith; data men.

ENROUTE

On 18th of May, 1957, the first party left Johannesburg for Northern Rhodesia, where the operation was to take place. This party, consisting of Robin Stanton and Derek Petzer, drove up in a brand new Volkswagen Kombi, a distance of 1200 miles. By the end of the trip both were highly impressed by the performance of the little bus, but were nevertheless very pleased to be relieved from the boredom and fatigue of driving on Rhodesian roads, few of which were more than two fairly parallel strips of concrete each about 24 inches wide. While driving along these "roads" one of the most dangerous occupational hazards was a car coming from the opposite direction, as neither driver liked the idea of forsaking the fairly comfortable concrete strips for the very uncomfortable dirt on either side of the road. Under these circumstances the situation soon deteriorated in a

sort of chicken run which invariably ended up with both cars bouncing through the rough. Understandably this sort of treatment was not very good for the suspension of the cars, and it was a not so very brand new Kombi that finally arrived in Rhodesia.

ON THE SITE

As soon as they arrived in the area, the data crowd were immediately beset by difficulties, the chief one being the old question of *where to put everything*. The problem was readily solved by installing light tables in hotel bedrooms, and converting hotel cupboards and wardrobes into darkrooms, endless amusement being caused by the sight of a wardrobe oscillating violently while some poor data tech inside it battled with a roll of 35 mm film.

The life had its hazards too, one of these being the regular appearance of the hotel proprietor to complain about the amount of electricity being used by the light tables, all of which seemed to be in use twenty-four hours a day.

The flying types did not have it all their own way either. Their first reaction on seeing the type of country they had to contend with was one of uttermost dismay, and when someone gently informed them that the flight strips they were expected to use were, in most cases, compiled from mosaics several years old they nearly had heart failure, not that one can blame them, considering how the Rhodesian countryside can change in ten years.

One of the afternoons the flying crew are not likely to forget in a hurry occurred when they spent practically the whole p.m. searching for a nonexistent bend in a river. When they landed, quite disheartened by the whole experience, they were told that the bend appeared on the flight strip because on the original mosaics, supplied by the client, a negative which had already been printed once was reprinted upside down and incorporated into the mosaic. It took them a long time to live that one down.

The fact that one of the aircraft engaged in flying the area was a chartered machine flown by a young pilot (Robin Stamper) with no previous experience of aerial survey work at all, was enough to add the last gray hair to the already thinning crop on the head of Bill Williams, chief pilot.

One of the problems confronting the data men was how to find a method to cool the photographic solutions. This was solved by Robin Stanton in what he considered a very clever way. He traipsed into the local greengrocers establishment and asked that worthy if he could let them have some ice for which he had no further use. The greengrocer promised he would deliver the ice that very afternoon, and Rob went back to the hotel feeling as pleased with himself as a dog with two tails. He was not so pleased when the ice arrived however, as it was the stuff in which the grocer had received the fish railed to him from the coast. The ice was so "high" the hum could be heard in Cape Town.

Although the whole field crew recognised the immense distances between themselves and civilisation, none appreciated them more than the engineering staff, as they only too often found themselves with urgent repairs to be done and no spares to do them with. As can be well realised this state of affairs resulted in many ingenious improvisations being carried out.

African Surveys (Proprietary) Limited, Aero's affiliate company in Johannesburg, Union of South Africa, has now been in operation for three years. They are conducting topographic mapping, aerial photography and magnetometer and scintillation surveys.

Thanks go to T. C. Clarke for this article on a recent job.

The cook boy in Kawambwa was a native with some unpronounceable name, so he came to be called Blantyre. As he could speak no recognisable language the menu was a bit of a difficulty. Blantyre solved that one himself by always serving a sort of "Congo Goulash" for breakfast, lunch and dinner. He probably reasoned that, if he used a bit of everything in his "Blantyre Specials" he would keep everybody happy. After a few days however the boys were a bit peeved with the unchanging menu and Blantyre was made to understand that, if he did not manage to put a bit more variety into his meals, he would be out of a job. Blantyre tried hard, and failed gloriously, his last meal to the boys being "Hash A la Blantyre," which was nothing more than "Blantyre Special" with the option of boiled potatoes.

During their stay in Rhodesia the boys had an opportunity of seeing the installation of a local native chief, the ceremony being presided over by the District Commissioner. During the ceremony the new chief was escorted by a guard of honour armed with 120 year old muzzle loading muskets, which exploded with a cloud of evil-smelling black smoke and almost invariably deposited the proud possessor on the hard baked earth after each discharge. The chaps were cordially invited to try these weapons out, but as they seemed to threaten more harm

to the firer than anyone else, the offer was politely declined by all.

In the course of events Piet Truter almost lost both his hearing and his sight, owing to one overzealous discharge of three or four of the muskets pretty nearly full in his face. After a couple of beers, however, he appeared to make a remarkable recovery and every one was allowed to forget the incident.

Before we leave the field there are two incidents that bear mentioning. One of them is the story of Bill and Butch's Tiger fish episode.

It appears, from the available evidence that Bill and Butch went tiger fishing on Lake Mweru and managed to land a couple of real beauties. Like fishermen the world over they wished to preserve their catch for posterity. The easiest way to do this in that country is to hang the heads from a tree and let the ants, big ferocious things an inch and a half long, eat all the meat out of them, and then have the heads mounted. That is precisely what Bill and Butch did. The next morning the pair were much depressed to find that their wonderful tiger fish heads had gone missing but solved the problem by discovering many hyena tracks around the tree. For the rest of the day they openly lamented the disappearance of their fish heads, but the only sympathy they got from the rest of the boys, was sardonic admiration for having invented a new variation of the old "one that got away" story.

The other incident occurred in Fort Rosemary, where it was nothing unusual to look out of the hotel window at night and see a pack of hyenas loping down the main road. However the best story to come from the fort was the one about the local house holder's chickens.

Most of the folk in Fort Rosemary keep chickens in their back yards and every now and then they were most disconcerted to find their chickens disappearing in large numbers at night. The riddle was solved shortly after the boys arrived, when one of the towns people shot a full grown female leopard in his chicken run one evening. A few nights later another leopard, a male this time, was shot a few yards from the front porch of the hotel the boys were staying at. Although the towns folk assured the boys that the leopards were obviously a pair, and that there was little danger now that they were both dead as it was unusual for more than one pair of leopards to be in the same area at the same time, it was quite a while before the boys could walk down the street at night without casting nervous glances behind them every three or four yards.

As the work in the field reached an end, and the work back at the laboratory piled up, the boys started coming back in dribs and drabs, the last lot arriving back with the Kombi on 12th October. On the way back the boys in the Kombi managed to arrange a day at the Victoria Falls where a pleasant day was had exploring the islands and gorges around the areas.

Steve Jooste, head of the draughting department, said

that considering the fact that three out of five draughtsmen employed on the job were trainees, and in most cases the final linen tracings had to be compiled from two or three different manuscripts, his section can feel proud of themselves for turning out a highly competent piece of work. Actually we feel that we must agree with him.

Once home in the laboratory the data compilation presented a few problems. For example, the recorded drift was not picked up by the boys in the field which resulted in many of the tapes having to be revised, this however was a minor difficulty and did not present too much trouble. One point that threw the boys a bit off course at the beginning was the fact that some of the area was surveyed with a contour interval of 1600 counts per minute instead of the usual 1000 and for the first few days the major difficulty was one of elementary arithmetic. Another major snag was the indecipherability of handwriting at half past two in the morning while in the field. However the boys soon got used to both the handwriting and the difference in contour interval and after that things went fairly smoothly.

As some of the area was surveyed with a contour interval of 1600 counts per minute, and the rest with an interval of 1000 units, a system was devised whereby the final linen tracings all had the same contour intervals by reducing both sets of contour values to a common denominator.

And so, through trials and tribulations, the final job was delivered on 31st January, 1958, and everybody was very happy to see it finished, nobody more so than the technical manager, J. C. Webster. In fact he was so happy about it that he threw a party at his home on the evening of the next day and I for one must admit that it was the finest shindig I have attended since my Air Force days.



Lynne Greisler and Kenneth Weiner were married at the Majestic Hotel, Broad and Girard, December 22, 1957. Following their wedding, they spent a glorious week at the Nevele Country Club in the Catskill Mountains. They are now residing in Oak Lane.

NEW PARTICIPANTS JOIN AERO PROFIT SHARING AND RETIREMENT PROGRAMS

Thirty-eight new participants joined Aero's Profit Sharing and Retirement Programs on December 31, 1957. Two new members come from Aero Western in Salt Lake City, Utah and eight joined the program from Aero Mid-Continent in Tulsa, Oklahoma. Aero employees join the plan on December 31st of the year in which they complete two years service. There are now twenty-one members from Tulsa, fourteen from Salt Lake City, and three hundred and seventy-three from Philadelphia for a total of 408 profit sharing participants.

New participants in the program are:

Adelman, Ernest	.....	Electronics
Ambrozy, Barbara L.	.....	Relief Model Sales
Aslakson, Carl I.	.....	Geodetics
Barber, Olive S.	.....	Tax Map
Bennett, Jewel	.....	Tulsa
Boehm, Angela	.....	Salt Lake City
*Bowker, Walter W.	.....	Drafting
Buland, Rudy A.	.....	Tulsa
Cook, Eugene C.	.....	Administration
Danenberg, Charles	.....	Accounting
Ermentrout, Charles B.	.....	Accounting
Forrest, Thomas	.....	Flight Operations
Frezza, Joseph M.	.....	Flight Operations
Goetz, Frances W.	.....	Accounting
Gottesman, Charles	.....	Field Survey
Griffith, Jackie M.	.....	Tulsa
Huff, Karl K.	.....	Tulsa
Keller, Fred	.....	Electronics
Kozacheck, Joseph J.	.....	Tax Map
Marlin, Thomas W.	.....	Guard
Maurer, Sophie	.....	Magnetometer
Phillips, Tommy O.	.....	Tulsa
Polowczuk, Leon A.	.....	Photo Laboratory
Purdy, Joan A.	.....	Accounting
Retzback, Carl T.	.....	Accounting
Robine, Harlan F.	.....	Tulsa
Robinson, William G.	.....	Salt Lake City
Ruch, E. Mary	.....	Photo Laboratory
Seibel, Robert M.	.....	Field Survey
*Shultz, Robert F.	.....	Relief Model
Smith, Raymond	.....	Field Survey
Thompson, Virginia M.	.....	Tulsa
Thornton, William P.	.....	Stores
Tinney, William, Jr.	.....	Relief Model
Williams, Jesse D.	.....	Tulsa
Wysocki, Doris H.	.....	Electronics
Zanes, Charles P.	.....	Electronics
Zesdorn, Vincent	.....	Photo Laboratory

*Returned from Military Service

POTTS APPOINTED CHIEF WARDEN

Rinehart Potts was appointed Chief Warden of the Pitman, N. J., area last month by the Civil Defense Council. Rinehart has been active in Civil Defense work for some time and his promotion was well earned.

AERO ANNIVERSARY CELEBRANTS – January and February

Congratulations to our friends with service anniversaries during January and February 1958. They signify one hundred and sixty years of Aero experience and loyal service.

TWENTY-YEARS

Louis B. Harrison Photo Laboratory

FIFTEEN YEARS

Charles E. Kraemer Shop Maintenance
 Eleanor M. Lentz Field Survey

TEN YEARS

Gerald R. Blank Shipping
 Joseph M. Donnelly Shop Maintenance
 Wesley Robertson Shop Maintenance

FIVE YEARS

Edward J. Blood Advertising
 Richard D. De Laurentis Magnetometer
 Donald E. Hill Electronics
 Russell Jaskowak Kelsh
 Owen Jones Purchasing
 Halm C. King Flight Operations
 Edward Kobrinsky Magnetometer
 Richard N. Lambert, Jr. Magnetometer
 William M. Munger Relief Model
 Harold Perdew Drafting
 Homer Rodriguez Salt Lake City
 William Rush Kelsh
 Freddi Smith Tulsa
 Stacy Struble Salt Lake City
 Peter Wilson Magnetometer



Louis B. Harrison



Charles E. Kraemer



Eleanor M. Lentz



Gerald R. Blank



Joseph M. Donnelly



Wesley Robertson

NEW MUSEUM MODEL NEARS COMPLETION

Luray Street modelers are currently completing work on a historical museum model for the University of the State of New York. The map portrays Johnson Hall and environs in the 1750-1775 period.

The map and base are four and a half by six and a half feet, at a scale of one inch to about fourteen and a half feet. Approximately twenty-five buildings are shown plus a mill, complete with moving water wheel, mill race, and simulated water flow.

The buildings and vegetative cover were made from plastics, wood, sponge, moss, etc. Human figures were made from small model railroad figures which the artists modified in regard to posture, dress, skin coloration, and hand implements so that they show in a very life-like manner the activities of the settlers and the Indians of the era. Where model structures were required and the actual building was no longer in existence, they produced a model building based on the plans of typical structures which did exist in the Mohawk Valley in the mid-18th century.

EPOXY CASTING FROM NEGATIVE MASTER

From the standpoint of map construction, this model has two unusual features. In the past our relief models have been built up in laminar layers with clay, or cast in vinyl from a master model.

The Johnson Hall model was slush cast in epoxy with fiber glass laminations. This is the same material and general method that is used to produce the bodies for the Chevrolet Corvettes. This enables an eighty pound map to be made instead of a clay model weighing 350-400 pounds.

This is also the first production map to be produced from a negative master model. In the methods used up to the present time, a master model is produced which has the same configuration as the final map. From the master model, a mold is cast and from this casting are cast the final maps. In the case of the Johnson Hall model, the master model was actually a negative. The peaks appeared as pits and the valleys looked like mountains. This master model was then used to cast the final map model.

WHAT IS JOHNSON HALL?

Located in the heart of the Mohawk Valley in central New York State, Johnson Hall was the home of Sir William Johnson, Superintendent of Indian Affairs for the Northern Colonies of British America.

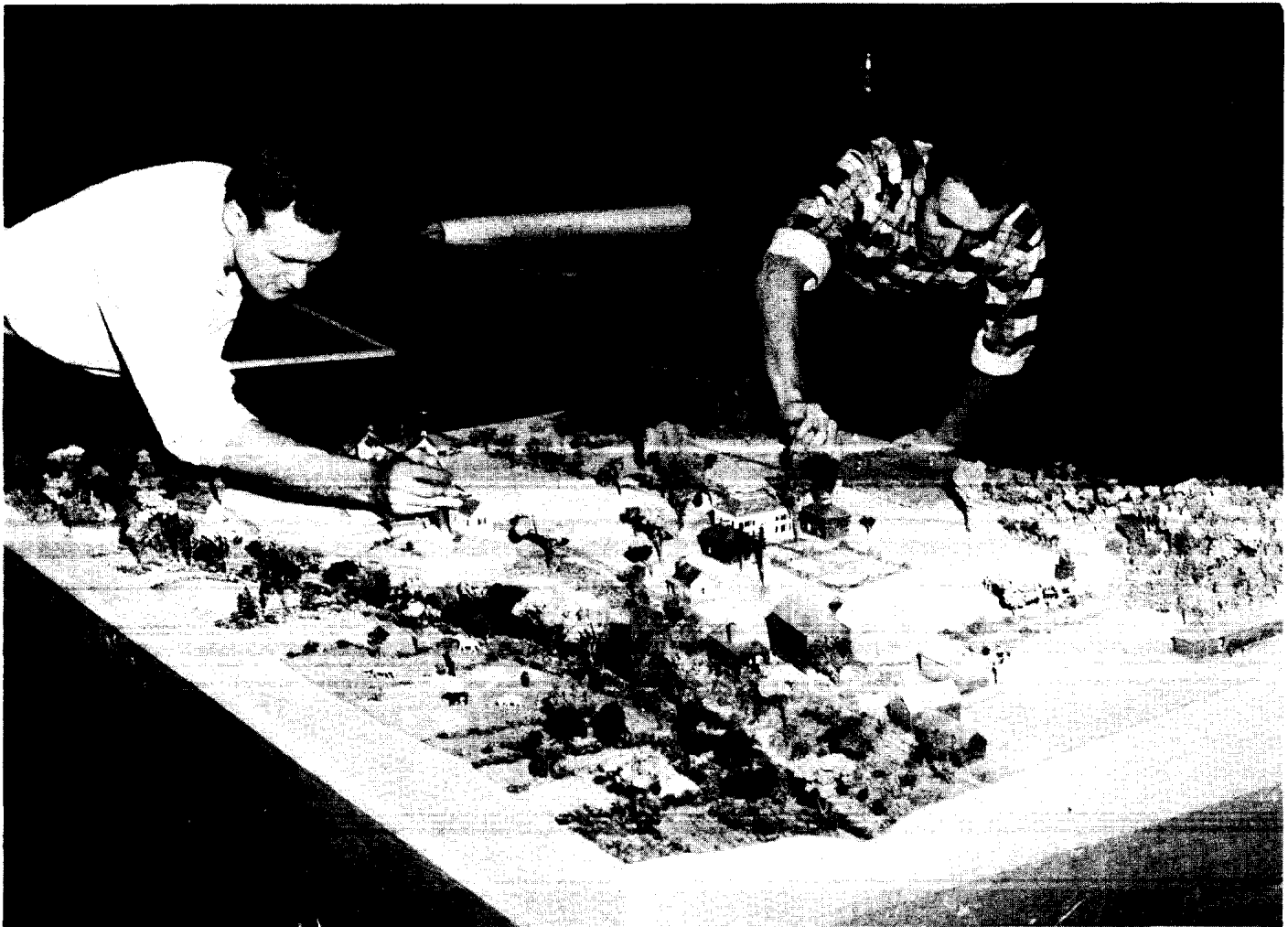
After noteworthy military accomplishments during the French and Indian War, Johnson was called upon to act as peacemaker when the Western Indians under Chief Pontiac rose in revolt along the frontier in 1763. Many conferences were held at Johnson Hall between Johnson and the Six Nations of the Iroquois, tribes from Canada, the Illinois country, and the Ohio Valley.

After Pontiac's surrender in 1766, Johnson devoted a large portion of his time to the development of the Mohawk Valley, bringing immigrants from England, Ireland, and the Scottish Highlands to settle the farm lands, and encouraging the migration of skilled craftsmen from the surrounding colonies. Johnson died in 1774, a key figure in development of the early frontier.

WELCOME TO NEW AERO FACES

Dennis T. Walker Flight Operations
Earl Adams, Jr. Flight Operations
Joseph J. Jones Drafting
Robert Pollacco Drafting
Joseph T. Pyle Flight Operations
Arno F. Meyer Drafting
George Z. Orlowski Flight Operations
Nadia N. Jaroshuk Drafting
Robert B. W. Gamber Drafting
Robert A. Derr Drafting
Suzanne M. Murphy Sales
Thomas J. Hamilton Flight Operations
Rose Marie Atchison Relief Map—Sales

Clark Anderson Drafting
Fred R. Babel Drafting
Theresa M. Frizzle Accounting
Charles R. Dove Drafting
Edmund J. Misko Drafting
Richard L. Hall Drafting
Thomas J. Wallace, Jr. Drafting
Ralph J. Ippoliti Drafting
George W. Reynolds Flight Operations
Sarah Roman Accounting
Irene B. Urffer Administration
Anise G. Winokur Drafting
Velma Gilligan Salt Lake City
Janice Haws Salt Lake City



Leon Kushman and Bob Shultz put finishing touches on Johnson Hall Model

MAGNETOMETER ACTIVITIES

Magnetometer field crews are currently assigned to the Southern U. S. and Alaska. Project Manager Fred Navazio is currently directing the magnetometer survey down south. George Cummings and Bill Noone are doing the data compilation. Dick Butler joined the Alaskan project recently to take over the data work on that job.

Office crews in Philadelphia are rushing now to keep up with the data pouring in from these jobs plus those recently completed.

Rita Myers and Ginny Kauffman recently returned from foreign travels. Rita vacationed in Puerto Rico and Ginny in the Hawaiian Islands.

McCULLOUGH INVITED ON EUROPEAN TOUR

Walt McCullough, Aero Traffic Manager, was the guest of Lufthansa on the German airlines inaugural flight from New York to Cologne. Walt left New York on February 14, and returned on the twenty-second after visits to Cologne, Bad Godesberg, the casino at Bad

Neuenahr, Munich, Kloster Ettal, and Garmisch-Partenkirchen.

High spots of the trip were the parade and Prinzeenball at the close of the carnival season in Cologne, the cable car ride at Garmisch and the failure and feathering of an engine on the flight to Cologne.

DOWN MEMORY LANE

The following article is an excerpt from *PROP WASH* dated October 1, 1938:

"In case any of you fellows don't know, never heard, or have been misinformed, the Philadelphia lab and office is the official and legal Headquarters of Aero Service Corp.—The General offices of the company. And it seems fitting that historic old Philadelphia should be the home of Aero Service—the oldest aerial photographic company in the world—unless somebody proves otherwise. Yes sir, we've been at it for twenty years now—ever since 1919 when the company was formed to sell engine and plane parts, carry passengers, cut grass and do anything connected with aviation. Hence, the general name of Aero Service Corporation, was adopted to cover all aspects of the field. For the past fifteen years the company has devoted itself almost exclusively to aerial photography.

When you step into the door of 1612 Chancellor Street you are immediately impressed and agreeably greeted by Miss Emma Brook, Miss Esther Durland, or both. These two young ladies are generally seated among three desks, a teletype, a calculating machine, a couple of flowers, a dozen ledgers, and myriads of files and papers. In this room, also, the time clock is punched around by those erstwhile Philly boxers. To your right is the General Office itself, the very sanctum sanctorum, where we find the true meaning of "General" as applied to "Office". Staring you right in the face as you enter is Dean Turner's head (Deer-head, of course) and immediately below it is that curio collection known as Kauffman's desk. As you look around you see four desks, seven chairs, a calculating machine, a bookcase, gas and electric meters, twenty-three files on top of which you can find most anything that you can't find on VK's desk. Aside from these things, there are a great variety of pictures, maps, and charts all over the walls so that VK can't look up from his desk in any direction without finding something to worry about. Besides these fixed items, you generally see VK, Henry, Ed Schuch, Harvey Wheeler, George Steubing, Charlie Hodell, Doc Barth, Al Mosley, and that guy who is always coming around to find out what makes the building stand up. They all mill around and all talk to Kauffman at once while he is listening on long distance with the other ear.

We here in Philly are naturally very much impressed with the tremendous tales about the monster operations of the Omaha plant and expect to hear any day a publicity story from there to the effect that the film they handled this summer would stretch from here to the sun and back to the first floor.

We hate to even mention it but as nearly as we can remember this is what happens when a roll of film comes into the Philadelphia lab. First everybody gets excited and a little ceremony of celebration is performed. Then Bob Plum hurries into the dark room and spends the

rest of the morning plugging up the light leaks resulting from the departure of the building next door. Dexterosly using a thimbleful of this and that, Plum emerges with clear, sharp film and starts it on its weary way through the Wes Smith wind tunnel.

Within a day or two the film is rushed up to Bob Brown who puts on as peachy numbers as the AAA ever hopes to see. Time was when Big Roz next took over the film but now Charlie Ireland, Frank Bowman, Eli Gillen and Herbie Lee fight to see which one gets it. In any case, beautiful contact prints are the result of their painstaking work. Swede Westman then tenderly washes and dries each and every print.

At about this point Dave Gillen, the Chief messenger and liaison officer between all floors and all departments, fondly shuffles the prints up to Al Ludwig on the third floor for checking. It is Al's privilege to lay down and check the straightest and evenest of original flying. Missing from the top side are Jumping Joe Masino, Lippincott or the high Shakespearean forehead and Jack Walters. New faces there are Tom O'Malley whose broadcasts from the contact room brought joy to many a radio listener, and Eric Storms who still thinks that the New York Herald-Tribune is the only newspaper printed in English.

But getting back to the story of our film, Harvey Randolph and his lackey "Biceps" Harry Franke always seem to be busy making photo-index negatives, special enlargements, or intensifying some of our Western film.

Pop Rieber has Lou Harrison on the pans now since Blondie Slack has gone West and between them they



Note—

The veterans mentioned in this article who are with the Company today are Doctor Barth, Chief Chemist; Harry Franke, Production Manager; Lou Harrison, Photographer; Charles Hodell, Vice President; Virgil Kauffman, President; Herb Lee, Scheduling Manager; Al Ludwig, Supervisor of Indexing Section; Joe Masino, Supervisor of Mosaics Section; Tom O'Malley, President Canadian Aero Service Ltd.; Bob Plum, Supervisor of Photography, Harvey Randolph, Map Reproduction Supervisor; Bob Rieber, Supervisor Topo Photo Laboratory; Gordon Roser (Big Roz) Aerial Photographer and Coordinator in Foreign Operations Department; Clarence Slack, Aerial Photographer; Eric Storms, Assistant Chief Engineer, and Dean Turner, Aerial Photographer.



turn out a mixture of swell AAA enlargements, and tone matched ratios for mosaics. Paul Harvey, Swingin' Tom O'Malley, and Eric Storms are all on the topside making mosaics.

Following these processes, Johnnie Hasco inspects, packs and ships the goods and Ray Pickel sweeps up.

Extra ** We have just received twelve rolls of film and find that the disorganization attendant upon a calamity makes our account inaccurate in certain minor respects but we don't have time to do this paper over.

Throughout the operations mentioned before, Little Jack Walters can be seen checking prints, handing out orders and wisping from room to room. Usually somewhere on Jack's trail is Charlie Hodell trying to find him in the third floor when Jack has just come down the back stairs. Henry is usually trailing Hodell and Kauffman is trying to find Henry. The result is that all of them get around the laboratory about fifty times as often as a roll of film. Schuch and Wheeler were once part of that parade but they have deserted the penthouse and are now enjoying the seclusion and spaciousness of the Brock Building where they are fussing around with the Utah mosaic work.

Prop Wash

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H. W. ALDRIDGE—*Editor*

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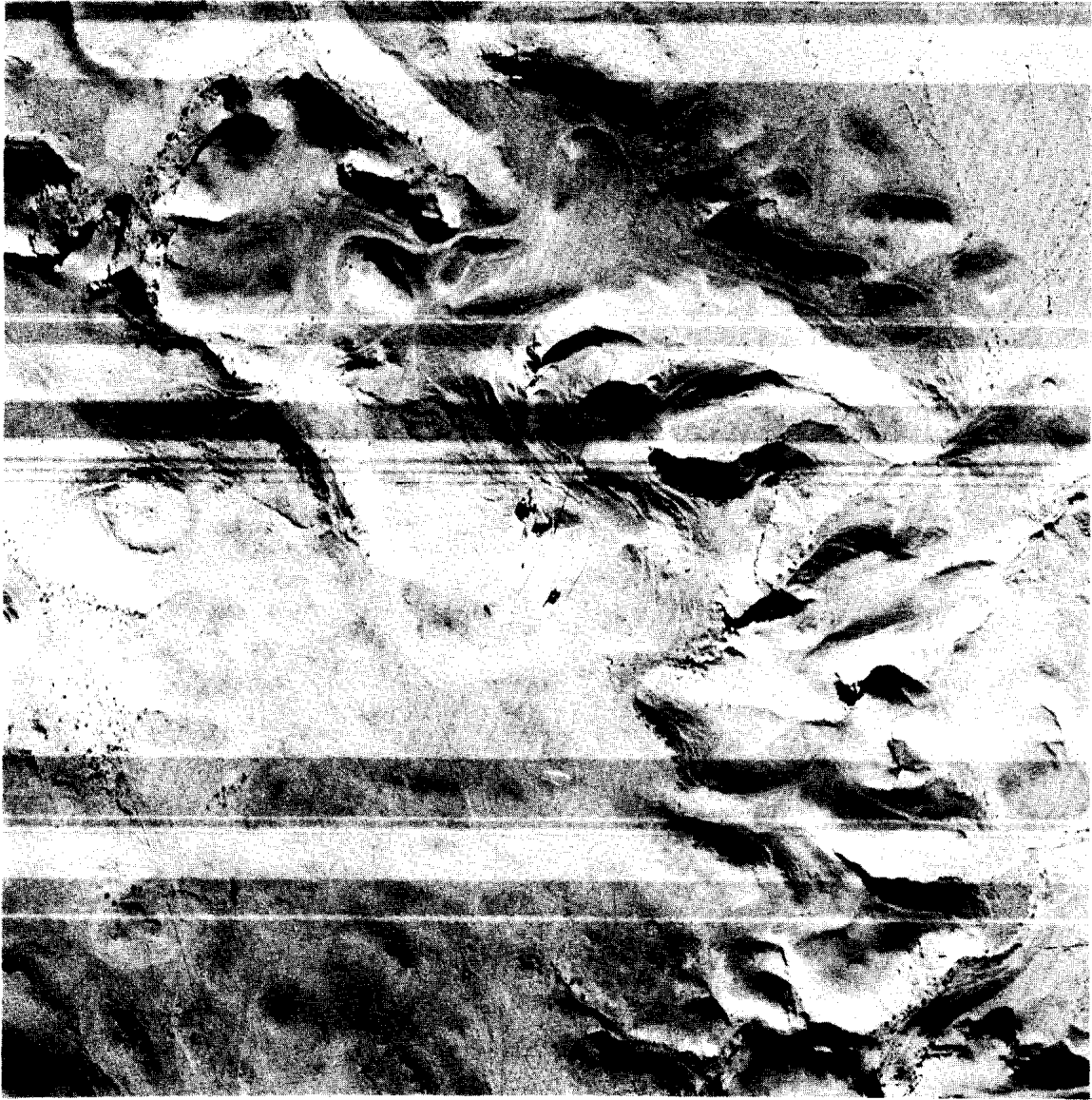
Photos! News!

**... of Aero people
at home and in the
field.**

**Let all of us
see and know what
you are doing.**



Photointerpreter Glenn Landis is pictured above at work under the eye of a movie camera as one of our clients prepares a photographic story of the work done on a current contract. Movies were also taken at Mercer Field. An Aero P-38 crewed by Joe Mullen and Milt Villiard brought back the photography which Glenn is studying.



Shoran station in Western Saudi Arabia. Dick Cullen and Lou Forrest were manning the station during December when this photo was taken by Ed Darrow. Located in the Arabian desert hundreds of miles from a town, the site is surrounded by nothing but dry sand. Even modern vehicles travel days to bring containers of water to a location such as this and air-conditioning is dreamed of rather than enjoyed.