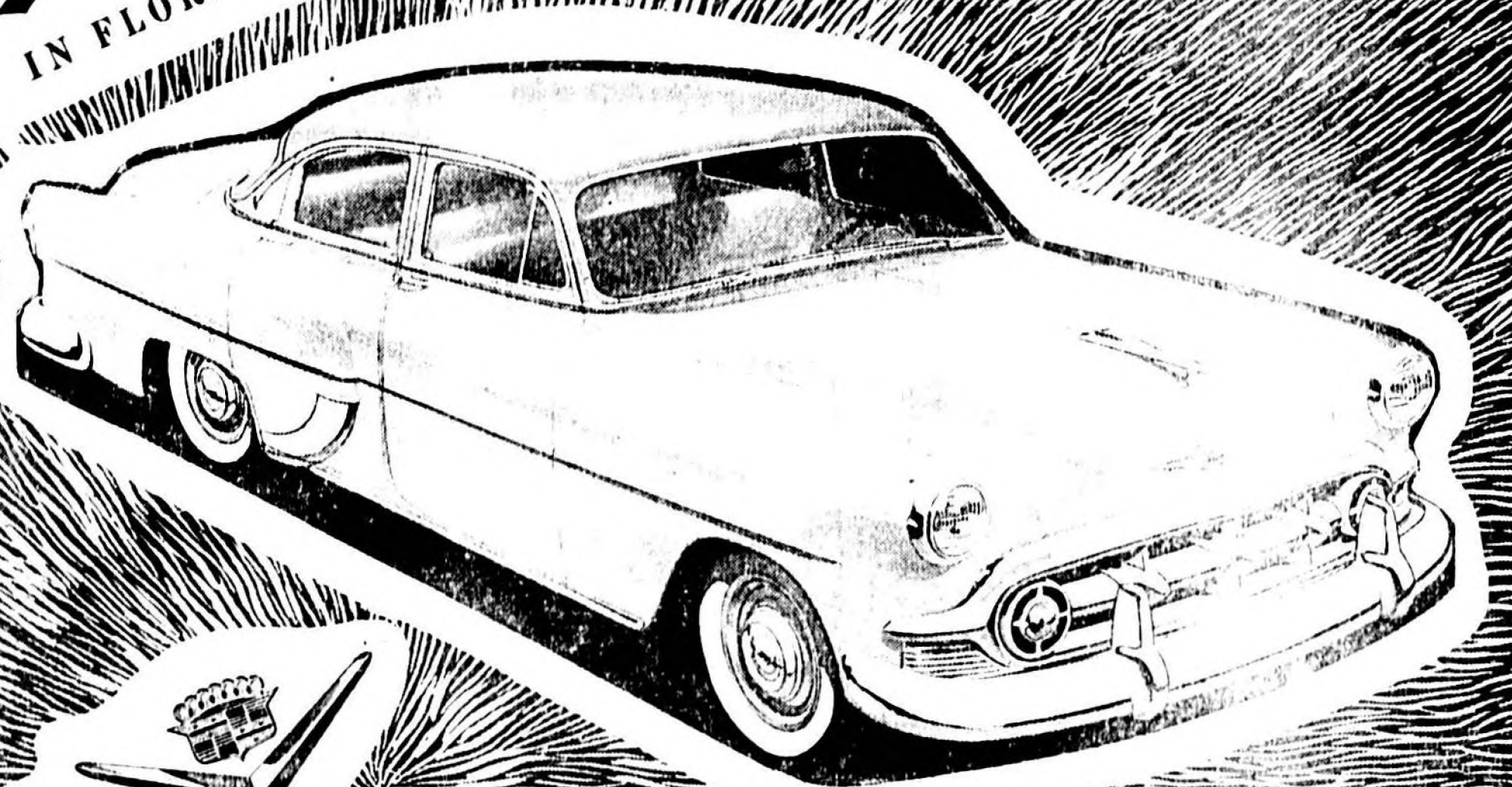
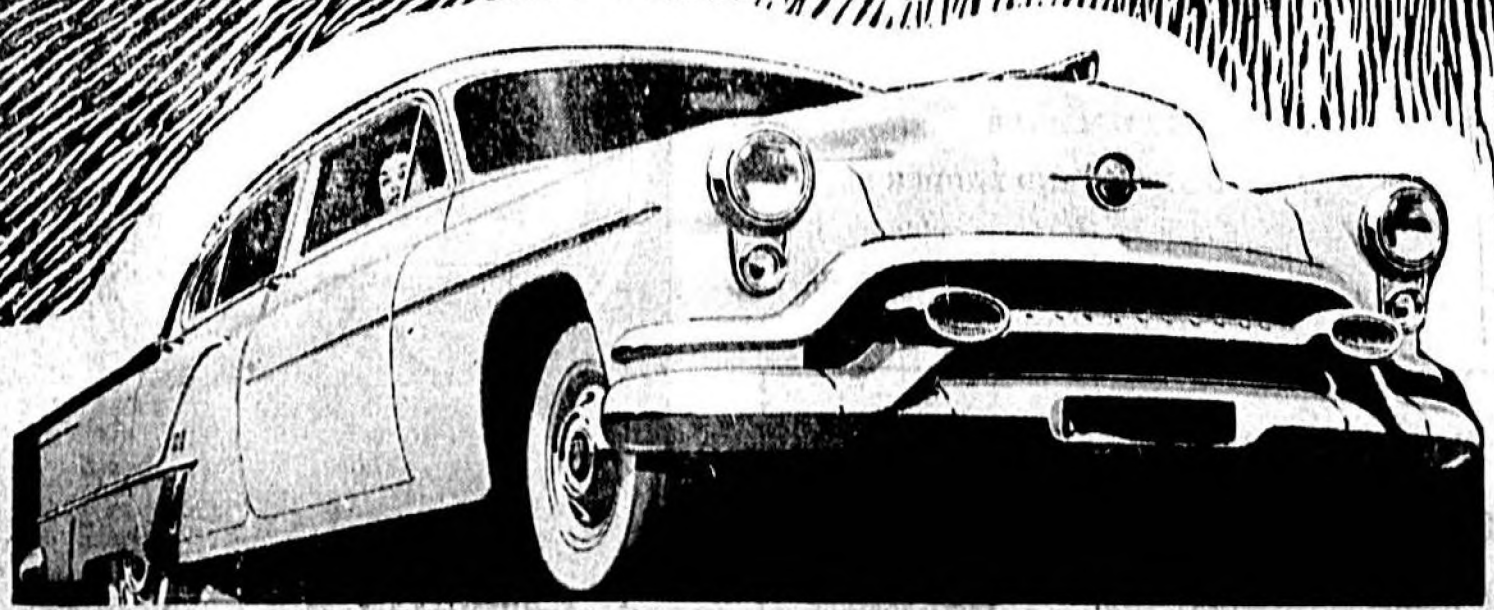
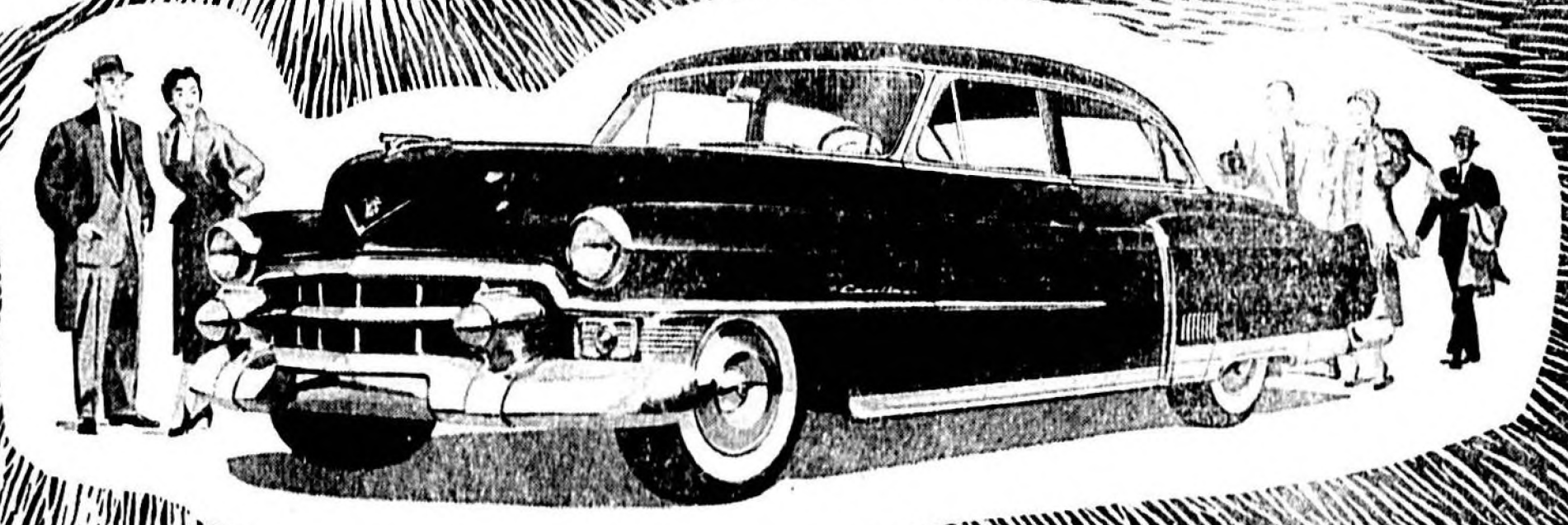


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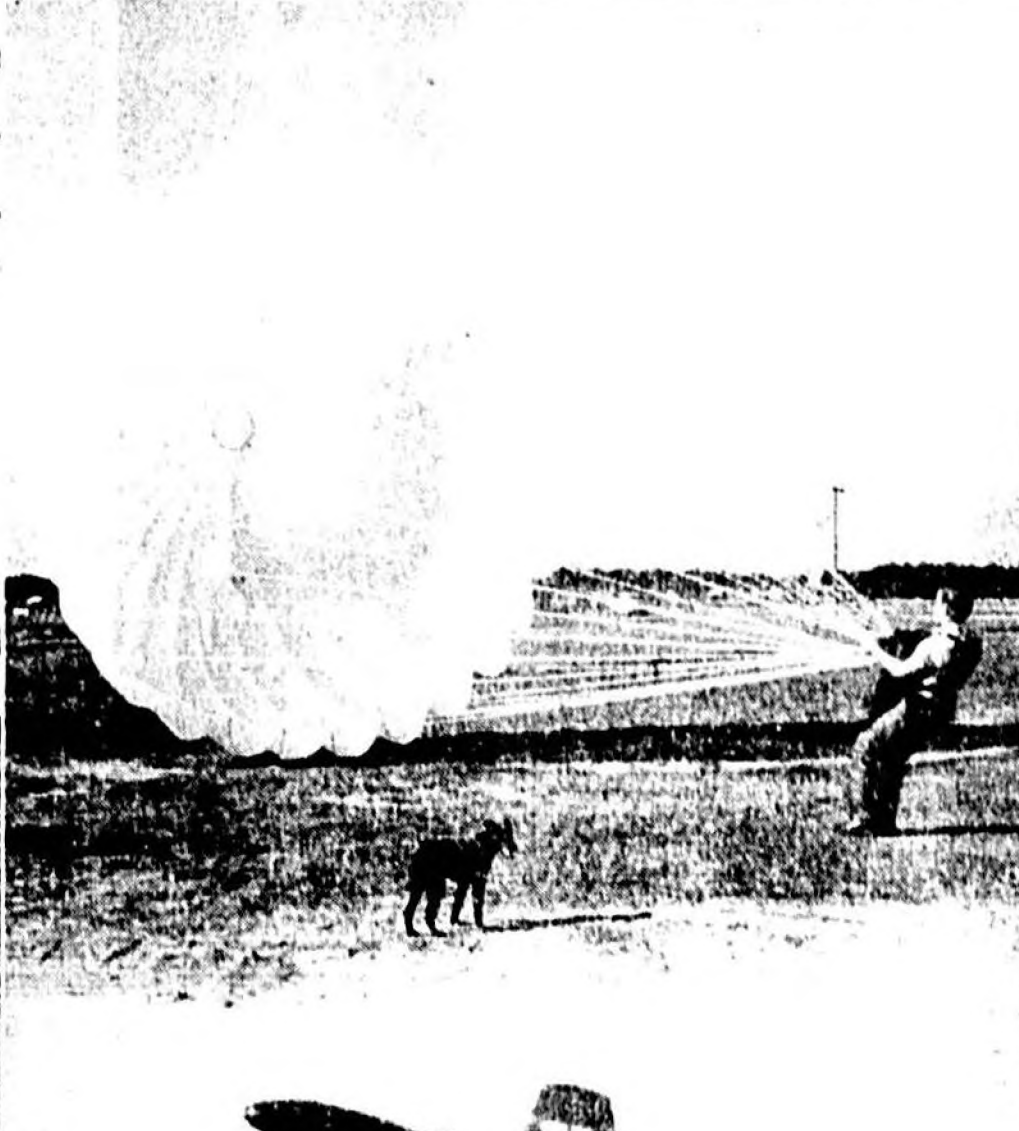
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Official U. S. Naval Photos

Sanford Group Returns From 90 Day Mapping Mission To Arabia

Over 550 air hours were logged and a plane availability of 100 per cent was maintained by five officers and 24 enlisted men of Photographic Squadron 62 during their recent 90 day mission to Doha, Al-Fuairah Base, Saudi Arabia.

Designated as Detachment Able, the 29 men departed on their 8000-mile journey from NAS Jacksonville in early August, 1952 for the purpose of performing a special mapping mission for the United States Hydrographic Office. At that time the squadron was still home based in Jacksonville.

Arriving in their P4Y-1P Liberator after seven refueling stops and 11 days of travel time, the detachment, in one 30 day period, flew over 275 hours which is believed to be a new record for that length of time and in that particular type of aircraft.

As with most overseas detachments, the work for VJ-62 personnel began before sunrise and often ended near mid-night. On three different occasions an aircraft engine change had to be made overnight in order to meet their flying schedule for the forthcoming day. Weather conditions were favorable

most of the time.

"Although the natives of Saudi were not exceptionally friendly, they did not interfere with our work nor create any disturbances during our tour of their city after working hours," said Lt.(jg) Don Sullivan in a recent interview.

All was not work for the photographic crew however as several liberty tours were arranged to Kuwait, between Iran and Saudi, where oriental rugs, brass work, cameras, clocks, burmesees, and other colorful souvenirs were purchased.

Refueling stops in the round-trip itinerary began at Westover Air Force Base, Mass. Remaining overnight, the following morning saw them underway for Argentina, Newfoundland and afterwards to Lajes AFB in the Azores.

At Boblington AFB, London, England, they remained four days during which time the majority of officers and men visited London's foggy shores for the first time. Arriving at Port Lyautier, French Morocco, crew members had to replace two damaged generators. Tripoli, Libya and Nicosia, Cyprus were the remaining stops prior to



Official U. S. Navy Photo
FIRST GROUP OF MEN from photographic squadron 62's "detachment able" arrive at USNAAS, Sanford, from overseas duty. Standing, left to right: L. J. Spadafora, AM1, T. R. Kiley, AF1, R. J. Gill, AF1; kneeling left to right: P. E. Kell, AD1, M. J. H. Inbb, AL1, and R. G. Flora, AD2.

arriving at Saudi Arabia.

Their return trip saw them landing at Beirut, Lebanon; Naples, Italy, and at Marseille, France where ice on their engines forced them to return shortly after taking off for Madrid, Spain.

With the lifting of unfavorable weather conditions, it was back into the air for Madrid, Lajes, Argentina, and NAS Quonset Point, R. I. where three of their four engines were as near stopping as could be and still said to be running just prior to landing. Following overnight repairs they took off for Sanford.

Headed by Lt. Bill Class, remaining officers and enlisted men in the detachment included: Lt. Don Brady; Lt.(jg) Don Sullivan; Ensign Charles Monroe; (CIP) W. T. William Hamilton; AF2 T. H. Stallings; AN B. K. Quintal; ADC W. L. Crocker; AD1 P. E. Kell; AD2 R. G. Flora; ATAN H. L. Minetti; AMAN G. P. York; AMAN D. E. Front; ADAN F. Maggiore; AF3 N. E. Milligan; AFC H. E. Phillips; AMAN W. B. Nolan; AF1 T. R. Kiley; AFAN F. C. Falcone; AFAN F. J. Harnett; ADAN J. W. Morris; ADAN W. B. Inconelli; ADC T. P. Bourque; AD2 E. O. Stelmets; AL1 M. J. Rinnah; AT3 M. D. Dry; AECA K. G. Klein.

felter, AM1 L. J. Spadafora, and / AF1 D. J. Gill.

Paracante Riggers Help Navy Pilots Fly High And Live

"Fly High and Live"—a motto established by parachute riggers of Photographic Squadron 62 whose job it is to help Navy pilots do just that by inspecting and repairing all parachutes, life-rafts, oxygen equipment and various other types of survival gear.

High in responsibility is the job of every Navy "rigger" who is considered qualified to pack a parachute for service use only after he has completed a 14 week course in parachute rigging at NAS Lakehurst, N. J.

On graduation day, the trainee packs his own chute and after taking off in a Navy transport plane makes a free fall leap into space to test his own work. Reaching the ground safely he is then and only then considered a qualified Naval parachute rigger.

Instructing pilots and crew members in the A to Z of survival at sea as well as land is another primary function which includes not only instructions in how to use survival equipment, but also procedures on adapting themselves to various climate conditions. "We consider parachute rigging among the best rates in the Navy," says Emmett K. Baxter, PRI, and Kenneth L. Porter, PRI, instructors heading the survival program.

When a Navy pilot climbs in his plane at Sanford NAAS, he takes with him all the equipment necessary to bring him back safely should his plane develop trouble.

First of all he has a parachute to descend; if he should parachute into water, he has a pneumatic rubber life-raft which he can inflate instantly by means of compressed gas. He carries several types of signaling devices with which to attract attention, and emergency food rations with additional equipment to make sail

water drinkable.

Twelve qualified riggers are currently stationed at NAAS, eight of which are attached to FASRON 51 and the station. Assistance is often given VJ-62 since they often deploy detachments overseas and find it necessary to send a squadron rigger along to maintain all survival equipment.

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ORANGES

Executive Officer Of Photo Squadron Is Comdr. McNeill

Holding the reins as executive officer of Photographic Squadron 62 at Sanford's Naval Auxiliary Air Station is Lt. Comdr. David C. McNeill, veteran fighter pilot of World War II.

When the squadron was commissioned last April at Naval Air Station Jacksonville, Comdr. McNeill assumed the initial post as commanding officer, acting in the absence of Comdr. J. Kennedy, the squadron's skipper, who at the time of commissioning was undergoing photographic training at Naval Air Station Pensacola.

A veteran of World War II Pacific fighting, Comdr. McNeill was twice shot down in the same day, but not before his hail of fire brought destruction to five Japanese fighters also on the same day while engaged in bitter air battles over the Philippines. Three days later a sixth enemy plane fell in his hammering attacks.

Flying as a member of the Flighter Squadron 25 aboard the aircraft carrier USS Santee, Comdr. McNeill began his tenure of duty in September, 1943 as maintenance officer, later serving as operations officer and finally executive officer.

Starting at the invasion of Iwo Jima, the veteran "exec" took part in the battle for New Guinea and other island engagements preceding his Philippine assignment. Returning to the states for several months just prior to cessation of hostilities, he aided in training a new squadron for Pacific duty. With the war over, it was more Pacific duty, this time to Formosa where he returned prisoners of war to Manila. January of 1946 saw his return



COMDR. D. C. McNEILL is shown above in the cockpit of his plane ready to take off on a photographic mission for VJ-62. Comdr. McNeill is executive officer for the squadron. (Official U. S. Navy Photo)

to civilian life where he remained on inactive duty until recalled as training officer for fighter squadrons based at the Naval Air Reserve Training Unit, Olathe, Kan. in April, 1947. He remained in that capacity for four years.

A native of Carbondale, Ill., Comdr. McNeill attended State Teachers College. He received his flight training at NAS Corpus Christi, Texas.

Photographic Squadron 62 Has Total Of 500 Officers And Men

The primary mission of the Administrative Department is to perform service for the squadron, in order that it may better accomplish its tasks. This service is of a two-fold, overlapping nature and requires the full efforts of five officers and 25 enlisted men.

The first and most important is that of personnel service. The importance of this service can be realized by considering the fact that the squadron has approximately a total of 500 officers and enlisted men of widely varied backgrounds from all of the 48 states.

For these men it is necessary that provisions be made for housing, messing, clothing, leave, education and all the other essentials to a happy Navy life. To accomplish this difficult task the administrative department is divided into the following divisions: personnel, legal, education, first lieutenant and administration.

The personnel officer is charged with the responsibility of assignment of enlisted men to duty with-

in the squadron, the maintenance of records of all enlisted personnel, the control of leave, liberty and the supervision of all watch bills. Since the squadron has been in commission, the personnel officer has been Lt. C. S. O'Neira, U. S. Navy, of Hawthorne, N. Y.

The legal officer acts as an assistant to the personnel officer specializing in legal matters and he is responsible for all matters pertaining to naval law, the general conduct of the enlisted personnel and to advise squadron personnel in regard to their military and civilian rights, privileges and duties. The squadron legal officer is Lt.(j) M. W. Nicholson, U. S. Navy, of Masontown, Pa.

The education officer is responsible for the formal education of all squadron personnel to accomplish this he must supervise all naval training courses and U. S. Armed Forces Institute courses available to the squadron. This requires the maintenance of a large library of technical books and publications and a detailed record of achievements of each man in the squadron. Photographic Squadron 62 offers a total of 589 courses available to the men of this command. The education officer since commissioning has been Ens. I. E. Metcalf, U. S. Naval Reserve, of Washington, D. C.

The first lieutenant is that of

first lieutenant is that of

Supply Personnel Of VJ-62 Trained To Keep Em Flying

"Keep 'em flying" might well serve as the motto of Photographic Squadron 62's supply department whose job it is to procure all equipment from nuts and bolts to aircraft, including special electronic and photographic equipment required for squadron craft.

Under the supervision of Lt. H. B. Wood, Supply Corps, USNAR, two officers and 10 enlisted men are responsible for furnishing required and allowed material to all departments as rapidly as possible in order to permit proper operation of the squadron. If certain requested material is not available within the squadron supply, storekeepers draw from their contemporaries in the Station Supply, Ensign 61, or from Jacksonville Naval Air Station, keeping in mind that they must account for money spent and the protection of government property.

Presently two officers, Ens. E. D. McCall and Ens. E. J. Clark, are on-the-job training for material billets for detachments overseas. There, as in the States, they procure all supplies if necessary from the Army, Air Force or the nearest Naval Supply Dept and account for the money they spend. They also have other problems. "Storekeepers on detachment often spend more time changing spark plugs on aircraft than they do actually buying supplies," says W. B. Nalim, ARAN, storekeeper on the squadron's last detachment which

mission time and working spaces. He must care for the barracks, the offices and all other spaces which the squadron has in order that they will be clean, efficient, comfortable and secure from various hazards such as fire, hurricanes, etc. In addition, he is charged with the care and upkeep of all the squadron vehicles. The first lieutenant of the squadron is Lt. I. F. Hughes, U. S. Naval Reserve, of Seaford, Dela.

The remaining portion of the administrative department is also one

of service in that it handles all of the squadron correspondence, reports, etc., and supervises the work of the entire department. This includes the notes, task instructions with the routing, filing, and security of all incoming and outgoing correspondence and reports.

An idea of the size of this task can be gained by consideration of the fact that in the eight months the squadron has been in commission, over a thousand serialized letters have been sent out. This is in addition to the many personnel

THE SANFORD HERALD Page 3

forms, affidavits, etc., that are entered in the personnel records and in the pay office. Since commissioning, the squadron's administrative officer has been Lt. Wilbur C. Trautman Jr., U. S. Navy, of Warren, Pa.

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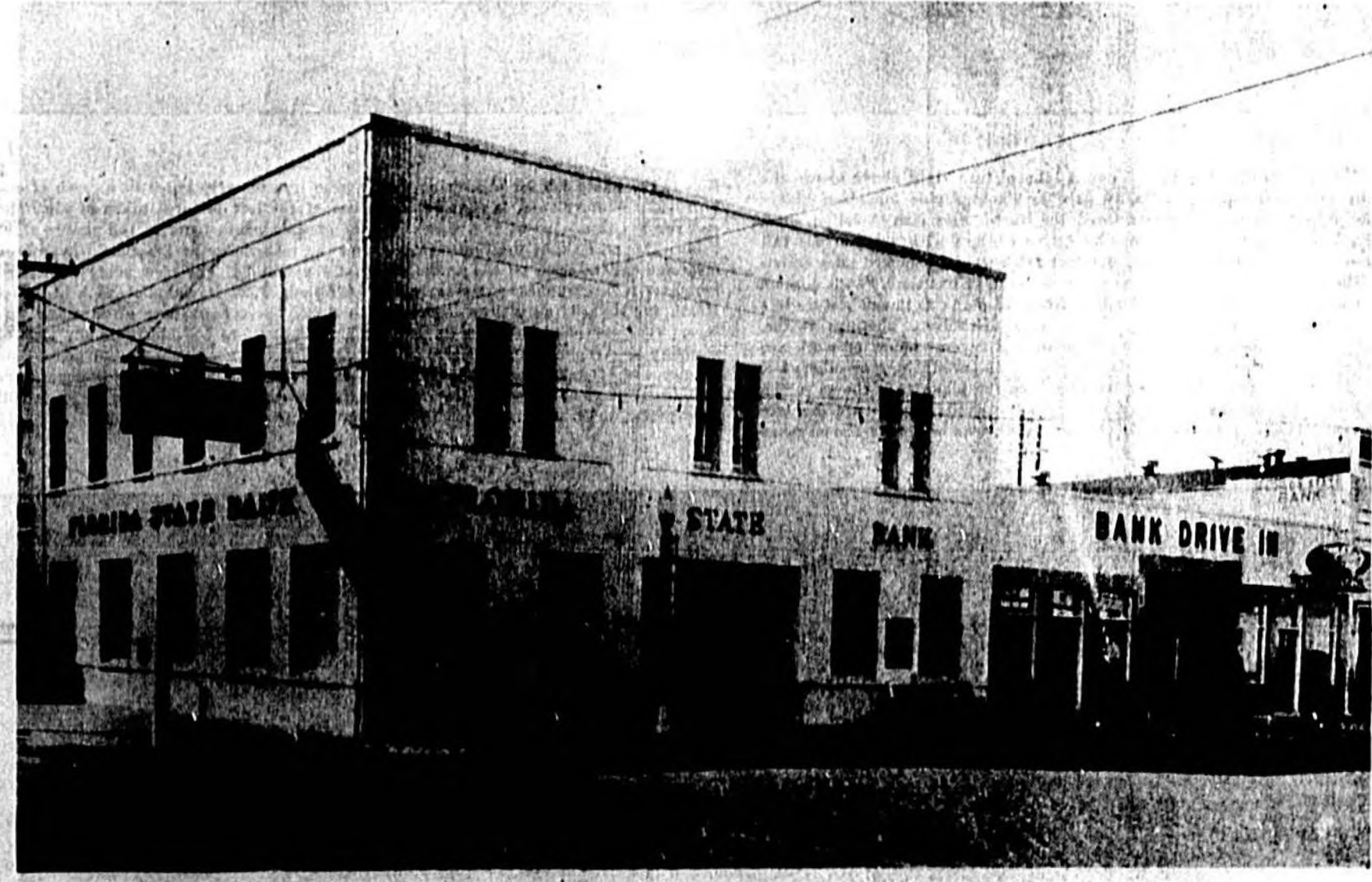
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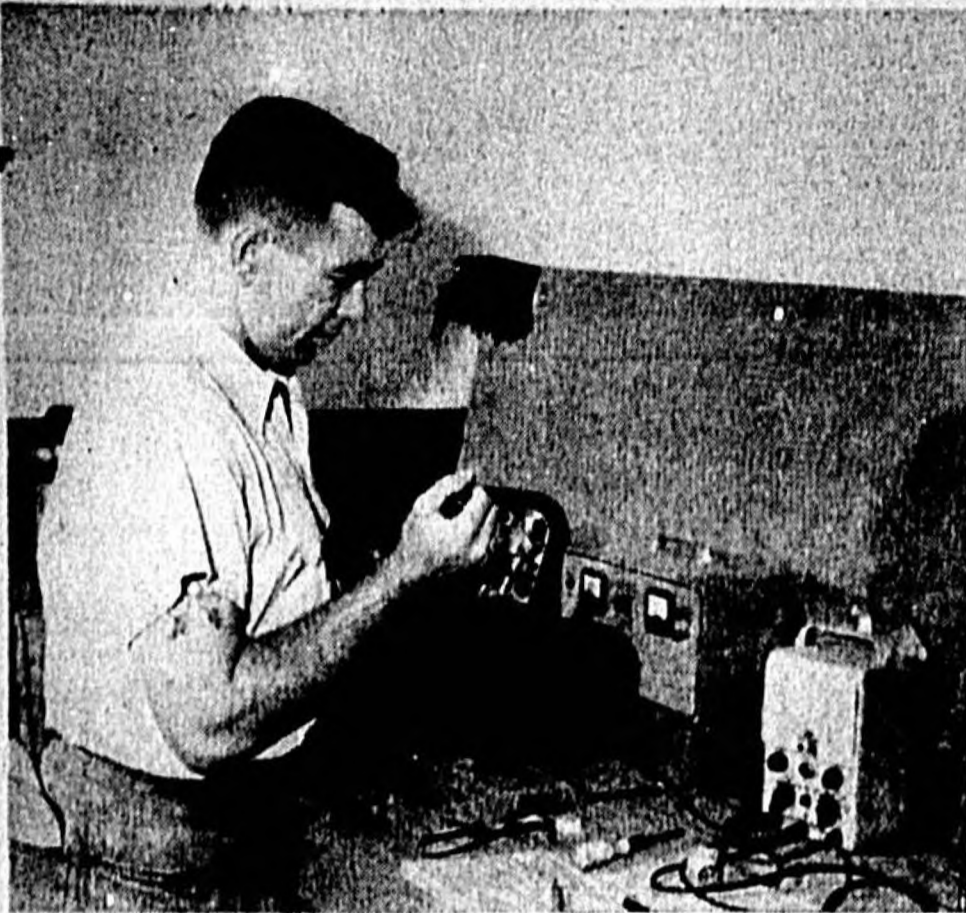
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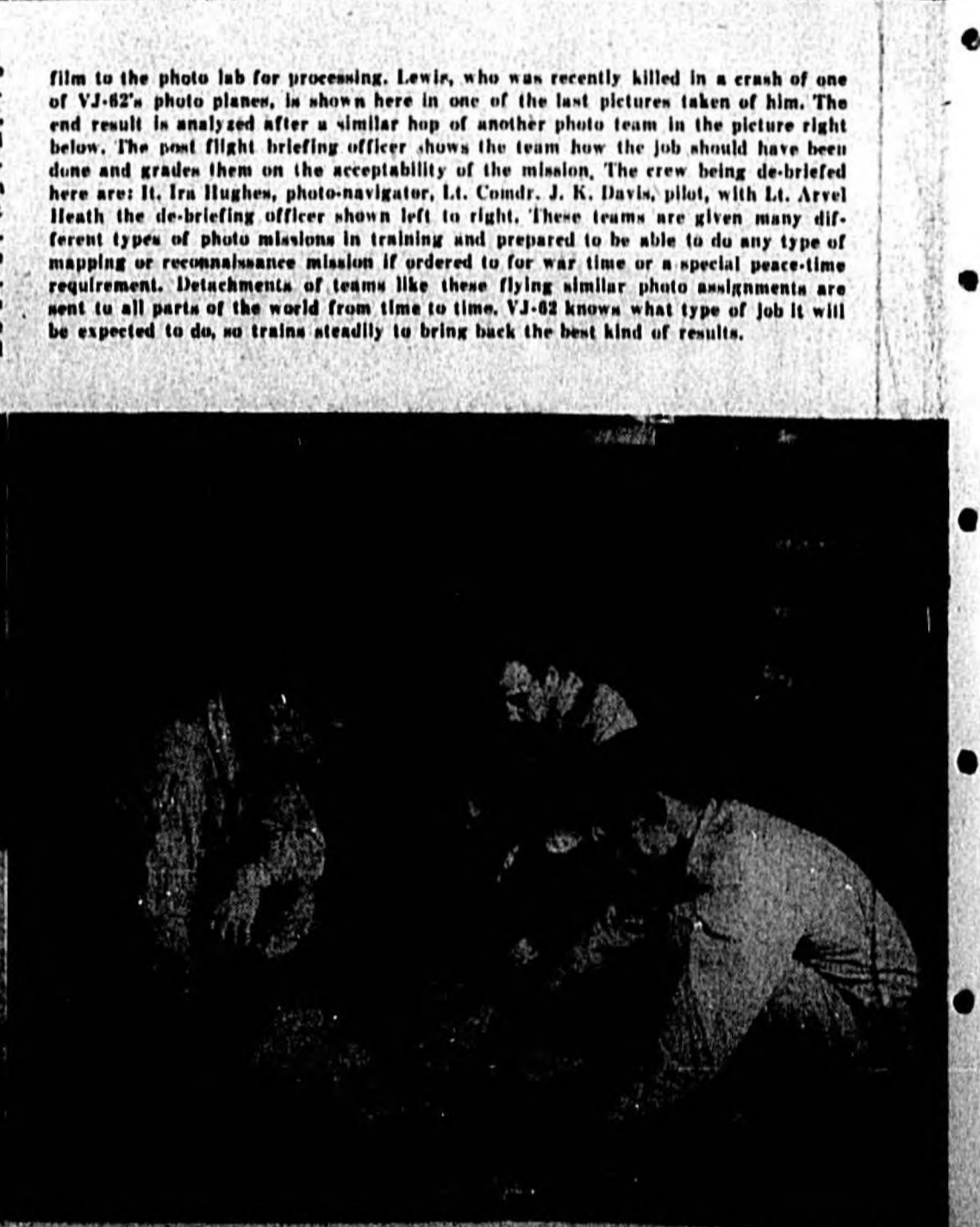
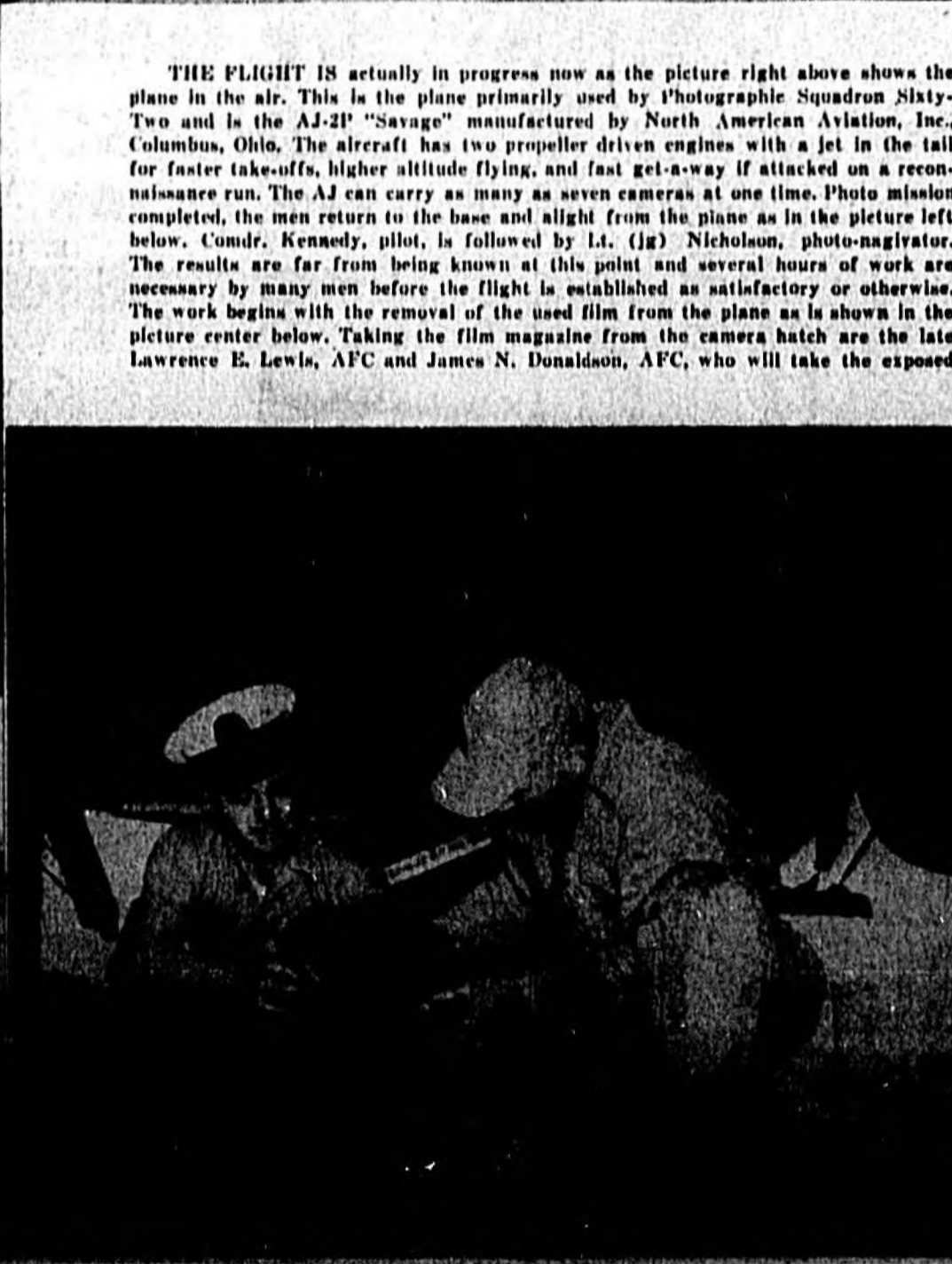
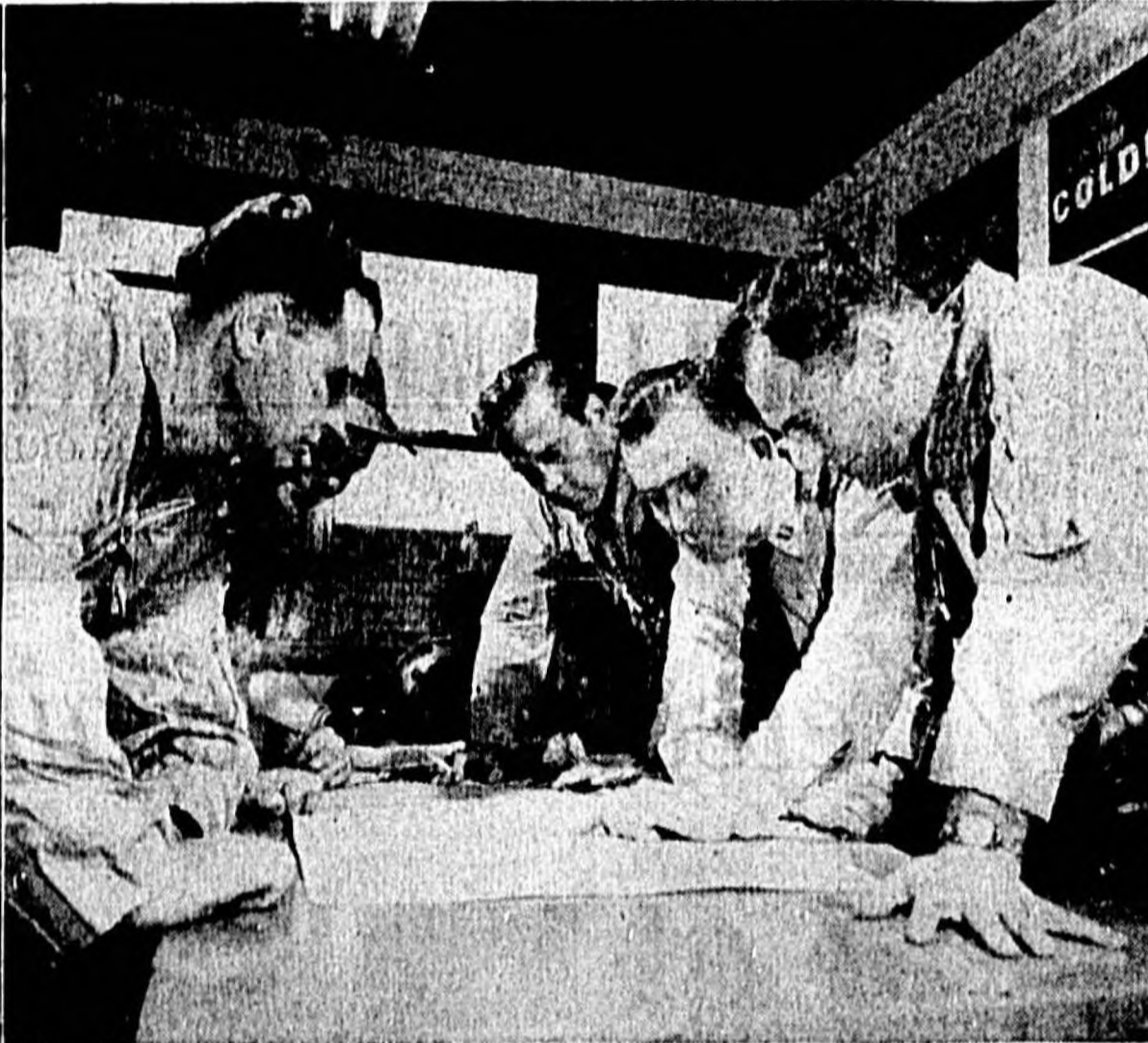
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THE SERIES OF nine pictures in this page depict procedures by which a complete photography mission is flown by Photographic Squadron Sixty-Two, NAAS Sanford. All are official Navy photographs. In the picture above left James C. Ricks, Aviation Photographer First Class, adjusts a magazine that was found faulty on the work bench of the camera repair shop. This is a type of magazine used on the aerial cameras. The picture above center shows the photo crew taking the cameras and other gear out to the photo plane for installation for the day's flight. Left to right are: Otto Muttler, AF2; Norman Mattie, AFAN; and William Easterling, AFAN. The picture at upper right shows how the complicated nose camera is installed in the photo plane. Albert F. Drummond, PH3, makes final adjustments before the bottom section of the nose is cranked back into ready position. Left below gives an idea of the interior compartments of the big photo plane. Here is James Ricks again making sure

that the gyro-stabilized mount which holds the prime vertical camera is in good operating condition. This mount is designed to keep the camera pointing in a perfect vertical position regardless of the attitude of the plane. After all the installations have been made, the flight has to be planned as shown in the picture center below. Left to right are: Max Diegelman, AFC; Gypsy F. Smith, ADC; Comdr. Jefferson Kennedy Jr., Lt. Charles C. Shirley, and Lt. (jg) M. W. Nicholson, Lt. Shirley points out area to be photographed on the day's flight and gives further detailed information which may be needed to complete the mission. Diegelman is the Photo Technician on the flight and handles all the equipment necessary to operate the camera in flight. Smith is the plane captain or flight engineer. Comdr. Kennedy is the pilot while Lt. (jg) Nicholson is the Photo-Navigator who uses a special view-finder to guide the pilot over the prescribed course along the ground.



THE FLIGHT IS actually in progress now as the picture right above shows the plane in the air. This is the plane primarily used by Photographic Squadron Sixty-Two and is the AJ-2P "Savage" manufactured by North American Aviation, Inc., Columbus, Ohio. The aircraft has two propeller driven engines with a jet in the tail for faster take-offs, higher altitude flying, and fast get-away if attacked on a reconnaissance run. The AJ can carry as many as seven cameras at one time. Photo mission completed, the men return to the base and alight from the plane as in the picture left below. Comdr. Kennedy, pilot, is followed by Lt. (jg) Nicholson, photo-navigator. The results are far from being known at this point and several hours of work are necessary by many men before the flight is established as satisfactory or otherwise. The work begins with the removal of the used film from the plane as is shown in the picture center below. Taking the film magazine from the camera hatch are the late Lawrence E. Lewis, AFC and James N. Donaldson, AFC, who will take the exposed

film to the photo lab for processing. Lewis, who was recently killed in a crash of one of VJ-62's photo planes, is shown here in one of the last pictures taken of him. The end result is analyzed after a similar hop of another photo team in the picture right below. The post flight briefing officer shows the team how the job should have been done and grades them on the acceptability of the mission. The crew being de-briefed here are: Lt. Ira Hughes, photo-navigator, Lt. Comdr. J. K. Davis, pilot, with Lt. Arvel Heath the de-briefing officer shown left to right. These teams are given many different types of photo missions in training and prepared to be able to do any type of mapping or reconnaissance mission if ordered to for war time or a special peace-time requirement. Detachments of teams like these flying similar photo assignments are sent to all parts of the world from time to time. VJ-62 knows what type of job it will be expected to do, so trains steadily to bring back the best kind of results.

Six Officers And 200 Enlisted Men In Maintenance

12 Aircraft Of Four Types Maintained By This Department

The Maintenance Department of VJ-42 is an organization of six officers and nearly 200 enlisted men, headed by Lt. Comdr. J. K. Davis of Athens, Ga. This department is dedicated to the maintenance, upkeep and repair of all aircraft assigned to the Photographic Squadron.

The aircraft range from the World War II biplane model of the four engine P-40 to the new and timely North American AJ-2P. All told, the men of this department maintain a total of 12 aircraft, including four different types, on a round-the-clock schedule to keep the aircraft ever ready to safely and mechanically carry out their mission.

The maintenance department is a combination of both line and staff organization. Immediately under the department head are four assistants or division officers charged with the responsibility of respective supervision of the power plants division, air-frames division, electronics division and the division in charge of administration and deployment teams.

Air-frames include the hull or fuselage, wings, stabilizers, vertical fins, control surfaces, landing gear and nacelles. Specific duties of the air-frames division are as follows: (A) Be familiar with air-frames and accessories of all aircraft assigned to the squadron. (B) Do all the maintenance work in connection with air-frames, control cables and systems, hydraulic systems, landing gear struts, wheels, tires, brakes and associated mechanisms. The division is divided into four subdivisions — structures, hydraulics, paint, and administration with a chief petty officer in charge of each subdivision.

The air-frames division is headed by Lt. (jg) Frank E. May of Schenectady, N. Y. The chief petty officers under Lt. May are Garrison, Von Sirockelson, Miles, Ott, Luthwood, Buhl, and Wallace.

Engines include that unit of an aircraft which motivates the aircraft in flight. Jet power plant units also are included. The power plants division of Photographic Squadron 42 is headed by Lt. Joseph Roche and Much Chester Yankus. Under these two officers



GETTING THE ANSWER to what makes a plane fly are these Sanford elementary school children framed under the wing of a Navy jet. At extreme right is Ensign Miller of VJ-42 who accompanied the

chief petty officers with the responsibility of the overall supervision of all men in the power plants division. These chiefs are Crocker, Hurley, Mayer and Duncan.

Strict and efficient maintenance must be used on engines and power plants since they are the life-line of the aircraft and the men who fix them. When the power goes, the plane must come down so maintenance checks and inspections are made on every 30 hour period of flight time logged on the engine to insure proper operation and safety, regardless of whether circumstances are noted on a previous flight.

Different degrees of work are done in the checks in multiples of 30 hours and on up to the time when an engine gets 900 hours on it. At this point, it must be sent to a complete overhaul at

though it appears to have more working time still left in it. Often times, the men of this division work into the night getting the engines of a plane ready for a morning flight.

In modern aircraft there are many electrical and electronic components and events that would stump the average electrician or radio repairman. The aircraft attached to Photographic Squadron 42 could almost be called an electronic laboratory. In the AJ-2P aircraft you will find that practically all the controls are operated by electrical energy, either directly or by a solenoid, relay or servo. The servo is an amplifying unit that takes small energy and causes it to do heavy work.

The electronics division has the responsibilities of installing and maintaining all electrical radio and

equipment installed in the squadron aircraft, and furnish trained operators to the flight division. Commissioned Warfare Officer J. G. Kelley of Dayton Beach, is head of the electronics division.

Since there are over forty enlisted men in the electronics division with most of them quite young and inexperienced, it is of primary importance that many hours be spent for classroom instruction and on-the-job training, even though many of the men have graduated from the naval electronics schools. Training is the responsibility of Chief W. F. Hendon, AIC, of Seattle, Wash., and W. E. Dunne, AIC, of Salem, Mass. Quinn, assisted by Harry McKay and Dave Landon, is presently conducting

classes in basic electricity and mathematics. Maintenance and shop training are handled by

chiefs Joe Krasinski, AIC, of San Francisco, Calif., and K. G. Klemfner, AIC, of Los Angeles, Calif., with M. W. Whitaker, AIC, of Govt. Ky., supervising the night maintenance crew.

Another important job is the ordering and receiving of electronic and electronic equipment, supplies and chance lots, the cost of the flight crew, and the maintenance of the aircraft in his command. The exact and proper maintenance of aircraft is one of the most important functions of the maintenance personnel in the minds of all maintenance men is the safety and welfare of all pilots and crewmen.

The administration division of the maintenance department of Photographic Squadron 42 is headed by Lt. Robert Carroll who is responsible for keeping all logs and records of the aircraft assigned to

tronicsmen have been trained, they are capable of handling any comparable civilian job with efficiency. The maintenance in electronics is a continuous process due to the many new developments in ideas and equipment.

Some of the latest developments that have been incorporated in the squadron's planes are a new de-icing system, where a ship or station can tell of ice on one of our planes or a fuel, electrically operated cameras; electrical control and ultra-high frequency communication radios. Many problems have developed and been overcome by the efficient cooperation of all personnel. Some of the interesting problems have been aging of electrical equipment and condensation of water vapor in equipment at high altitudes and carbon brushes and carbon disks in generators and voltage regulators. In addition, due to flying in varied air, there is a little pressure. Due to the complexity of electronics there is always an interest in the work and many say it seems more like a hobby.

Periodic inspections are made of all AJ-2P aircraft, with a view to ward detecting and repairing in time or serious deteriorations.

Since the commanding officer of Photographic Squadron 42 is responsible for the condition of the aircraft in his command, the exact and proper maintenance of aircraft is one of the most important functions of the maintenance personnel in the minds of all maintenance men is the safety and welfare of all pilots and crewmen.

The administration division of the maintenance department of Photographic Squadron 42 is headed by Lt. Robert Carroll who is responsible for keeping all logs and records of the aircraft assigned to

the squadron. Chief Petty Officer Fordyce is in charge of the log and record division. Enlisted men in the maintenance department include: Ensigns, Messersmith, and Quarles. The support to a maintenance department also job of making an adjustment fall into their hands.

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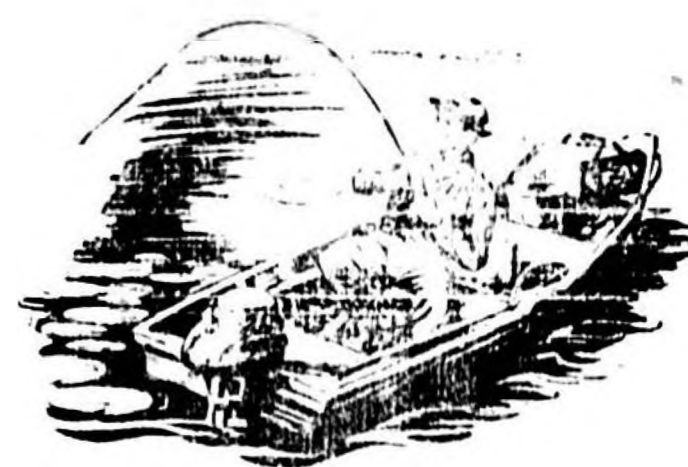
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THE SANFORD HERALD
Page 6
**Comdr. Gooding Is
Commander Of New
Composite Squad 9**

Most recent to augment the size and strength of the Navy's 372nd here at NAAS Sanford is Composite Squadron 9, commanded by Comdr. Francis G. Gooding Jr. of 210 Virginia Ave.

Although commissioned with a complement approximately one-fourth the size of a composite squadron, the officers and men seem exceptionally proud of their squadron, having started with a clean "slate", they appear fully determined to keep it that way.

Currently operating with only one P2V Neptune bomber, the new squadron expects to receive on board several AJ Savage aircraft prior to mid-year.

Working under complement as they are, with duties often doubled up, morale and enthusiasm among all personnel ranks high with each man looking forward to attending some type of specific service school in order to do a precision job. It is expected that full complement of officers and crew members will be reached near the



COMDR. FRANCIS G. GOODING JR., commanding officer of Composite Squadron 9.

arrival of the squadron's new aircraft.

Comdr. Gooding, a native of Aniston, Ala., began his tenure of World War II duty on the west coast with Patrol Squadron 42 in 1940-41. The year following saw him in the Atlantic with anti-sub-

marine duty with Patrol Squadron 81. Aboard the carrier USS Ticonderoga in 1944, he was executive officer of Fighter Squadron 80 while in the Pacific and several months prior to cessation of WWII he assumed command of Fighter Bomber Squadron 75-B.

Switching to the east coast in 1945-46 he became Group Commander of Air Group 43. His most recent post war years were spent at Quonset Point, R. I., on the staff of Commander Fleet Air Quonset, with Night Composite Squadron 1 Barbers Point, Hawaii and at the tactical Test Division, Patuxent River, Md. prior to his current assignment.

Comdr. Gooding is the husband of the former Bernadine Robinson of Everett, Wash. They have three children, Catharine 9, Francis III, and Laura 7 months.

FIRST GRADED SCHOOL
The first graded school in Sanford was established in 1874 by Judge Tucker and his son Howard. Classes were conducted by Mrs. Thomas Tucker with Miss Alice McRae added to the staff a few months later.

FIRST MAIL
Mail for Sanford was first brought by steamboat from Jacksonville. The year following saw him in the Atlantic with anti-sub-



FILLING THE DUTIES of transportation drivers for FASB-1 are these men who drive every thing from a fork lift to a two and one half ton stake truck like the one in the background. Left to right: William A. Sharp, AN; John Edwards, AN; William M. McKinney Jr.

ADEC, chief-in-charge; Otto Wetzel, SN; Lt. Gaylord C. Seifert, FASB-1 First Lt.; Kenneth A. Gunther, AMAN; James I. Lucas, AN, and John Spangler, (U. S. Navy Photo)

**VJ-62 Operations
Is Divided Into
Eight Divisions**

The operations department of Photographic Squadron 62 (VJ-62) is organized and subdivided into eight integrated divisions. These divisions are: Flight, Training, Safety, Communications, Intelligence, Navigation, Survival and Line Crew. Lt. Cmdr. Lloyd F. Reynolds has joined the squadron just recently has the responsibility of supervising and insuring the efficient operation of these various divisions.

He is now in the process of checking-out in our compacted North American AJ-24 aircraft with which he will fly photographic missions. His more recent duty stations in late Washington, D. C. and Pensacola.

To the uninitiated the question immediately comes to mind: "What is an operations department?" or "What is the function of a photographic squadron?" It should be kept in mind that the primary purpose of any military organization and particularly an aviation squadron during peacetime is to attain a state of readiness which permits employment of personnel and equipment on such missions as circumstances may demand during war or peace. To attain this state of readiness it is necessary to train pilots, co-pilots, navigators, photographers, radiomen, radarmen and all others needed for the job we may have.

Lt. Cmdr. Bill McCarron, World War Two fighter pilot who was in an organized reserve squadron in Atlanta, Ga., before being called for active duty in VJ-62, is the flight officer and supervises the scheduling of pilots and is responsible for preparing and maintaining records pertaining to flight training.

Lt. Dick Bridges formerly of a jet squadron in Jacksonville, and Lt. J. H. Harty who recently completed a secret mission in Germany working with the Air Force are responsible for coordinating and supervising pilot and flight crew flight training and ground training.

Lt. Dick Laver, owner of a rising career serving aboard a submarine, destroyer, and now in aircraft, supervises the instruction of pilots and flight personnel in radio procedures and serves as squadron communications officer.

Lt. Frank Comstock, World War Two fighter pilot and recently on duty in photographic interpretation in Washington, is in charge of the intelligence section which collects, evaluates and disseminates intelligence information. Among his collateral duties is that of indoctrinating all personnel in atomic, biological and chemical defense.

Lt. Ray Roberts who was a private in civilian life is the navigation officer and Ens. Charles Monroe who just recently returned from a photographic mission overseas is his assistant. These officers supervise the navigation training of personnel in addition to maintaining and correcting charts and navigational publications.

Lt. (jg) Henry A. Roberts, also formerly from that same jet squadron in Jacksonville, is the aviator's equipment and maintenance officer. He is the responsibility of the care and upkeep of the parachutes, oxygen equipment, life rafts and all other survival equipment.

The maintenance of the line crew which handles the plane traffic on the line and around the hangar is jointly handled by several of the officers in operations.

Scientists claim that Florida is the only peninsula in the world where the land is increasing on both sides.

times the public is falsely informed about military operations and many harmful rumors get around. If the truth is disseminated at the outset, the public will be better able to understand their military forces and their operations.

The public information officer is also the publicity man in the squadron and the Navy. He heads squadron newspaper production and gets the proper news stories to the local newspapers, Navy publications, personnel's home town newspapers and often heads drives to solicit funds such as the March of Dimes and works with all other departments whenever he may be of assistance.



CLIMBING ABOARD A fast-moving jet prior to going aloft at NAAS, Sanford is Comdr. J. Kennedy Jr., commanding officer of Photographic Squadron 62. (U. S. Navy Photo)

Comdr. Kennedy Of Photographic Squadron 62 Was Rollins Student

After more than a decade's absence from Winter Park where he attended Rollins College, Comdr. J. Kennedy Jr. has returned as commanding officer of Photographic Squadron 62.

A veteran of several major Pacific engagements during World War II, Comdr. Kennedy began his Naval career in October, 1940. Aboard the aircraft carrier USS Lexington as gunnery officer of Bomber Squadron 16, he participated in the aerial raids over the Gilbert and Marshall islands in 1943.

Transferring to the "Black Cat" squadron, Patrol Squadron 10 in 1944 he saw action at Salpan,

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Ens. J. L. Miller Is Public Relations Man

The public information officer of Photographic Squadron 62 is Ens. James L. Miller of Havana, Fla. The public information officer is the squadron's public relations man and is a liaison between the Navy and civilian personnel in many ways.

His is the job of making sure that accurate and necessary information gets to the public without divulging any classified matter that may break security. Often he remains there until moving here last November.

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VJ-62 Created In Jacksonville As New Unit In 1952

Photographic Squadron 62 is a comparative newcomer to the United States Navy. It was commissioned Apr. 10, 1952, at the Naval Air Station in Jacksonville, Fla. Oct. 21, its home port was moved to Naval Auxiliary Air Station at Sanford. Unless the Bureau has need to move it elsewhere in the future, it seems as if the squadron's permanent home is to be in Sanford.

Photographic Squadron 62 (or VJ-62 as it is called in Navy circles) is made up of approximately 450 enlisted men and 40 officers. It is a flying organization and maintains four types of airplanes for use in its operational and training programs.

The most important aircraft in the unit is the AJ-2P "Savage" manufactured by North American Aircraft Corporation. This is a large plane powered by two propeller type engines with one jet engine in the tail. The jet is for use in take-offs or for extra power and speed when needed. The prop engines are used for normal cruising and also for slow speed flight necessary if the plane should be used as a carrier. This plane is practically ideal for use in mapping as well as reconnaissance photographing thereby making it possible for the AJ to do the same jobs as a large airplane and a fast fighter.

The photographic gear in the AJ is quite complete and makes it possible to get any type of job done. Flight crews usually are made up of the pilot; photo-navigator; and radio operator; photo-mechanic; and sometimes the plane captain or flight engineer who goes along only on some training flights.

VJ-62 also maintains the P4V-1P which is the Navy's photographic version of the Air Force B-44 Liberator which was so popular in World War Two. The Liberator is a four engine patrol bomber-type plane but does an excellent job in its photographic duties. True, it is slow and old, but it can get the job done and is very dependable.

The P2V Neptune is a twin-engine patrol plane used in the Navy and is employed by VJ-62 as a transitional aircraft to use when checking-out single-engine pilots in the style of flying necessary to fly the AJ. It is used in an intermediate stage of flying by all pilots before they are allowed to fly the AJ on their own. Also, the P2V is used to maintain instrument flying proficiency and as a long range navigational trainer.

The fourth aircraft maintained by VJ-62 is the SNB Boecheff. This is a small twin-engine plane used by practically every command for instrument training, cross-country flights, and most important as a plane to keep pilots proficient in non-specialized types of flying. Many planes that operating squadrons use are specifically designed for type of flying with certain restrictions and limitations as to the type of flying they can do.

The SNB is kept by most outfits so that the pilots may maintain their general or overall flying



STANDING IN FRONT of one of their squadron's aircraft are (back row) Lt. Comdr. Charles D. Webb, Lt. John M. Scott, Cdr. James R. Curtis, Lt. Dan C. Ruden, Lt. Harold S. Linberger, (4th row) Robert W. Silye, Lt. Edward V. Parker, Lt. Carl J. Conpeiger, 1st-Lt.

Chief Martin Hansen Has Spent 20 of His 26 Navy Years At Sea



LOGGING THE DAY'S WORK in F4N10N 51's log book is Martin Hansen, AOC, who after 20 years sea duty out of his present 26 years service is ready to spend his remaining Navy years ashore. (U. S. Navy Photo)

Carrying out the Navy adage "Join the Navy and see the World" is the story of Martin Hansen, chief aviation ordnance man of Fleet Aircraft Service Squadron 51, who has spent 20 of his 26 years service at sea.

A native of Cedar Falls, Iowa, Chief Hansen's latest sea duty saw him as leading chief of Attack Squadron 35 aboard the aircraft carrier USS Leyte which served in Korean waters in 1950 and '51. He joined that unit in 1948 where he remained until his assignment with FASRON 51 last year.

Although his 20 years at sea were interspersed with periods of shore duty, Hansen is still among the few Navy men who have ridden the high seas in the Pacific and Atlantic for that length of time.

One of the "Old-Timers" in the Navy, Hansen saw his first sea duty aboard the carrier USS Lexington in 1927 where he remained until 1929 as a member of Fighter Squadron Five.

As a second class ordnance man in '29 he transferred to Pensacola Naval Air Station and prior to 1932 when he returned to Lexington, underwent the Mark Eleven Bomb Sight School at Naval Station, Norfolk, Va.

During the following four years while attached to Bomber Squadron One he received his advancement to first class and in mid 1937 while aboard the carrier USS Ranger with Torpedo Squadron Three he was promoted to chief petty officer and authorized.

Duty with Scout Squadron Three aboard the carrier USS Saratoga came in '38 and in 1941 similar to the outbreak of war, it was more training with bomb sights, this time in Manhattan, New York.

Overseas assignment preceding August, 1945 were with Carrier Aircraft Service Units 3, 15 and 36 in New Caledonia and New Hebrides, South Pacific. Post-war years saw him as leading ordnance chief of Naval Auxiliary Air Station, Hutchinson, Kan., and with

knowledge as well as their specialized duties.

The foregoing tells of the types of sea duties. The foregoing tells of the types of planes the pilots of VJ-62 fly but flying is just part of their job. Duties take far more time than flying usually are important in the organization and operation of a squadron. Photographic Squadron 62 is composed of six major departments. They are: photography; operations; administration; maintenance; gunnery or ordnance; and supply. The executive department which could also be included is made up of the commanding officer and the executive officer.



BACK TOGETHER AGAIN after a separation of 14 years in the service are these brothers. Joe (left) and Dwight Stepp, AOC's, assigned duties with FASRON 51. Both men reside here in Sanford. (U. S. Navy Photo)

recruiting duty at Wat-cho, Iowa, wife, Alice. His two children, Hansen attended Duke High School in San Diego, Fla. with his wife, Doreen, and currently attending schools in San Diego, Fla. with his wife.

Navy Gives Its O.K. To "Caine Mutiny", True To Life Story

By CROSBY WILLIMAN
The Navy announced "recently" that it had given its O.K. to Hollywood's film adaptation of "The Caine Mutiny," a true-to-life account of the war time Navy by Herman Wouk. So vivid and realistic is Herman Wouk's saga that few people doubt the accuracy of his novel. This thrilling, "cut-throat" type of best-seller led the traditionally proud Navy to demand that Hollywood prominently display in its movie the fact that the United States Navy has never suffered the humiliation of a mutiny.

However, in the Navy's earlier days there was a close call. In the days of the Revolution and early 19th century a mutiny's training was quite sketchy and haphazard in the practical sense of command. What theoretical knowledge there was available was generally supplied by chaplains or men with inferior backgrounds. More decadent was the lack of any feasible method at all of selection to positions as midshipman. A certain amount of luck, political influence, or connections was all that was needed. Many early naval leaders sought earnestly but

in vain for the founding of a naval school.
An incident out at sea in 1842 brought much out in the light and the country was furious. The son of the secretary of war under President Tyler, Midshipman Charles Spencer, and his companion were bungled at the yardarm of the United States brig Somers for mutiny.

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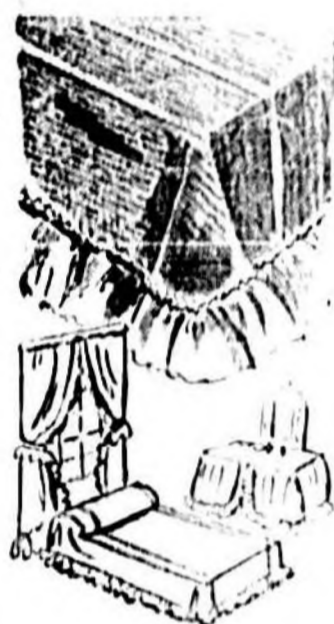
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