

# MELPAR-A-GRAPH

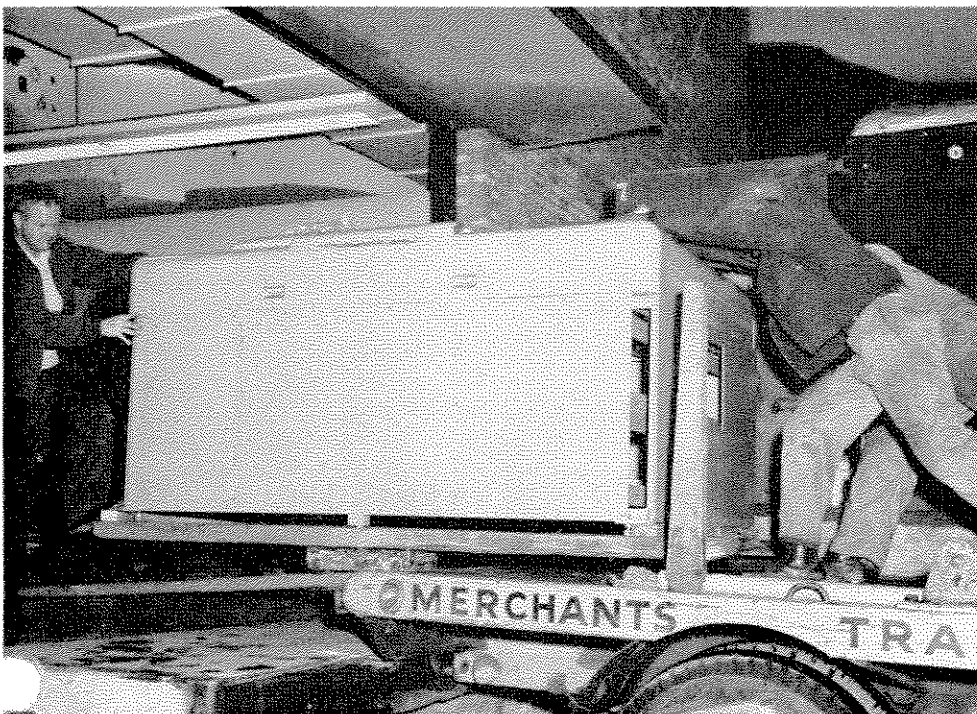
MELPAR, INC. • A SUBSIDIARY OF WESTINGHOUSE AIR BRAKE CO.

Volume 2, Number 5

April, 1957



**READY, SET . . .** This was the scene in the lower level South at Falls Church minutes before the bell sounded on Friday, March 22. Packed and packaged, GIRDHS (rhymes with 'you heard us') is ready to move into expanded quarters at Bailey's Crossroads.



**GO . . .** This Electro-Mechanical Plotter, valued at approximately a quarter million dollars, was one of the more massive equipments involved in the GIRDHS move last weekend. In a series of moves extending through April, Project Manager R. E. Miller's entire B-58 sub-systems project is to be lifted from Falls Church and installed in 60,000 feet of newly completed space at Bailey's Crossroads.

## MELPAR 'RECRUITS' 110 EMPLOYED BY CORVEY DIVISION

Melpar's ranks will be reinforced by approximately 110 people, including 45 engineers and operations analysts, on Monday, April 1. Corvey Engineering Company, of Alexandria, Virginia is scheduled to become the Corvey Division of Melpar on that date. The company has been operated as a subsidiary of Westinghouse Air Brake Company since its acquisition in 1955.

Developmental work in a variety of radar applications, and a number of accomplishments in the field of operations analysis have featured the new Division's activities in recent times. In its radar work, Corvey Division has made significant contributions in height-finding techniques and in the application of automatic alarm functions to search radars.

The Division occupies approximately 25,000 square feet of laboratory, shop, and office space fronting on Jefferson Davis Highway in Alexandria. Prior to Melpar's move to Falls Church, the building housed our general offices and engineering shops.

J. M. Cryer, Jr. is President of Corvey; H. W. Riley is Vice-President. Its Research Director is A. A. Varela, and Dr. Merit Scott is Chief Scientist.

## COMPUTER GROUP DEVISES NEW STOCK INDEX REPORT

"A group of young engineers working for Melpar Inc." is credited with the development of Standard & Poor's 500-stock 'electronic index' in Business Week magazine's account of the debut of this newest and most comprehensive method of measuring the average movements of common stocks traded on the New York Stock Exchange.

The reference is to Melpar-Boston's Digital Computation Laboratory group, which has developed data processing techniques, centered upon the laboratory's Datatron computer, capable of converting the Exchange transactions into hourly, daily, and weekly averages.

## OPINION

by  
E. M. Bostick

Current gestures by the International Association of Machinists toward unionizing Melpar lends timeliness to this background discussion of labor—and labor unions.

The earliest 'labor problem' of which we have record stems back to England during the Black Death, that great plague which swept Europe in the fourteenth century. As a result of the plague, manpower became scarce and certain workers attempted to capitalize on the shortage. England's government countered with the "Ordinance of Laborers", a law making it a criminal offense for any worker to ask higher wages than had been paid at the time of the Black Death.

Like all such attempts at regulation, the law failed.

In our own country, a century ago, bloodshed and violence accompanied attempts at unionization. Certainly it must be said that, in that distant time, the laws did not favor organized labor. And union leaders seem generally to have been comparatively dedicated men who, rightly or wrongly, thought they were serving the best interests of the "people". Often, they actually did accomplish much for the workers.

In 1935, the Wagner Act was passed; it yielded vastly increased power to the leaders of organized labor. (It must be remembered that 'organized labor' and 'labor' by no means are the same thing. Most 'labor' is not organized!) As always happens when men are given too much power, abuses developed. And, naturally, power-hungry men flocked to the labor unions. It certainly appears that the dedicated labor leaders of the past have largely departed, and union politicians have taken their places.

Such men have fared very well indeed—even under the later Taft-Hartley law, a statute designed to correct some of the abuses of the Wagner Act. Witness the lavish Florida homes (bought for them by the unions with money extracted from the members), even stables of race horses, which have turned up in the hands of some union chieftains.

Arrogance also began to appear. Only recently, we were treated to the spectacle of a labor union defying a Senate investigating committee. As the questioning focussed upon the use of union funds, a strong disinclination to give answers became evident. Here is a part of the stenographic transcript of the committee hearings:

Senate Questioner: Could I ask you a question? Have you or do you intend to give the members of the union an accounting of how this money was used, the money received as a result of the alleged forgery of the checks?

Mr. Santa Maria: I refuse to answer that question on the ground that it would tend to incriminate me.

And so it went. In the first few days of the hearings, union officials invoked the Fifth Amendment 359 times.

No one will say that all labor leaders are dishonest. But he is a foolish man who will deny that something is seriously wrong with the union business of today. It has been a long time since the Black Death. But perhaps some of these 'leaders' had better be thinking of another plague. And that is the plague of union politics, self-aggrandizement, and economic shortsightedness which seems to have afflicted them.

Until that plague has run its course, common sense suggests that every working man and woman should take a long, hard look at any union which asks a fee for "representing" them.

## 73 MELPAR PEOPLE ATTEND NATIONAL IRE CONVENTION

A total of 73 Melpar people, drawn from Engineering, Quality Control, and Production, attended the 1957 National Convention of the IRE during its three day span from March 18 through March 21. The convention was held in the New York Coliseum and the Waldorf-Astoria hotel. Melpar's contingent came from Falls Church, Arlington, Boston, and Watertown.

Five representatives of the Falls Church laboratory were active participants at the convention, in one role or another. V. I. Weihe, Technical Assistant to the Chief Engineer, was programmed in a panel discussion centered upon Application of Electronics to Air Traffic Control; moderator of the discussion was J. L. Anast, Systems Planning Adviser to E. P. Curtis, Presidential Assistant for Aviation Facilities Planning.

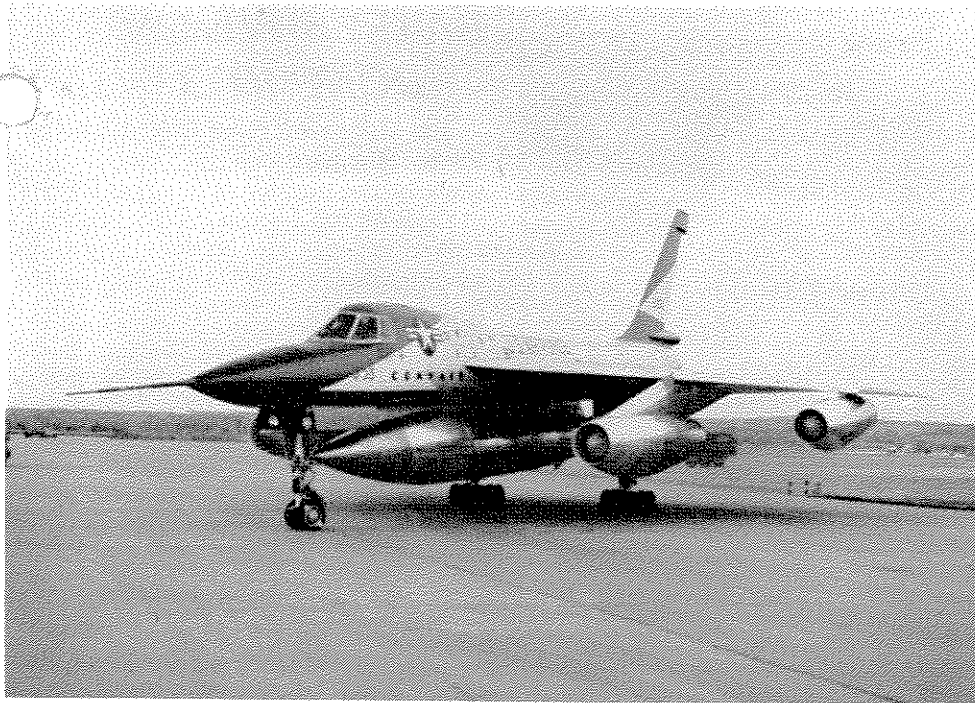
A study of Constant Beamwidth Broadband Antennas, co-authored by C. F. Parker and R. J. Anderson, was delivered by Mr. Parker. It reported the development of a new type horn radiator called the "pinwall" antenna which provides an essentially constant beamwidth despite frequency changes.

J. P. Shelton, Jr. delivered a paper entitled Multiple-Line Directional Couplers as a feature of one of the technical sessions devoted to the field of microwave experimentation and development. At the same session, D. M. Bowie reported some observations on the Microwave Dielectric Properties of Solids for Applications at Temperatures to 3000°F.

## MELPAR-TUCSON MEN AID HIGHWAY WRECK VICTIMS

A front page story in the Tombstone Epitaph, published in Tombstone, Cochise County, Arizona records the role played by four members of Melpar's Tucson staff who were eyewitnesses to a highway accident near Fort Huachuca.

Air Traffic Controller R. C. Cross and Engineers P. B. Dillman, D. H. Nelson, and S. L. Simmons extended first aid to eight injured passengers of a group of eleven riding in a station wagon which went out of control and rolled over. The Company car in which the Melpar men were travelling was equipped with a first aid kit, enabling them to render emergency treatment until ambulances arrived.



**FIRST SIGHT** of the unique "pod" construction of Convair's B-58 Hustler is given in this just-released photo. The bullet shaped appendage slung beneath the fuselage is one of a number of detachable packages enabling the supersonic bomber to perform various missions. Much of Melpar's B-58 equipment is thus installed.

## CAPACITY CLASSES STUDY SHOP MATH

Completely filled student rosters were recorded for the opening sessions of a new course in Shop Mathematics being taught both at Falls Church and Arlington Division. With 15 enrolled at Falls Church and 16 at Arlington, no more students could be accepted for this first semester without sacrifice of the advantage of close personal instruction inherent in small study groups. It is expected that additional groups will be formed at the conclusion of the first course.

The Shop Mathematics study course is designed to provide a thorough grounding in those phases of the subject found most useful in machine shop, sheet metal, and mechanical inspection work. Beginning with the study of fractions and decimal equivalents, the course moves through basic algebra, the geometry of circles and triangles, and trigonometry.

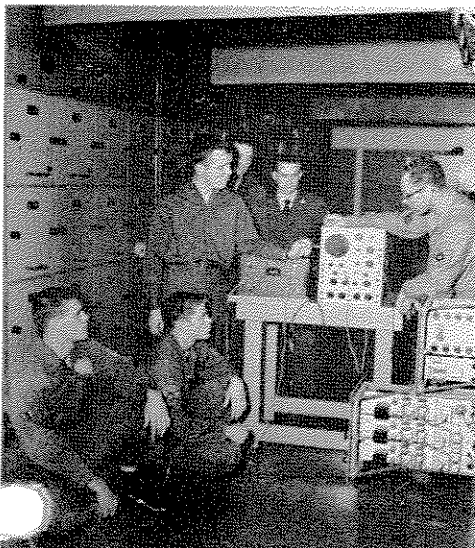
Placing particular emphasis on the interpretation of shop drawings and the measurements thus required, the instruction plan takes as examples, actual fabrication problems encountered in the various Melpar shops, and submitted by the foremen for study and comment by the students.

Sponsored by the University of Virginia, the Shop Mathematics course is being taught by Tully Wise; Mr. Wise has had long experience in such industrial training projects. The course has been approved under the Company's Tuition Refund Plan.

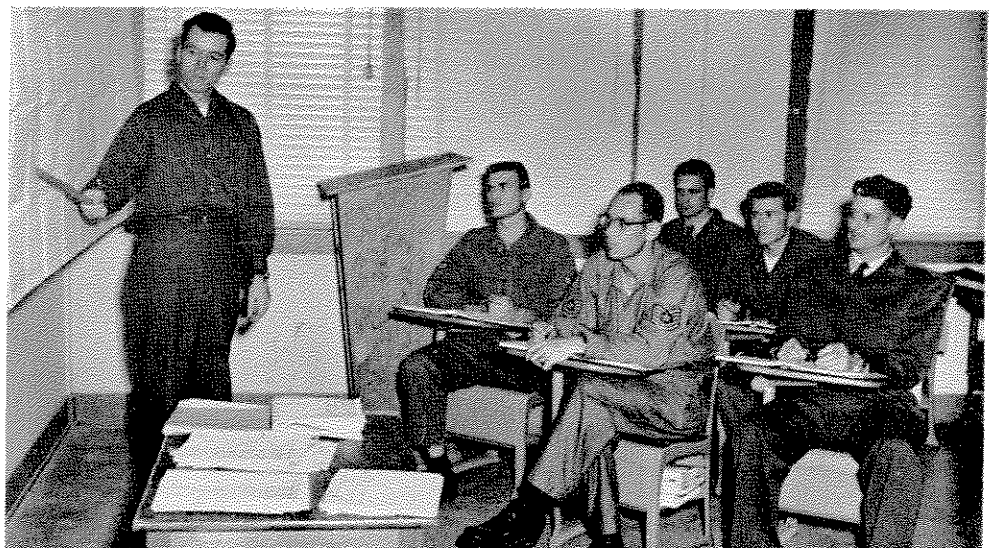
## FIRST F-101A TECHNICIANS 'GRADUATE'

The first "graduating class" to complete Melpar's training course in the maintenance and repair of its F-101A Flight Simulator passed with honors at Bergstrom Air Force Base during March. The month-long course was designed to yield a maximum amount of instruction in the practical operation of the simulator; toward that end, especial emphasis was placed upon gauge and meter readings warning of malfunction.

At regular intervals through the course, written quizzes were introduced, each covering distinct sequences of simulator operation or the function and care of the various major components of the system. Under the direction of Field Service Supervisor W. R. Sherman, the course was taught by G. H. Jones, K. E. Streeter, B. H. Dennison, J. F. Dement, and E. M. Connelly, all of Project Manager J. L. Clark's Simulator section at Falls Church.



**IF YOU SEE IT HERE**, believe it . . . with his Air Force students gathered inside the F-101A Simulator, Instructor Jones conducts a guided tour of the equipment maze with probe and scope.



**ON PAPER**, it goes like this . . . G. H. Jones, Jr., Simulator section Engineer, tracks down a fine point of the circuitry in the F-101A Simulator. The attentive class consists of (left to right) Airman 2/c Howard Haisten, T/Sgt. Clarence Helmig, S/Sgt. Joe E. Phillips, Airman 2/c Kenneth Durce, and Chief Warrant Officer Donald Mitchell, all stationed at Bergstrom Air Force Base.

## Murgatroyd Misfit



Murgatroyd—you're sitting on it!

## GOING UP!

W. E. Meyer has been appointed Manufacturing Design Supervisor in Arlington Division; Omer Kennel succeeds him as Sub-Assembly Supervisor, while E. A. Fleuti becomes Sub-Assembly Foreman.

At Falls Church, R. H. Hronik was promoted to Project Engineer. D. T. Paul rose to Quality Control Supervisor. Three new Senior Engineers are R. E. Busey, H. M. Burns, and M. R. Kelly.

Also at Falls Church, R. K. Sakamoto rose to Senior Photographer. V. O. Meyer was promoted to Senior Draftsman. Advanced to Engineer were W. B. Neely, W. A. Sponsler, E. Perry, H. D. Quigley, and R. W. Lowe.

Named Instrument Room Foreman at Arlington was E. Schelmbauer. P. R. Fanelli rose to Methods Engineer. C. H. Caldwell advanced to 1st Class Heavy Assembly Task Leader, while G. A. Piper and M. J. Barentine became 1st Class Light Assembly Task Leaders. H. M. McClarren rose to 1st Class Heavy Assembler.

In Quality Control at Falls Church, J. F. Hunt was named Mechanical Inspection Group Leader. J. H. Altic is now Acting Machinist Group Leader, and J. L. Sibole is Acting Sheet Metal Group Leader. Promoted to Assistant Supervisor, Wiring Shop, was J. S. Buck; R. B. Cox was named Assistant Supervisor, Sheet Metal Shop.

Transferred from Arlington Division, J. W. Peltz is now Assistant Final Assembly Supervisor at Falls Church. Promoted to Junior Engineer were G. W. Wolfe, R. G. Haggerty, A. F. Saphon-

chak, W. D. Carter, and D. W. Spear. Former Technicians A. C. Bear, R. W. Freeman, C. F. Bullard, and D. J. Drummond are now Senior Technicians.

W. D. Hixson and S. Kliemann, of Falls Church, rose to Senior Planner. J. Palmer was promoted to Procurement Planner, while J. A. Rowe and R. C. Cornell became Junior Procurement Planners.

Also at Falls Church, L. F. Hollar advanced to Lead Technician. J. Huminik moved from Welder to Engineering Assistant. L. Shanley was promoted to 1st Class Wire Technician.

BAILEY'S FIT OUT  
DONE IN 3 WEEKS

The assignment given Chief Electrician R. E. Worsham and his crew as their share of the transfer of a major segment of the B-58 sub-systems project to Bailey's Crossroads was the not-quite-impossible one of wiring up the 23,000 foot area—from transformer vault to bench outlet—in three weeks.

A 3000 ampere service was pulled in from the bank of 3 250 KVA transformers and distributed in a complex pattern serving bench assembly, GIRDHS final assembly and test, and office areas. As an aid in preventing the job from growing monotonous, a variety of dc supplies were fed in along the way.

Working under the same pressure, Assistant Supervisor J. S. Young and his carpenters installed seeming miles of benches, area partitions, and office walls. The secret of their success appeared to be heavy duty hammers and quick-dry paint.

Conclusive proof that the move schedule had been met came at 4:15 p.m. Friday, when the new building's heat plant was turned on—at least an hour before the first truck began out-loading.

Over the week-end, equipment and benches were wired 'hot'; on Monday, it was business as usual.



**HAM ON RYE** is just one of the many sandwich varieties available at the Snack Bar recently installed in the Falls Church Cafeteria to speed up luncheon traffic. Bartending here are Shirley Amentlee, cafeteria manager Edward Causey, area supervisor Walter Isles, and Florence Forrester.