MELPAR-A-GRAPH

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BXR GIRDHS SHIPMENT SETS RECORD

WRAP IT UP . . . in many hundreds of variegated crates, boxes, and cartons. Thus went the jumbo-sized task of preparing the GIRDHS installation for shipment to Convair-Fort Worth, where "the biggest abacus ever built" will play a key role in the B-58 Hustler weapon system.

HOME FOR CHRISTMAS . . . These GIRDHS installers emplaned at Love Field, Dallas, Texas on December 24 to spend Christmas at home. They returned to their Texas task December 26.

photo courtesy Braniff Airways

PACKING JOB COMPLETED IN FIVE DAYS & NIGHTS

High volume delivery in the least possible time was the objective of Melpar's night and day packing effort early this month, which saw the tear-down and shipment of our first GIRDHS system from BXR to Convair-Fort Worth in support of the B-58 program. Seven trailer-trucks were required to effect the move.

After weeks of intensified effort by engineers and technicians under the direction of Section Head Dr. C. E. Bergman the system was put "on the air" for a final check before test and inspection by Quality Control Groups under Chief Test Supervisor R. W. Underwood and Inspection Supervisor H. H. Hockett.

At precisely 9:30 A.M. on December 2, 35 packers led by Shipping and Packing Supervisors W. H. Willmon, R. A. Markham and J. H. Leatherwood moved into the picture. Units were removed from cabinets, wrapped, packed and crated by a smooth working group which bore evidence to the many hours of planning that went into the move. By noon, Wednesday, December 4, the first truck was fully loaded and ready to start on its 1450 mile journey to Fort Worth. Six more truckloads of equipment had headed Texas way by Saturday, December 7.

Meanwhile the Falls Church Shipping section was busily engaged in readying all test equipment and GIRDHS attrition spares. This group was headed by Shipping Group Leader R. V. Yost.

Project Engineer F. J. Michel, one of the advance party of 28 people who were sent to Fort Worth to receive the equipment reports that Convair representatives were favorably impressed by the high quality of workmanship evident in both the equipment and packing.

The initial group, after returning to Virginia for Christmas, was joined by 51 more employees who departed on December 26. Duration of assignment to Fort Worth varies from two weeks to approximately 3 months.

OPINION

One sunny day five people embarked in a double-ended boat, aiming to journey upstream a piece. All five were smart as a whip, bright as a new dollar; there were no flies on any of them. Moreover, each rated himself an ace with the oars and able to navigate like Magellan.

There was a little bickering about who rowed and who steered; but they were reasonable folk and settled that by taking turns (one was out of practice and didn't do so well, but the others were too mannerly to mention it). One man did mildly venture that he thought maybe somebody ought to be in charge, but the others laughed at him. Why make a big deal? We're just going upstream a piece. Why carry some guy along for the ride, have his tossing orders around to keep himself warm.

Five individual, private opinions respecting the calibre of the crew members were soon formed of course—but wisely left unvoiced. A thing they all did agree on was the miserable shape of the boat. Some hard words were exchanged, reflecting upon the mental stability of the man downstream who had given them that particular craft. One of the five made out a good case for why it should have been a square boat.

In the face of many a difficulty, they plugged onward. There was no difference of opinion about where they were going. Upstream. True, the question of which side of the stream offered the most favorable course was a real poser. It never did get settled: they criss-crossed.

The big argument arose over what they would do when they got there. One, a positive type, held out against useless speculating over the future; after all, he said, we aren't even sure the natives will be friendly.

Argument impeded progress, naturally. It became apparent that they were running late and might have to hock the oars for eating money. So one of them, a quiet type, made his move.

He picked up a telephone and called the boat's owner and said "mister you'd better tell us who's the boss of this expedition." The owner said "the one named Joe is hereby the boss"; and after that it was all clear sailing.

FULLERTON, PAYNE ADDRESS MEETINGS

"Use of Digital Computer as Model of a Military Electromagnetic Environment" was the subject of a paper given by A. L. Fullerton, Jr. of Melpar-Boston at the Symposium on Electromagnetic Interference, sponsored by the U. S. Army Signal Engineering Laboratories at Ft. Monmouth.

Mr. Fullerton's paper, delivered as a part of a classified session, covered some of the extensive work presently being done by the Research Department on the electromagnetic complex in a battle area.

Dr. A. H. Payne, also of the Research Department delivered a talk on "Stock Transaction Records" before the recent Joint Computer Conference. Dr. Payne explained how the output of the New York Stock Exchange ticker (6 channel punched paper tape) is run through a converter to produce a paper tape input to the Datatron computer. Hourly indices of the highs, lows, and last prices for 500 selected stocks are computed for Standard and Poor's Corporation and transmitted to their New York office via teletype.

METALLURGY IS MAGNETIC SUBJECT

A total of 42 Melpar employees recently received Certificates of Completion following a series of six comprehensive lectures on "Introductory Metallurgy." The program, sponsored by the Washington Chapter of the American Society for Metals, was presented at Georgetown University.

The lecture series covered mining of metallic ores, and methods of refining, rolling, casting, and testing. Explanations of crystal structure, constitution diagrams, and alloy melting techniques were given. The shaping, forming, and joining of metals for high temperature applications in atomic reactors and in rockets also was presented.

Among the Melpar men attending were machinists, sheet metal men, draftsmen, inspectors, and engineering aids. Aiding in the presentation were J. W. Fowler, of Bailey's Crossroads, who spoke of "The Miracle of Steel," and John Huminik, of Falls Church, Chairman of the Society's Sub-Committee for Education.

HIGH FLYING MELPAR ENGINEERS TEST GEAR

Melpar engineers recently rose to n heights as they conducted evaluation tests of advanced airborne radar equipment. To do so, Senior Engineer Kenneth Stetten and Engineer Harry Moser went aboard an Air Force B-52 out of Westover AFB, Massachusetts, on missions of 12 hours and 6 hours. Both men first had to undergo physiological training for high altitude flight at Langley AFB, Virginia.

Participating in a nine hour mission as they conducted similar tests aboard an RC 121 AEW aircraft out of Otis AFB, Massachusetts, were Senior Engineer Howard Burns, Jr. and Engineers George R. Downs and Bradley K. Bailey.

The experimental project is under the direction of Project Engineer Donald Reiser at Melpar's Alexandria Plant.

Pictured above, attired in high altitude flying gear is Engineer Harry G. Moser, Jr. Moser started his Melpar career on October 29, 1951 as a Junior Technician. The 'spaceman' portrait was taken by Senior Engineer Kenneth Stetten.

Why The Bell Tolls - -

The Fire Alarm system at the Falls Church Laboratory has been changed to provide for speedier evacuation of the building in case of fire. The first a **only** alarm heard will be the signal f all employees to leave the building via the route indicated on the Evacuation Charts posted at strategic locations throughout the building.

SIMULATOR TRAINING CALLED 'PRICELESS'

Flying in formation at 35,000 feet near Asheville, N. C., USAF Lieutenant Ronald E. Yeager experienced a double flame-out in his RF-101 Voodoo. While carrying out his emergency air-start procedure he dropped to 29,000 feet; then, with both engines again firing, Lieutenant Yeager headed for Shaw AFB, S. C.

Starting his let-down, his right engine went out. Immediately after another successful air-start, the aircraft's left engine flamed out and in its turn was brought back to life. One hour after the trouble began, Lieutenant Yeager touched down safely at his home base.

The following statement by Lieutenant Yeager can justly be taken as a direct testimonial by everyone associated with our Flight Simulator work . . .

"Since completing my simulator training, and checking out in the RF-101, I have come across several emergency situations in the air. In most cases these emergency situations were encountered in VFR flying conditions; however, my most recent and most serious emergency occurred during instrument flight conditions. Without a doubt, the simulator training was the primary reason for being able to handle the situation. The training received is priceless. My confidence and knowledge of procedures while under IFR conditions was gained during training and enabled me to return to the base without mishap.

I am very thankful to have had the simulator for training which has enabled me to handle unusual conditions efficiently and without panic."

Ronald E. Yeager
1/LT. USAF

USE OF T-12 AS MISSILE TEST DEVICE REVIEWED AT ABERDEEN

Representatives of the U. S. Army Ordnance Corps heard a report by Melpar-Watertown representatives on the use of the T-12 Dynamic Tester as applied to seven specific missiles on December 18 and 19 at Aberdeen Proving Ground, Maryland.

The report, presented by Section Heads A. Berner and F. G. Benkley, Project Engineer C. M. Stern, Administrative Assistant J. A. Petraitis and Staff Consultant B. J. Kaplan, covered progress to date of a study to determine the feasibility of testing guided missile systems and components under dynamic conditions, using the analogue Dynamic Tester (T-12) as an input device. The missiles involved are Redstone, Corporal, Lacrosse, Sergeant, Hawk, Nike and Talos.

IDENTIFICATION TAGS TO EASE PARKING PROBLEMS

In the near future, Parking Stickers will be issued to all Melpar employees at Northern Virginia Plants. The attractive black and white decal type stickers will reserve Melpar parking lots for Melpar employees. The guard force will also be able to make direct contact with car owners in case of improper parking or the like instead of calling for the owner of a "Black 1908 Stanley Steamer Virginia license number 000-000" on the presently over worked page system. Information concerning the issuance of stickers will be released soon.

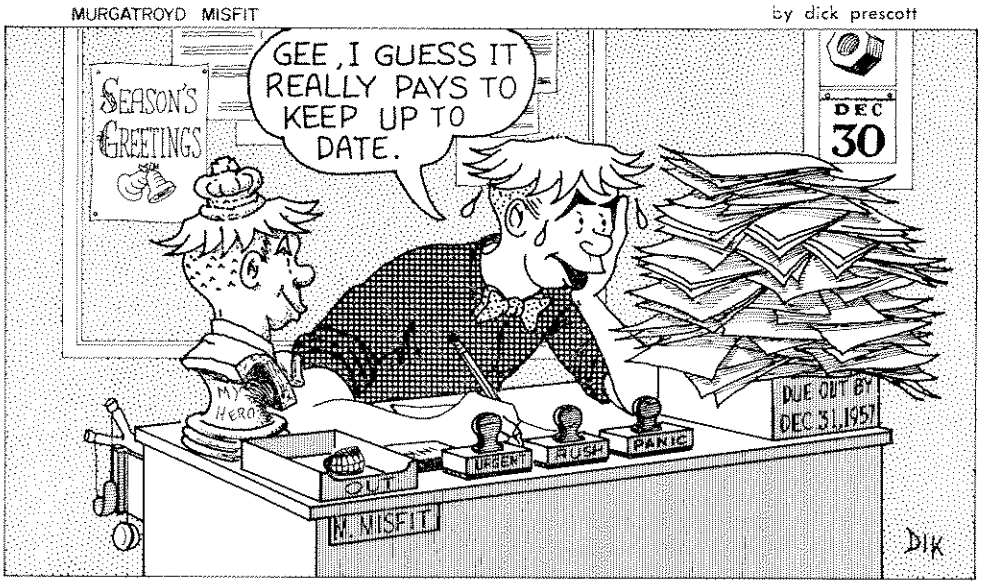
RECORDINGS AND SLIDES HIGHLIGHT KERR TALK

"High Fidelity Reproduction — Of What?" was the title of a paper and demonstration given Tuesday December 17, by Senior Engineer Maxwell A. Kerr, of BXR.

The presentation, sponsored by the IRE-Professional Group on Audio and the Washington Audio Society, examined various factors of hearing, room acoustics, musical instruments and voice characteristics, and the rules of harmony in music structure.

Mr. Kerr employed a variety of pictorial slides and tape recordings in illustrating means of balancing their factors in adjusting any sound system for the most natural reproduction of music and speech.

IT'S A WHATZIT . . . or a UFO, or something. W. H. Conway, Falls Church Senior Draftsman and amateur astronomer, photographed the moon at approximately 9 p.m. October 4. The resulting print revealed the vivid arrow-shoped object seen near the moon's lower crater. It is NOT a flaw in the negative. Anyone for guesses?



BETTER MAKE A NEW YEAR'S RESOLUTION, MURGATROYD.

GOING UP!

Dr. P. E. Ritt, of the Chemistry Laboratory at Falls Church, has been advanced to Section Head ranking. Chem Lab personnel figure in a number of promotions announced at the same time. E. L. Ditz was named Staff Chemist. L. P. Glekas, J. E. Riley, and J. L. Pentecost were promoted from Senior Chemical Engineer to Supervisor.

J. R. Sayers rose from Chemical Engineer to Senior Chemical Engineer, while W. A. Sponsler and S. R. Lewis stepped up to Lead Chemist. L. G. Daires is now a Chemical Engineer. L. E. O'Rourke moved up to Chemist. N. E. Thomas to Lead Chemical Technician.

Melpar-Watertown has announced the promotion of H. S. Littleboy from Senior Engineer to Project Engineer. B. H. Bow was promoted from Engineer to Senior Engineer, and D. J. Doxtader advanced from Senior Technical Writer to Technical Writing Supervisor.

Newly named a Project Engineer was J. W. Hall, of the Simulator Section at Falls Church. C. R. Shenton succeeds Mr. Hall as Fabrication Supervisor. A. L. Friedlander was named Supervisor of Cable Design and Specifications.

At Bailey's Cross Roads Engineering Department, F. H. Free won promotion from Spares Planner to Engineering Assistant. T. M. Gentle is now a Senior Draftsman. E. M. Stiffler was promoted to Senior Technician. F. C. Chavaree rose to 1st Class Wire Technician Leadman, and H. J. Lindsey became 1st Class Mechanical Technician.

R. S. Peck, of the Arlington Plant, was promoted from Production Planner to Senior Planner. At the Falls Church Lab, A. M. Cook was advanced from Senior Clerk-Typist to Chief Clerk. G. A. Shook has become a Leadman in Receiving, and E. L. Stratton is now Storekeeper, Metal Stores. J. E. Dibb was promoted to Experimental Machinist.

PUNCH CARD INPUTS POSSIBLE WITH NEW BOSTON FACILITIES

The addition of facilities for processing data in punch card format through Melpar-Boston's DATATRON digital computer has significantly extended the range of problem solving work which can be done in the Computation Laboratory.

Newly placed in line with the DATATRON are an ElectroData 500 Converter, IBM's 026 and 514 Key Punch machines, an 082 Sorter, and an Accumulating Reproducer. The Laboratory's computer previously was restricted to handling both input and output data only on punched or magnetic tape.

Dr. A. H. Payne's programmers now are free to utilize whichever method of data presentation is considered most appropriate to the solution of the problem at hand.

PLAN YOUR PENSION!

It has been possible to extend the current deadline for enrolling in the Retirement Plan a few more days, due to the fact that there are three paydays in January. Acceptance cards are available at Personnel Offices and Guard's stations at all plants. Acceptance cards must be returned not later than Jan. 3, 1958.

FLIGHT LINE TEST GEAR FOR B-58 IS SHIPPED FROM BXR

Two arrays of special test equipment, to be used in "confidence testing" on the B-58 flight line, recently were shipped to Convair-Fort Worth Worth by Bailey's Cross Roads Engineering Department. The phrase "confidence testing" is an apt description of their function; in a last minute check out of various airborne components aboard the aircraft, they largely determine whether the B-58 flies its planned mission or not.

Packaged in custom tailored trailers, the test equipment supports the Hustler's data reconnaissance system and its recording system. For the recording system, Melpar's test gear simulates required inputs and senses the airborne equipment's outputs; both are continuously displayed in decimal notation which instantly exposes malfunctions.

Fully transistorized construction features the equipment designed to support the data reconnaissance system; the entire test array, in fact, has been fitted into a single trailer. Under the direction of Section Head Lawrence Lerner, the recording system equipment was developed by Project Engineer M. A. Price's group while Senior Engineer J. E. Fleming headed up the work for the data reconnaissance system.

CREI TECHNICIANS STUDY PLAN DRAWS WIDESPREAD RESPONSE

Employee response to the Company's recently announced Basic Electronic Technician Course, to be given under the tutelage of the Capitol Radio Engineering Institute, has extended even to the enrollment of a number of mechanical engineers who regard the program as an excellent means of broadening their understanding of the operational requirements of the circuitry they package.

More than 125 Melpar people from our Northern Virginia plants have thus far enrolled for the 50-week, two-part course. With 65 participants signed up at the Falls Church laboratory alone, it has become necessary to schedule the in-plant instruction phase in two sections; one group will meet Monday and Wednesday evenings, the other on Tuesday and Thursday evenings. As originally planned, all laboratory work will be done at CREI headquarters.