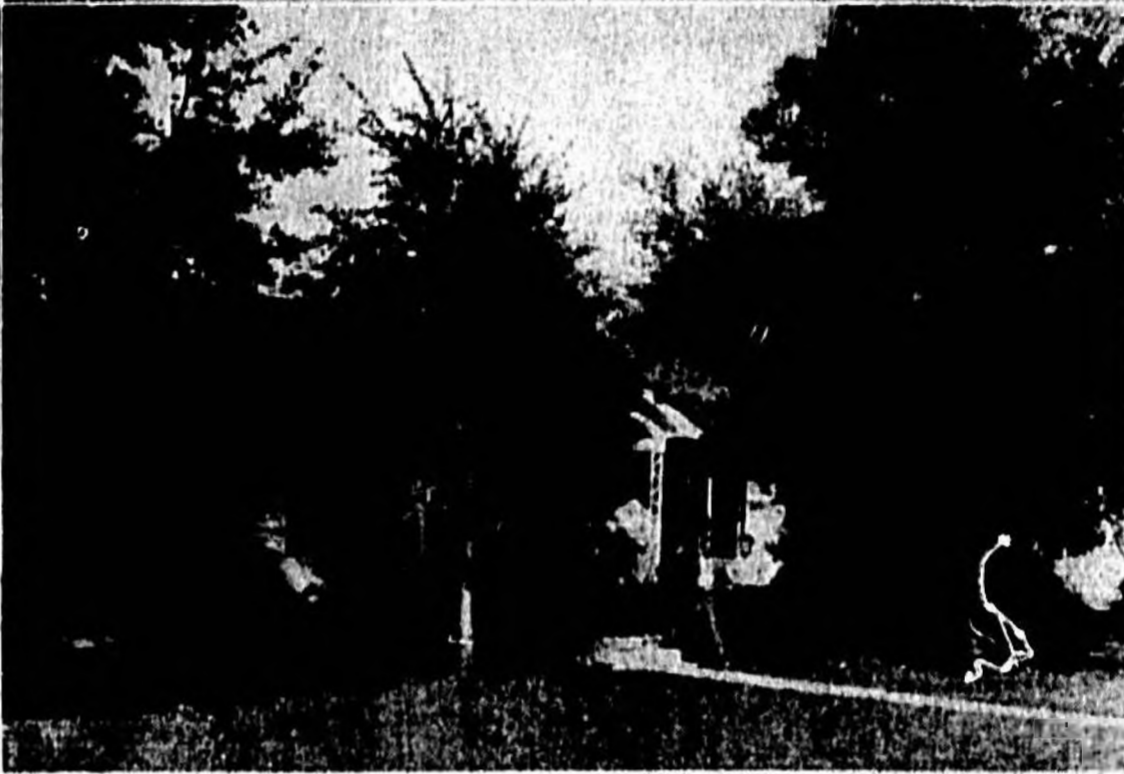
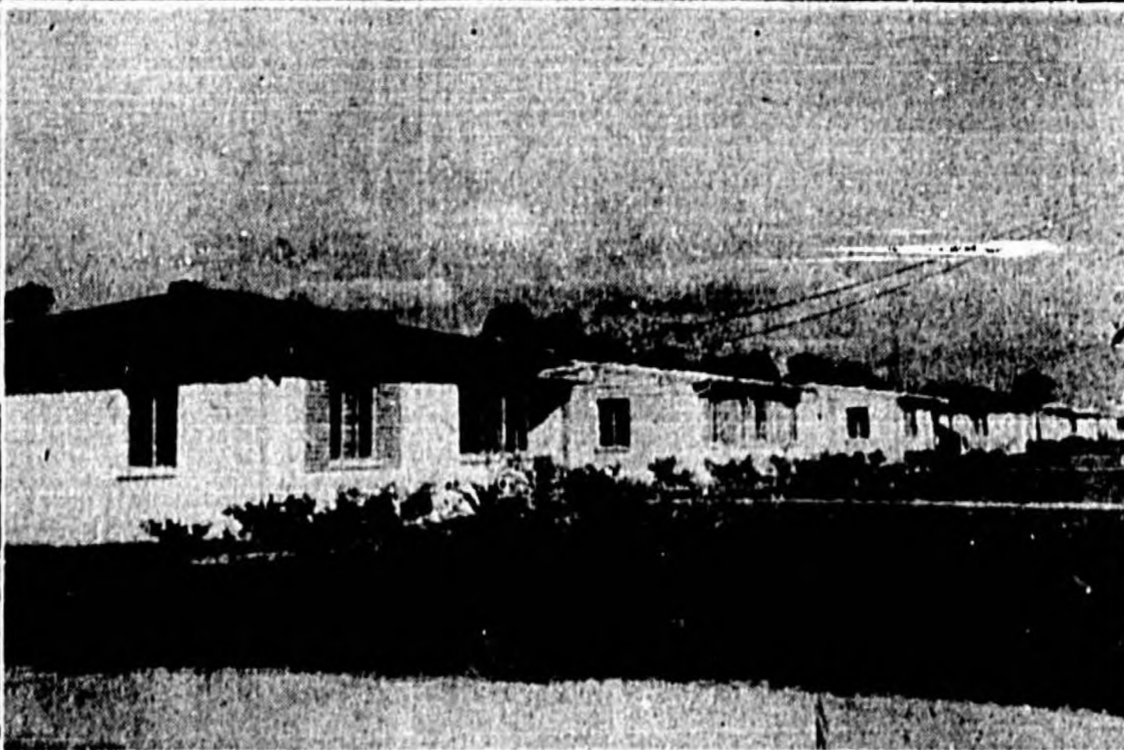


## NEW HOMES IN SANFORD



Erected by the W. W. Dawson Construction Co., the dwelling of Mr. and Mrs. Roy Mann, 121 West Eighteenth Street, upper left, is admirably suited for Florida living. Mr. Mann is cashier of the Sanford Atlantic National Bank. Upper right, some of the attractive new homes built by Ozier-Weller Inc., in the Bel-Air section are seen. The firm

is about to erect 35 defense housing units. Lower left is the recently built home of Mr. and Mrs. C. E. Gormly, Jr., a Phillips' built house in the well shaded Wynwood Subdivision. More than 30 homes have already been built in this area and 50 more are planned. Mr. and Mrs. Theo Pate and family live in a pleasant home, lower right, at 120

West Eighteenth Street. Mr. Pate is associated with Jack Flynt, produce merchant, at the Sanford State Farmers Market. Fred A. Dyson was builder of the dwelling. By the doorway are Mr. and Mrs. Pate and son Harold.

### Blues In The News

By BOB ANTHONY and RALPH GASSMAN

Many trying hours of hard work have gone into this year's annual Rollins Edition which will enable the whole country to read about the wonders of Sanford and Central Florida. The men in blues salute the Sanford Herald for a job well done.

Last week the members of the Rollins College extension course in English Literature here aboard the station journeyed to the Rollins campus in Winter Park to attend a program of "Highlights in Shakespearean Drama". Since the men are in their second semester of English Literature and are now studying Shakespeare, the program was an appropriate one.

Mrs. Rolland Dean, an authority on Southern Folklore, directed the program which was of an informal nature. The setting was the outside patio of Strong Hall and every effort was made to present a Shakespearean atmosphere. Included in the program were the balcony scene from Romeo and Juliet, Mark Anthony's famous speech from Julius Caesar, Elizabethan songs and many other well known passages from such plays as Hamlet and As You Like It.

Of the men that travelled to Rollins for the "Highlights", Fred Green particularly liked the balcony scene which was read by Howard Bailey, director of the college's Annie Russell Theater. "Blind" DeLoe, Al Aldridge, Clarence Brown and your two reporters made the trip too. "Blind" and Al liked the program as a whole and couldn't choose any one scene or reading as their favorite, while "Red" as all of his shipmates know Clarence, liked Professor Dean's informal announcing best of all.

The next bit of news is reported here strictly by the Gassman end of this column. Bob made me make that statement since the news concerns wedding bells and Bob Anthony himself. Bob took the fatal step recently when he asked one of the local misses, Dottie Von Herbulis to be his partner for life. Being Leap Year, I'm not so sure that it was Bob that popped the question, but anyway the answer was "yes" and everyone was happy.

Bob had all of his friends guessing for a while about him and he but finally, when his visits to the Von Herbulis at 505 Myrtle became nightly happenings, the decision that Bob had entered the circle of the engaged. A look at the society page will prove that the news was right.

As was through this column and the Sanford Herald that Bob first told me so I want to be one of the first to offer my congratulations. Now, both of you, people and I, as do all your friends, that you will have the best always. May happiness to your favorite lady. (Anthony) Zucker bites the dust.

Charles Solenberger and Lloyd Jones both left the station recently on 12-day leaves. They both will be at Charles' home in Springfield, where Charles will be married. Lloyd will go to his home in the wedding. Lloyd will move to the rest of his leave. Lloyd's home is in Indianapolis, Ind. Lloyd's father, Mr. F. J. Jones, is a well-known business man in the Indianapolis area.

### Building Permits

(Continued from page two)

and Mrs. Lowell Ozier, Mrs. John Ludwig, Joseph J. Kent, Mr. and Mrs. Morris Ferguson, Mrs. Louise Knowles, Mr. and Mrs. J. J. Weber, Mr. and Mrs. Scott Weller, Mr. and Mrs. Hoke Dugger and Mr. and Mrs. Richard Frank.

The home office of Ozier-Weller Homes, Inc. is in Champaign, Ill., from where the projects are directed in seven cities including Sanford. Scott Weller and Cecil R. Ozier, founders of the firm, visit the projects every few months. George Shoemaker is chief estimator and Harry S. Edbrooke, Sr. is advisory engineer. The local

ly from leaves spent in Brooklyn, N. Y., Savannah, Georgia, Evansville, Indiana and Buffalo, N. Y., respectively. Neil Fischer will be leaving the station today to go back to Savannah, Ga. but this time it will be of a more permanent nature. Neil is a member of the Naval Reserve and today was released to inactive duty.

That's it for now, but to keep up with the latest about the men at the Naval Air Station, be sure to read "Blues in the News" daily.

office is headed by Lowell E. Ozier, vice-president, who is in charge of construction, and Marvin W. Ozier, secretary-treasurer in charge of sales and financing. Mrs. Ruth N. Billhimer is office manager.

At the firm's lumber yard, the Ozier Lumber Co., they dry and produce their lumber, millwork and other items. The firm, which builds more than 500 homes annually, is preparing to open another office at Cocoa.

Also contributing to the growth of Sanford is the Dawson Construction Company, Inc., which for the past three years has built some 36 homes.

Among the houses built by this company during the past year were homes for Mr. and Mrs. Sidney Ives, III, textile representative of Southern Mills, Mr. and Mrs. R. F. Mann, cashier of the Sanford Atlantic National Bank, Mr. and Mrs. J. Marion Harmon of Radio Station WTRB, Mr. and Mrs. Jack K. Morrison, owner of Seminole Tire Shop, Mr. and Mrs. J. W. Powell of Powell's Office Supply, Mr. and Mrs. J. W. Altman, vegetable buyer for Krueger of Chicago, Ill., Mr. and Mrs. A. H. Ferber, manufacturer of Fine Flavorings, and Mr. and Mrs. A. L. Wilson, owner of Wilson-Maier Furniture Company.

At the present time, the Dawson Construction Co., Inc., has under construction homes for Dr. and Mrs. Harry S. Woodruff, Mr. and Mrs. M. T. Haynes, Mr. and Mrs. James F. Youngs, steward of the Mayfair Inn, and is constructing the Tourist Recreation Building for the City of Sanford. This concern has contracts to build 12 homes in Sanford, in addition to seven jobs now being constructed.

The Dawson Construction Co., Inc. has earned through their craftsmanship the title of "Builders of Better Built Homes". The company is headed by W. W. Dawson, Jr., who has been engaged in the engineering and construction business for some 30 years. A. B. McRaney of Sanford is assistant to Mr. Dawson. The company offers to a discriminating public, complete construction services including assistance in obtaining property, and in the architectural department, preparing sketches and plans, arranging for financing as well as the construction of homes or buildings. The estimating and contract department is headed by James Hancock, formerly of Utica, N. Y., with bookkeeping and stenographic work headed by Mrs. Wallace Tyne. John E. Dobson formerly of Cincinnati, Ohio is superintendent of work in the field.

### E. C. Harper Wins National G. E. Prize

E. C. Harper, of Sanford Electric Company has been named a national winner in the General Electric Company's multi-million dollar "Road Race Jamboree" sales contest.

As a contest winner, Mr. Harper has been awarded a four-day visit to San Francisco, Calif., with expenses paid by the General Electric Company.

Harper has been awarded a four-day visit to San Francisco, Calif., with expenses paid by the General Electric Company.

The Sanford contestant won his award by selling well over the contest quota in eight of ten of the company's major appliance lines during the contest period, Sept. 1 through Nov. 30.

Lower California is approximately 810 miles long.



## REMEMBER

Your Stay In Sanford

With One Of

The Many Lovely Souvenir

Items At The

**MONTEZUMA GIFT SHOP**

300 Magnolia Avenue



## There Is No Finer Place To Dine

In a handful of cities you will find a restaurant whose name is known beyond state boundaries . . . where dining is always a great occasion and a leisurely visit the greatest compliment you can pay your out-of-town guests . . . where the preparation of food is a career and its service a fine art. There are such restaurants in New York, Boston, New Orleans, San Francisco. There is such a restaurant in Sanford.

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**MONTEZUMA DINING ROOM**

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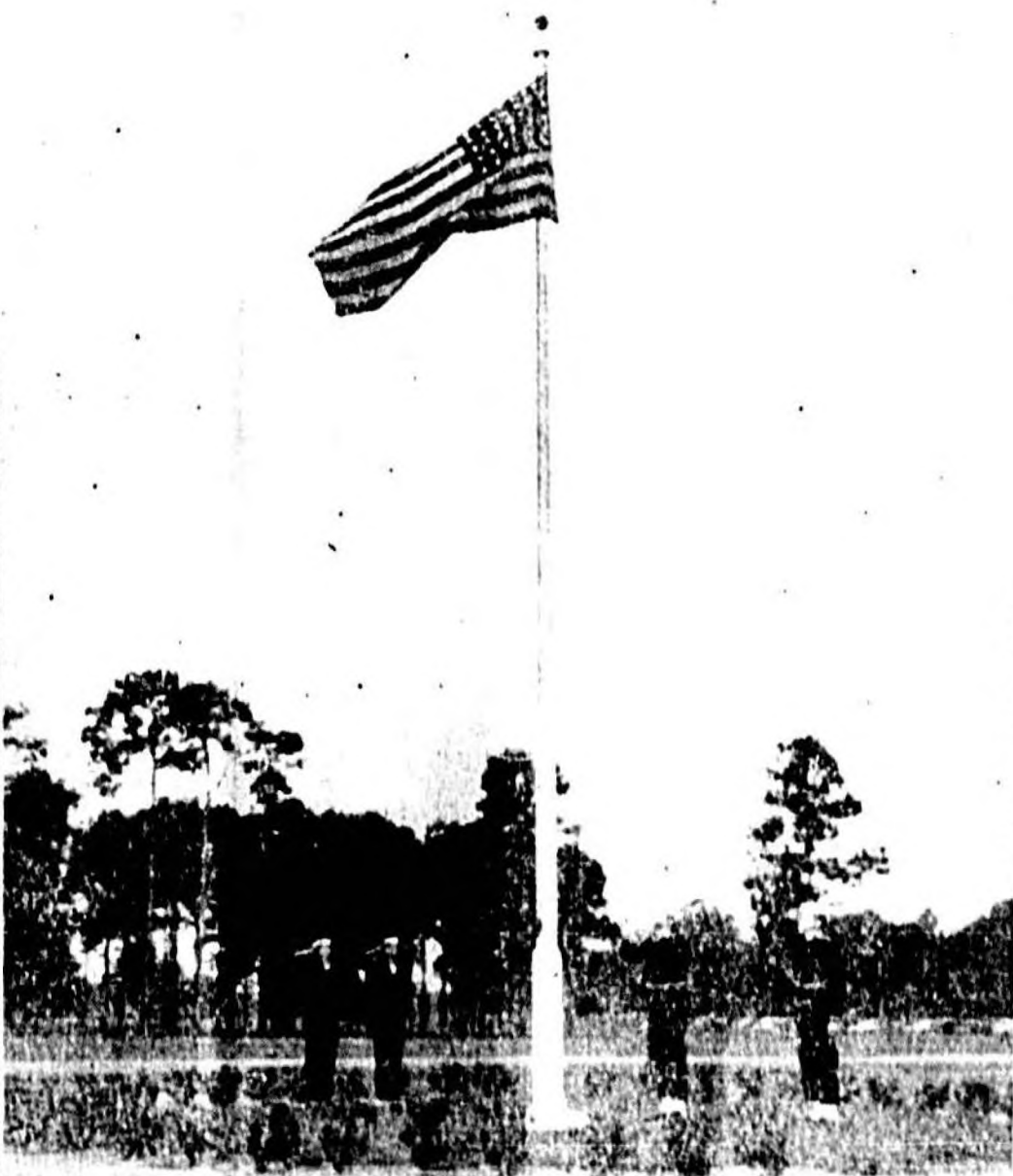
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112 South Park Avenue

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# Sanford Naval Air Station Is Serving Nation During War For Second Time

First Commissioned On Nov. 3, 1942, Station Now Used By Carrier Groups

The U. S. Naval Auxiliary Air Station at Sanford was a Naval Station used for training carrier and fighter pilots during World War II and was later a "little city" in itself giving employment to about 300 people, incident to 300 and providing quarters for more than 900.

The origin of the Naval Air Station here can be very definitely traced to the sneak attack on Pearl Harbor by the Japanese, Dec. 7, 1941. Immediately after the disaster the Secretary of the Navy decided that U. S. aviation training facilities were inadequate to meet the exigencies of warfare on land, sea, and air. In order to take the training load off existing air stations at Pensacola, Miami, Corpus Christi and Jacksonville, and to train simultaneously pilots for all types of naval aircraft, the Secretary of the Navy directed the establishment of the Naval Air Operational Training Command with staff headquarters at the Naval Air Station at Jacksonville.

The site at Sanford was proposed in May, 1942 to house and train two bomber training units. However, only one unit, Squadron 851, was actually established. Comdr. George T. Swiggum was appointed resident officer in charge of construction and it was under his direction that the base was nearly completed by September 1942.

The Naval Air Station here was formally commissioned on Nov. 3, 1942. Rear Admiral A. B. Montgomery, the Chief of Naval Air Operational Training, conducted appropriate ceremonies during which he turned the station over to Capt. Francis Massie Hughes, its commanding officer. On Nov. 15, 1942 the first student officers reported on the station. Construction of a satellite field at Ocala was completed Sept. 1943 and later that same month a squadron of fighter planes received the PV bombers.

Capt. Hughes was relieved of command in November of 1943 and Capt. L. W. Johnson assumed a short period of duty as commanding officer in March, 1944. The next in the line of commanding officers was Capt. The P. Smoot, who reported from the 4th Naval Fleet a few days

## STATION RECOMMISSIONED



Rear Admiral A. E. Montgomery addresses the crowd at the re-commissioning services before officially turning the air station over to Capt. J. L. Chittenden (shown directly behind the Admiral). Former Mayor Dyson is standing at left.

prior to Capt. Johnson's detachment.

Capt. R. D. Foote, USMCR, was commanding officer of the Marine detachment attached to the station and he also was division officer of the Seaman Guard and the Coast Guard. The Coast Guard reported aboard in January, 1944, for the purpose of manning interior guard posts and with them came a K-9 detachment

consisting of seven war sentry dogs.

After World War II the need no longer existed for a Naval Air Station in Sanford. Consequently, on Mar. 15, 1946, Capt. Smoot was relieved of his command and the station was formally decommissioned and turned over to the city of Sanford.

The station was renamed Sanford Municipal Airport and var-

ious business concerns began moving into the former Navy building.

Early in 1947 George Barr's Umpire School moved to the Municipal Airport from their former training spot in Orlando. The school held its classes in the building now used as a carpenter shop and the students later practiced their umpiring at the New

York Giants' spring training exhibition games.

In October, 1947, the New York Giants began construction of eight baseball fields at the station to be used by their farm clubs, and in the spring of 1948 Manager Frank Shellenback brought his Minneapolis Millers of the American Association here to open spring training activities for 15

THE SANFORD HERALD  
Page 5 Mon. Feb. 25, 1952

of the New York Giants farm clubs.

In conjunction with their spring training activities, the Giants operated a baseball school under the instruction of Carl Hubbell, director of their farm teams, with over 300 men in attendance.

Other major projects in the "little city" included the Fellowship Front, a Christian colony of more than 650 members, and the Fellowship Seminary and Bible College. The college had 15 faculty members teaching 82 students. A library, auditorium, classrooms and offices for the college were located in the "Visual Education Building", which is the present Training Building No. 3.

Florida Fashions, Inc. employed more than 200 workers in three buildings, including the present Station Supply Building; the dispensary was in operation as the Fernald-Laughton Memorial Hospital, employing 19 nurses and averaging 84 patients a day and the present Administration Building was known as Castle Apartments, housing about 49 people.

The Showalter Aero School gave instructions in flying to about 18 students and the Roy Brown Aviation School offered flight instructions to its students under the G. I. Bill.

A Homotel was operated at the station with its 110 rooms filled to capacity and its dining room accommodating 200 people. More than 250 people occupied living space in the present barracks and the Mesa Hall was used as a central dining room.

Completing the "little city" were such concerns as Central Florida Food, Sanford Scale Company, P. M. Campbell Shop, Dunbar Industries, and a small restaurant, which was located in the present Gatehouse.

Just as the origin of the Naval Air Station has been attributed to Pearl Harbor, the reactivation of the station can definitely be attributed to the Korean War. After the Korean outbreak, the Secretary of the Navy found once again that U. S. facilities for training and supporting naval aircraft were inadequate. Notice of reactivation of the Naval Air Station was received in Sanford on Jan. 15, 1951 from the Navy Department and the following day Capt. D. T. Day, commander of the Sixth Naval District Air Base Command, arrived here with his staff for an inspection of the facilities. On Mar. 1, 1951, the reactivation procedures began as the Navy took occupancy of the barracks and Mesa Hall and by late April civilian concerns had turned the buildings back over to the Navy.

On May 1, 1951, the official re-commissioning ceremonies took place and the Air Station was reactivated as a naval auxiliary air station to be used for the training and conditioning of experienced pilots for a fleet unit to meet them.

## FASron 821 Men Called To Active Duty A Year Ago

Service Squadron Is Ordered To Sanford In April Of 1951

From civilian life to a military status in ten weeks, fully qualified to handle the myriad problems that confront a modern Fleet Aircraft Service Squadron is the phenomenal accomplishment that FASron 821 achieved upon its recall in the early part of last year.

The transition really started during the month of January, for it was then that the personnel problems had to be arranged. Arrangements had to be made with employers to leave jobs and get them back when the bigger job was finished. Businessmen had to be re-organized so that they would be able to function while their owners were back in the service.

Private homes were either sold or rented and arrangements made to accommodate families in new environments in the event the squadron was left in the United States for any length of time, and financial commitments were cleared up so that the state was left clean. These individual loose-ends that the recall demanded were carried out with

of a carrier air group which normally uses 14 planes. Capt. D. T. Day read the reactivation orders and Rear Admiral Alfred E. Montgomery, Commander of Fleet Air Wing, Jacksonville, officially turned the station over to Capt. John L. Chittenden, commanding officer, as 340 enlisted men, 23 officers and 200 civilians witnessed the impressive ceremony.

Mayor Fred A. Dyson welcomed the Navy to Sanford and the Sanford Naval Auxiliary Air Station was officially in operation. The same day the station was re-commissioned, it became the home base for Fleet Air Service Squadron 821 and squadrons of Carrier Air Group, Three.

In the months that followed, a concentrated rehabilitation program began and the buildings were converted to meet the needs of the Navy. At present, the work on the interiors of the buildings is completed and the dull, drab looking exteriors of the buildings are being rapidly brightened up with white asbestos shingles.

As a vital part of our national defense, the future of this station will be governed by the future needs of the country; but, whatever future needs are required, the Sanford Naval Auxiliary Air Station will be fully prepared to meet them.

the idea in mind being, "It has to be done; let's get the job over with."

During February, at NAS, New Orleans, La., time was spent in lectures, drills, and solving maintenance problems that would arise when they were in the fleet. From one week-end a month to a full time status requires intensive re-indoctrination. So that it wouldn't be all theory, FASron 21 was coupled with FASron 6 at NAS, Jacksonville, from Mar. 4 to Apr. 20, in order to get the practical aspect of the work to be accomplished. This on-the-spot training proved invaluable to the Reserve Service Squadron.

Mid-April found the group on its way to the Naval Auxiliary Air Station at Sanford, to put to use the knowledge gained. Upon reporting, it was found that the base needed an extensive amount of overhaul due to the ravages that time and weather had produced.

Due to the policy employed during the Navy's absence from Sanford, many civilian activities had been installed within the station's environs and arrangements had to be made concerning the re-location of these enterprises.

The runways had long since been overrun by vegetation, the buildings that weren't in continual repair needed a complete re-roofing, accumulations of trash and refuse had to be cleared away and the local wild life removed to permit safe working conditions.

The Service Squadron hadn't received 1/10th of the equipment needed for the overhaul of the proposed aircraft, let alone the re-activation of the entire air base.

Working against time, for the carrier air group that was to be serviced was soon to arrive, the FASron achieved near miracles. Equipment was borrowed, improvised and picked-up whenever possible, and the over-whelming task was started. When the air group arrived in May the Service Squadron was ready and operations commenced.

Supplies and materials have since arrived at the station, and Fleet Aircraft Service Squadron 821 has performed approximately 450,000 man hours of labor to keep the Fleet air arm strong.

## UNEMPLOYMENT FEARED

PENANG, Malaya (U. S. Rubber dealers here fear that widespread unemployment from Indonesia's banning of the export of some grades of rubber to Malaya.

Many factories in Penang, as well as in other cities of the Federation and Singapore, are devoted almost entirely to the reprocessing of crude rubber brought in from Indonesia.

America's first underwater telegraph line was laid beneath New York Harbor in 1842 by Samuel F. B. Morse.

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We have tried to preserve the traditions of the old time hardware store, by carrying complete lines of hardware . . . for building . . . for boats . . . for the home, the farm and for the ranch. Nationally famous lines of housewares, paints, hunting equipment and fishing tackle.

HOME OF FRIGIDAIRE APPLIANCES

HILL HARDWARE COMPANY

# Capt. Chittenden, Veteran Of Pearl Harbor, Holds Air Medal

**Skipper Of Sanford Station Also Won Bronze Star During Okinawa Action**

Capt. John L. Chittenden, present commanding officer of the Naval Auxiliary Air Station at Sanford, took over the command at the recommissioning services on May 1, 1951. The Captain, who was decorated with the Bronze Star with a combat "V" while serving in Okinawa, and the Air Medal while in the Aleutians, was stationed at Pearl Harbor on that world-famous "Pearl Harbor Day" and recalls the occasion as one of the most memorable experiences in his naval career.

The unmistakable sound of devastating Japanese bombs was a rude awakening for Captain Chittenden on that quiet Sunday morning, Dec. 7, 1941. As a pilot attached to Patrol Squadron 23, the Captain was off duty at the time and he and his wife were sleeping peacefully at their home in the city of Pearl Harbor. Amid the screaming noise of bombs falling near the power plants, only four blocks away, Capt. Chittenden hurriedly dressed and rushed out to his car. As he began the eight mile drive to his plane and squadron at the Naval Air Station on Ford Island, he found the traffic heavy and the driving slow although there were little signs of panic.

While waiting for the motor launch that would take him to the island, he witnessed a Jap bomber score a hit on the destroyer USS SHAW and as the motor launch raced across the harbor to the island, it passed in front of the USS NEVADA only seconds before another Japanese bomb found its target in the stern of the huge battleship. As Capt. Chittenden stepped out of the motor launch onto the island, it was a sorrowful sight that met his eyes. All the battleships had been hit, the USS ARIZONA was on fire and the USS OKLAHOMA had exploded. The hours and days that followed were hectic, trying times for Patrol Squadron 23, as they were for all the inhabitants of Ford Island and Pearl Harbor. Of the 12 planes in the squadron, three were totally destroyed and one was heavily damaged. Day and night patrols became effective immediately and there was very little sleep for the pilots.

VP 23. Coincidental as it may seem, Patrol Squadron 23 at that time was under the command of Comdr. Masie Hughes, who became the first commanding officer of the Sanford Naval Air Station in 1942, and who is now a Rear Admiral, while the naval station's present commanding officer served in the squadron at that time as a lieutenant.

The 41 year old Capt. Chittenden was born in Massena, N. Y., a city of 15,000 people located 100 miles north of Lake Placid. After graduating from Massena High School, he took a competitive examination for entrance into Annapolis and was admitted to the Academy by Congressman Snell of New York in June, 1928.

As a midshipman, he enjoyed life at Annapolis and was prominent in many different activities. Sports were always high in his interest and during his last year he was elected captain of the Academy's basketball team. It was at the end of his second year at Annapolis that he met Miss Mary Mitchell, from Harrison, Ark. Midshipman Chittenden went on with his studies and was graduated from the "Naval Academy" on the second day of June, 1932. This was an exceptionally happy time in his life for not only did he enter the naval service as an ensign, but Mitchell, the young girl from Harrison, Ark. became Mrs. John L. Chittenden.

In the 2 1/2 years that followed, as a young ensign, he gained his sea legs by serving aboard various battleships and in January of 1935 he entered the "Annapolis of the Air" at Pensacola where the first six weeks were spent as a student in the "Glider course" given there. In June of the same year another six weeks of study was added to the ensign's uniform and it was Lt. (jg) Chittenden who stepped up and received his wings in April of 1936.

The following years held many interesting experiences for him as a naval officer as he held numerous positions from pilot to commanding officer. He saw World War II action at Pearl Harbor, Okinawa, and in the Aleutians and during his career he won innumerable parts of the world. Capt. Chittenden has climbed steadily up the naval ladder, being promoted to lieutenant in January of 1940 and to lieutenant commander in June of 1942. As a lieutenant commander, he was the commanding officer of Patrol Squadron 48 in the Aleutians. In September of 1943, he was promoted to commander, after which he served as the commanding officer of the ASR-100 Field Carrier, U.S. Navy, as a student at the Army-Navy War College, and as a pilot in the Pacific and Okinawa, and as head of the Aircraft Maintenance Branch, Bureau of Aeronautics, Washington, D. C.

While on his recent cruise as executive officer aboard the USS Roosevelt, he was promoted to his present rank of Captain on Jan. 1, 1951. He has been decorated with the Bronze Star with a "V" while serving in Okinawa, and the Air Medal while in the Aleutians, Capt. Chittenden is the holder of many campaign and service medals including the American Defense Service Medal with a star, the American campaign ribbon, the Asiatic-Pacific Area ribbon with four stars, the World War II Victory Medal, and the Occupation Medal (Asia).



CAPTAIN CHITTENDEN

while serving in Okinawa, and the Air Medal while serving in the Aleutians. Capt. Chittenden is the holder of many campaign and service medals including the American Defense Service Medal with a star, the American campaign ribbon, the Asiatic-Pacific Area ribbon with four stars, the World War II Victory Medal, and the Occupation Medal (Asia).

The Captain arrived in Sanford in April and officially took command of the Naval Auxiliary Air Station at the recommissioning ceremonies held May 1. Capt. and Mrs. Chittenden reside at the Commanding Officers Quarters on the station. They have a 19 year old daughter Mary Anne, who is at present attending Mary Washington College at Fredericksburg, Va. as a freshman. When asked for a comment about Sanford, Capt. Chittenden replied, "I enjoy the duty very much and I consider the City of Sanford a wonderful place to be stationed."

In the last five years more than 470 million dollars has been invested in expanding Australian manufacturing industries.

## Skeet Shooting Is Popular Sport At Navy Air Station

The sport of skeet shooting is unfamiliar to most people, but to sharpshooters it is an art beyond compare. The sport consists of shooting at a clay target which travels through the air at approximately 25 feet a second, or 65 miles an hour.

The "skeets" are released from specially designed traps and are fired at with 12 gauge Skeet Guns. There are five men on a skeet team and each man gets 50 skeets to shoot. A point is scored for each skeet that is hit and the accuracy with which each man shoots determines whether or not his team is victorious.

The NAAS Skeet Team includes Lt. W. P. Vollmer, Chief E. D. Voss, Chief G. A. Funk, Bainbridge C. Roberts, A03, and James T. Hill, A02. At this writing, the team boasts a record of three wins and no losses. In their last match, they won over Attack Squadron 33 by breaking a total of 229 skeets out of a possible

250. Out of the 50 skeets at which each man shot, Chief Voss and Chief Funk each broke 48, Bainbridge Roberts broke 47 and Lt. Vollmer and Jim Hill each "killed" 45 of the clay birds.

Shooting on a skeet team is a new experience for all the men except Chiefs Funk and Voss. Chief Funk was on a team at Oceana Naval Air Station for about a year while Chief Voss gained much valuable experience shooting with the NAS JAX Team. As a member of the Jacksonville Gun Club, Chief Voss won an individual trophy during a team "100 Shot" as he broke 97 of the possible 100 birds. On another occasion, while involved in a "Turkey Shoot", he walked away with the first prize turkey after registering a perfect score breaking 50 birds in a row.

The NAAS Skeet Team has been organized only two months but has already built up quite a reputation aboard the station. According to "sharpshooter" Voss, the team is willing and would like very much to take on any civilian or other service skeet teams anywhere. With confidence like that, the NAAS Skeet Team should go a long way.

## Comdr. Pearson Fought In Pacific In World War II

**Station's Executive Officer Is Holder Of 4 Air Medals**

Missouri-born Comdr. Gerald Russell Pearson, executive officer of the Sanford Naval Auxiliary Air Station, was in the thick of the Pacific fighting in World War II participating in the Aleutians in 1942 and 1943 and in the world-famous battle for Iwo Jima.

Cited with four Air Medals and a Naval Unit Commendation for his outstanding service in the Aleutians, Comdr. Pearson is very modest about his war action. The first Air Medal was awarded to Comdr. Pearson for his action during a bombing mission on Kiska Harbor with Patrol Squadron 43 which received the Naval Unit Commendation.

The other three Air Medals were given to Comdr. Pearson for strike flights and 125 patrols that he flew in the Aleutians and Central Pacific. The Air Medal is awarded to a person who has "distinguished himself by meritorious achievement while participating in an aerial flight." The Navy Unit Commendation is junior to the Presidential Unit Citation and is awarded to a squadron for "extremely meritorious service in the air."

(Continued On Page Five)

## STATION EXECUTIVE OFFICER



Comdr. Gerald R. Pearson, Executive Officer of the Naval Auxiliary Air Station, at his desk.

THE SANFORD HERALD  
Mon. Feb. 25, 1952 Page 3

## Navy Exchange Is Important Part Of Life Of A Sailor

In civilian life you call it a store, in the Army it's called a PX, but in the navy it is known as a Navy Exchange. The Navy Exchange at the naval station has grown rapidly since the reactivation of the base on May 1, 1951. In May with approximately \$2500 worth of merchandise it has enlarged steadily to the point where there is now over \$20,000 worth of merchandise ranging all the way from baby diapers to motor oil.

LCDR. Henry G. Rainey, formerly a real estate salesman from Greensboro, N. C. is in charge of supervising the operations of the store and says that, although business was slow at the start, everything is now running very smoothly.

The civilian manager of the Navy Exchange is George W. Morgan. Working on the base is nothing new for Mr. Morgan since he was stationed here as a storekeeper in the Navy during the last war. He says the only difference in the Navy Exchange now, in comparison with the "old one" is that there is much better variety now and the building is twice as large.

As civilian manager, George does all the buying. Buying for a Navy Exchange is limited as to quantity and cost due to regulations set forth in the Navy Exchange Manual.

(Continued On Page Five)

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Styles—You'll walk on air the season round in

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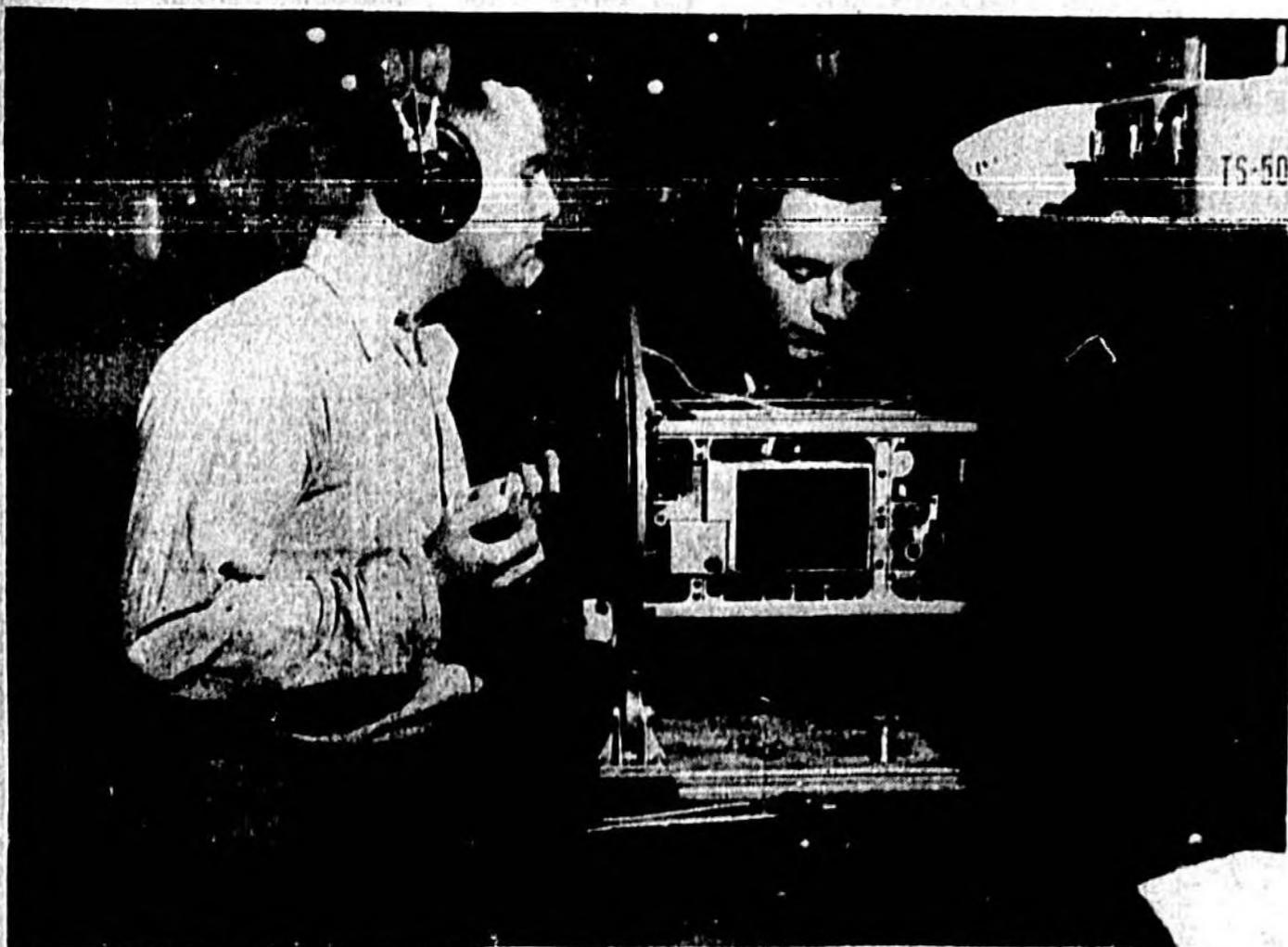
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114 North Park Avenue

## ALL IN A DAY'S WORK AT FASRON



Joachim Harry Viosa, Jr. AT2, USNR (left) and Andrew J. Pozdol, AT3, USNR, run a test on electronics gear in the FASRON 821 electronics shop. Both men are aviation electronics technicians. Viosa is attached to the FASRON and Pozdol is a member of Fighter Squadron 31.



In the prop shop of FASRON 821, Floyd A. Burns, ADPC, USNR; John J. Haril, ADCE3, USNR; and James L. Clements, AD3, USNR, work together to assemble a repaired propeller.



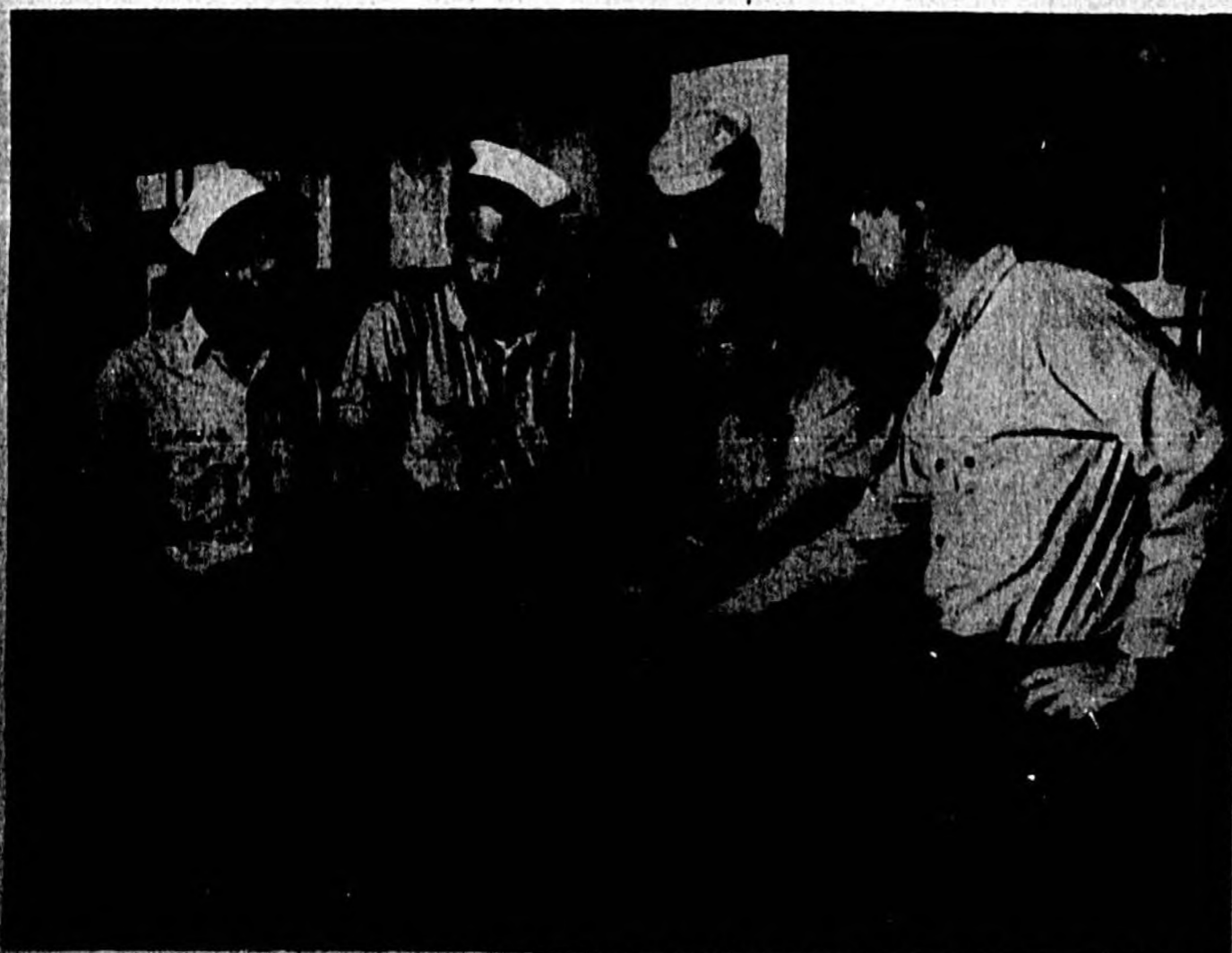
Measuring carefully the amount of cut he has on the shaft he is turning down on a lathe in FASRON 821's machine shop at NAAS Sanford is Richard George Kora, AM2, USN.



Working at the magneto test stand in the accessory shop of FASRON 821, Chester Duane Pruitt, AN, USN (left) and Ihon Zarinski, ADE1, USNR, run a check on a magneto.



Joseph Henry Richardson, AE3, USNR (left) operates an electrical test panel while Noel Eugene Mariani, AT3, USN scans a testing instrument in FASRON 821's electrical shop at NAAS Sanford.



Robert F. Basher, AOF1, USNR (second from left) explains part of the procedure of assembly of a 20MM gun to other personnel of FASRON 821's ordnance gang at NAAS Sanford. Watching Basher are: (left to right) Fred Allen Meyne, AOF1, USNR; Marshall Delancy Hayward, Jr., AOG, USN; Richard Nelson Bearerley, AOGAN, USN; and Noah Charles Booth, AOC, USN.



Joseph Rotolo, AMS1, USNR, manipulates a hand saw in FASRON 821's metal shop at NAAS Sanford.

(Official U. S. Navy Photos)

# 'FASron's Job Is To Keep Planes Flying

Navy Goes To Great Lengths To Maintain Its Aircraft

"The word 'Service' in the squadron designation covers a multitude of sins," says Lt. Comdr. F. W. Trapolin, Commanding Officer of Fleet Aircraft Service Squadron 821.

Meaning of FASron, "When you think of 'service' in terms of too flying aircraft, it doesn't require much imagination to visualize just how comprehensive the term is. "Our particular job is specialized maintenance of aircraft as opposed to routine checks. For that reason we are staffed with specialists more than with aviators and aircrewmen. Ours is not a flying job so much as to help keep them flying."

"The average car owner who tells the service station operator, 'Fill her up,' and then calls the garage when his car breaks down," he further maintained, "would be impressed with the pains the Navy takes to insure the perfect functioning of its aircraft."

"A system of checks and inspections rigidly enforced is the Navy's secret of top notch efficiency in war and peace. Accordingly, an organization has been effected which extracts from every dollar spent a maximum of service."

"Before World War II, every squadron was a self-supporting outfit which required practically a circus train to move it. As the conflict progressed, Navy decided to improve the mobility and flexibility of forces. A squadron became a unit of about 18 planes, approximately two dozen pilots and the necessary administrative personnel. All checks and inspections, adjustments and replacements were performed by a permanent crew stationed aboard whichever ship or base the planes flew from."

"After World War II, naval aviation had grown so important to the fleet that more peacetime squadrons were required than before the war. In peacetime, however, other factors had to be considered with the wartime maintenance system which made everyone a specialist with most economical but it did not offer the broad training opportunities which the pre-war self-supporting system afforded."

"Training of younger men eventually to replace the older hands is a primary and continuing responsibility of the naval service. A peacetime organization must provide for future leaders or be abandoned."

"Therefore, the FASron system was devised to provide the utmost in economy, the maximum of training and a better adaptability to a wartime footing. Under this system each squadron retains a force sufficient for routine maintenance of aircraft and FASron's are set up to furnish specialized maintenance."

"The FASron is furnished with heavy and expensive tools and equipment to perform intermediate overhauls, it obtains parts and supplies for the squadrons, and performs other "housekeeping" functions for the fleet units while in the area. This new system has more than proved its worth, both during the fast inter-global conflict and the current Korean struggle."



LT. COMDR. TRAPOLIN

## You Have To Know Slang In The Navy To Pass Inspection

With the ending of World War II, and the beginning of the Korean conflict, slang in the Navy has increased and in some cases, been revived. What used to be termed a grease monkey, is now known as a bash monkey, and what was formerly dubbed a buzzard, is now classified as a crow.

For those who would like to feel at ease while talking with a sailor, here is a phraseology of Navy slang, as it is used today. Below, downstair, or below deck.

Bulkhead - partition or dividing wall.

Commissariat - Any single room aboard ship.

Chow - Food; meal.

Crammed it - Wrecked it.

Crew - Anybody. People appearing in Petty Officer lists.

Drinks - Lot of Water - In-formation. Pull.

Cent's - Ships Service Store (Centers).

Climb the Deck - Throw.

Overboard - Denotes four years service.

How's Contin - Keeps Late.

Liberty - Going ashore on Liberty.

Holy Joe - Cholesterol.

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## Comdr. Trapolin Is In Charge Of Service Squadron

Recalled To Duty In 1951. He Joined The Navy In 1942

Lt. Comdr. F. W. Trapolin, commanding officer of Fleet Aircraft Service Squadron 821, entered the Navy in June, 1942, and was recalled to active duty with his squadron on Feb. 1, 1951.

Prior to entering the Navy, Comdr. Trapolin attended Jesuit High School and Loyola University of New Orleans. He was ordered to the Aviation Gunner Officer's school at Jacksonville when commissioned as a lieutenant (junior grade). Upon completion of the course he was directed to remain on and instruct future classes.

Orders were received in May, 1944, directing him to report to NAAS, Oxnard, Calif., to assume direction of the training program there.

In November of 1945 he became Insurance Officer at the Naval Separation Center, San Pedro, Calif.

When separated from the Navy at the end of the war, Comdr. Trapolin returned to his insurance business in New Orleans, La.

Among the organizations he is affiliated with are the Blue Key National Honor Society and the Knights of Columbus. He has been a board member of the Young Men's Business Club in New Orleans and vice-president of the Junior Chamber of Commerce and Sorority International of New Orleans.

## Navy Exchange

(Continued From Page Three) change Manual but Mr. Morgan tries his best to get anything and everything that is requested by the men on the station.

Mr. Morgan and his wife reside in Sanford and Mrs. Morgan is a teacher at South Side School. Working for George Morgan as purchase order clerk is Mrs. Mary Anne Krenn, who was employed in Air Force. Payroll work at the Pontoon is done by Mr. Morgan.

"With merchandise of good quality you can't go wrong," says Alfred P. Morgan, who is known by his shipmates as a Ship's Service man second class and works as a clerk at the Navy Exchange.

Soap - Fog.

Stow It - Forget it; put away till later.

Topside - meaning upstairs.

Turn To - Usually meaning start days work; carry out orders.

Yellow Box - Automatic Pilot in Aircraft.

Wing It Out - Violent Stunt Flying.

Yacht Club - Going ashore on Liberty.

Holy Joe - Cholesterol.

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THE SANFORD HERALD  
Mon. Feb. 26, 1952 Page 3

## Day With FASron Is Started With Morning Quarters

Tour Of Station Discloses Its Wide Range Of Activities

"Morning Quarters" is the start of the official work day for men in Fleet Aircraft Service Squadron 821, as it is with the rest of the personnel in the Navy, whether it be at sea, in a foreign port or in naval operating bases inside United States.

Both the commanding officer and executive officer are present together with the squadron's leading chief petty officer to check attendance and make known the activities of the forthcoming day. Each section leader, usually the chief petty officer in charge, disseminates all the pertinent "dope" to the individual units. Then comes the order to "Fall out and turn in," which means a literal meaning, it means sludgy to commence the day's work.

First stop in the round robin of the squadron's activities is the Personnel Office. Here it is that the personnel and personnel handling the million and one items of paper work that form the permanent log of what is taking place. Any job in the Navy that does not have a definite destination in any other ship ends in the hands of the personnel office. The yeoman (YN) is supposed to possess human qualities similar to the ones a companion has. He is capable of doing, typing and reading official correspondence, taking dictation and, if the occasion arises, taking shorthand as well. The personnel officer (PNO) is everything from a yeoman to a psychiatrist and a final clearing house for incorrect phraseology.

Next on the tour of FASron activities is the maintenance and material office, whose administrative personnel handle work requests, the ordering of parts, and the keeping of a current data list on the availability of aircraft.

Next is the flight operations office. Here is where the flight plans are planned, their duration in the air recorded, and the flight personnel determined. They also handle and maintain the records on the ever changing raw data and aircraft data utilized in flight operations.

Immediately adjacent is the first lieutenant's office, where data is kept on motor vehicle, foul weather gear and cleaning equipment. It is from here that the hangar maintenance gear is drawn. The first lieutenant's primary function is to check the conditions and report any necessary repairs on all the fleet aircraft.

Leaving the inside activities, you come out on the flight line. (Continued On Page Six)

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## Comdr. Pearson

(Continued From Page Three) support of military operations. The Air Medal is awarded by the President and the Naval Unit Commendation by the Secretary of the Navy.

During his childhood Comdr. Pearson lived in Rich Hill, Mo., near Kansas City. He attended school in Rich Hill and there he met his future wife, Lucille Neptune. In the years that followed Comdr. Pearson graduated from Rich Hill High School and later matriculated at State Teachers College in Warrensburg where he participated in sports lettering as fullback and end in football, as center in basketball, and in the field events of track. In 1934 he received his Bachelor of Science Degree.

After two years of teaching at Lowry City High School in Lowry City, Mo., Comdr. Pearson began his naval career in June of 1936 by enlisting in the Naval Aviation Cadet Program. He won his wings at Pensacola in 1937 and has been active in naval aviation ever since. He received further training in an active combat squadron on the USS Saratoga and the USS Lexington in the next two years.

The year of 1939 was a big year for Comdr. Pearson. On July 1 he accepted a promotion to the rank of ensign. The end of July brought his marriage to the girl from his hometown, Miss Lucille M. Neptune, at Yuma, Ariz.

During 1940 and 1941 he held rank of ensign and was assigned to the Naval Air Station in Pensacola until the outbreak of World War II. He was promoted to lieutenant (jg) during this time. After several months in Pensacola he was ordered to duty with Patrol Squadron 47 at San Diego, Calif., in 1942. From March, 1942, until September, 1944, Comdr. Pearson was in the Aviation Combat Group. He accepted the rank of lieutenant (jg) and in July of 1944 he became Lt. Comdr. Pearson.

He was assigned to duty at San Diego, Calif., as officer in charge of a Photographic Training Unit. But then it was back in the Pacific again in January, 1944, as commanding officer of Patrol Bomber Squadron 102.

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# Comdr. Blouin First Stationed Here In '42

Flight Instructor Of Second World War Is Now Operations Officer At Station

Comdr. Clarence Blouin is an old hand at being stationed in Sanford. He was one of the first officers sent here when the station was operating during World War II. For 14 months from September, 1942, to October of 1944, Comdr. Blouin was a flight instructor in the Advanced Training Command. He is now the Operations Officer of the station.

According to Comdr. Blouin the purpose of the station now is different than when he was stationed here before. "During World War II," he said, "the station was used to train newly commissioned or designated naval aviators, but now the station is a fleet air station and used for further training of established Carrier Air Groups which are generally ready for embarkment on carriers."

The time during World War II that Comdr. Blouin was not in Sanford found him fighting the Japanese in the Pacific and patrolling the waters of the Atlantic. For his action in the Pacific, the Commander is the holder of the Silver Star and three Air Medals.

The Silver Star Medal is one of the highest awards given to naval personnel and it is awarded to a person who has "distinguished himself conspicuously by gallantry and intrepidity in action." The President awarded the Silver Star to Comdr. Blouin for leading strikes against the Japanese in the battle of the Philippine Sea while he was on duty with Patrol Squadron 71. The three Air Medals were awarded him for his outstanding action with Fighter Squadron 18 in the Pacific aboard the USS Intrepid.

The 35 year old Commander was raised in Whitinsville, Mass., and graduated from Northbridge High School there in 1934. After a year of post-graduate work at Northbridge, Comdr. Blouin decided that the Navy was the future for him and he enlisted in February, 1936. Upon finishing basic training in Norfolk, Va., he spent three years on duty with the Atlantic Fleet aboard the USS Fairfax, USS Montezuma and the USS Ballinas. During these three years Comdr. Blouin advanced to Radioman Third Class.

Through competitive screening by a Board of Officers the Commander was chosen for Flight Training at Pensacola. He was awarded his wings on Dec. 18, 1938, and became a Navy Enlisted Pilot. Comdr. Blouin was

## OPERATIONS OFFICER



Comdr. Clarence A. Blouin is shown in a busy day as Operations Officer. He is telephoning Carrier Landing Practice Instruction to one of the squadrons attached to the Naval Auxiliary Air Station.

ordered to duty with Patrol Squadron 71 after Pensacola. By 1940 he had advanced to Radioman First Class and then in May, he accepted the promotion to Ensign. Patrol Squadron 71 fought in many of the early battles of the Pacific war and Comdr. Blouin was awarded the Silver Star Medal while serving with this command. In March of 1942 he was promoted to lieutenant (j. g.) and in October of the same year he became Lt. Blouin. He was ordered to duty at Sanford at the end of 1942 and served here as a Flight Instructor in Advanced Training Command. After 14 months duty in Sanford, he transferred to duty as executive officer of Fighter Squadron 18 in the Pacific on the USS Intrepid. It was with this squadron that Comdr. Blouin was given his three Air Medals. In 1944 he accepted the promotion to lieutenant commander.

January of 1945 saw Comdr. Blouin back in the United States as a training officer in the Advanced Training Command in

Jacksonville. With this command he also served at Green Cove Springs and Miami. While Comdr. Blouin was with the Advanced Training Command in Jacksonville he met his future wife, Mary Ransom. In 1946 when the command was transferred to Miami, Mary Ransom joined the Commander and they were married there.

In 1947 he enrolled in Northwestern University, Evanston, Ill., for two years of study as a Student Naval Officer.

After finishing his course of study at Northwestern University, Comdr. Blouin was assigned to duty as Executive Officer of Fighter Squadron 172. Fighter Squadron 172 served aboard several carriers in Europe and the Mediterranean.

Shortly after Fighter Squadron 172 changed from propeller-type fighter planes to jets, the Commander became Commanding Officer of the Squadron, VF-172 was the first Jet Fighter Squadron to fly B-26 Superfortresses. During his tour of duty with VF-172

THE SANFORD HERALD  
Mon. Feb. 25, 1952

## Day With FASRon

(Continued From Page Five)  
where the cleaning details are performed on the aircraft. The 'Line' is where some of the checks are performed. Checks referring to the 'Line' are taken to insure 100 per cent efficiency that is necessary in flying aircraft.

Under the supervision of the plane captain, the enlisted men directly responsible for the upkeep of the plane, trained specialists check the working mechanisms of the aircraft. Electronics work over the electrical apparatus, structural mechanics go over the structure and fabric and the plane captain himself checks the engine.

Inside once again, the electronics shop is brought into focus. Possibly the most trained of Navy personnel, the electronics technicians and aviation electronics men, are responsible for the millions of dollars worth of radar and some apparatus that is found in all modern naval aircraft. Here is where a different language is spoken, a 'for instance' being, on describing an electrical transmission, "The tube puts out the proper signal so that the inductive

Comdr. Blouin accepted the promotion to his present rank of commander.

In March, 1951, Comdr. Blouin was ordered to duty as Operations Officer at the Naval Auxiliary Air Station here. As Operations Officer he is third in command of the station and handles the scheduling of aerial flights and the general upkeep of the aviation end of the station.

"As fine a place to do duty as in the Navy," is the comment of the Commander about the local Air Station.

Comdr. and Mrs. Blouin and their three children, Tommy, Barbara and Catherine, are living in Lake Mary. Barbara and Tommy who are two and four years old are very proud of their new sister, Catherine, who was born here last November. Comdr. Blouin likes Sanford. "I hope," he said, "to settle eventually in Central Florida."

coupling in its place circuit will produce the required amount of flux, the proper proportion of gausses and corrects and enough kickback and signal to make the capacitor in parallel charge at the proper rate to return the signal while discharging, and produce an oscillation which is fed across a resistor," and so on.

Next space to undergo inspection is the electrical shop, where the mechanics, electricians, instrument, lights and all electrical parts of an airplane are repaired and inspected.

While still in the hangar space, a look into the propeller room is called for. The men in this unit repair, assemble and statically and dynamically balance the propellers of an aircraft.

Diagonally situated from the prop shop is the accessory space where the mechanics cut spark plugs, repair carburetors and check magnetos, all functions which are necessary to keep the planes in fighting trim.

In the main part of the hangar, the "mecha" are busy "tearing down" the engines from the various conventional and jet type aircraft.

A group of men with their heads buried in an engine are the "check crew." Their job consists of completing the various "checks" required when an aircraft has acquired so many engine hours, and it is a vital and exacting job in any squadron.

Yet another gang pours over an engine suspended from the overhead. This is the "engine build-up crew." When a new engine is received in the FASRon, it comes packed in a hermetically sealed can, and has no accessories. These power plants are thoroughly cleaned of all preservatives, and the starter, generator, etc., are attached, thus "building up" the engine.

Over in the Jet Shop a totally different procedure is found. These engines are mounted in such a way that quick removal is easily accomplished. They are then replaced with a new engine, and the old one is torn down and checked by various procedures. This method reduces the aircraft's time on the ground, and keeps it in a flying status.

Maintaining the "skin" of an airplane is the responsibility of the metal shop, where the hand-

ling, cutting, hammering and grinding of plane parts is undertaken. All these functions have one thing in common, they produce a cacophony of noise, but these men are capable of turning out everything from a lock washer to an engine covering for a jet fighter, regardless of the disturbance.

Next door to the metal shop is located the welding space. Hard on the eyes is the light from the ultra-violet light it exudes in the welding torch, but a necessity if the internal structures of the plane are to be serviced.

In the open space again, the primary includes a visit to the parachute loft. It is here that the seemingly flimsy nylon "umbrellas" on which a pilot's life may depend are packed and inspected. Not only do the "PR's" rig the chutes, they are responsible as well for the upkeep of the lifeboats and life-saving equipment that are part of every plane gear.

Spread out over the base is the FASRon supply department, without which the other units couldn't function. Every item that is utilized in plane overhaul and repair is received from supply. The Aviation Storekeepers are responsible for the delivery of vital tools and parts when they are needed. It is part of their job to assure that a reserve supply of materials is available to cope with any eventualities.

Back in the hangar area again, the ordnance shop is scrutinized. The ordnancemen check the business end of the fighters. They check the .50 caliber machine guns and the 20 mm. cannons that the planes carry. The individual ordnancemen must also be checked out in rockets, fuses, bombs, explosives and depth charges.

To cover the remaining smaller, yet important, squadron activities is necessary. Among them are the tire and hydraulics shop where the tires, hydraulic lines, filters and complete units are repaired and overhauled. It is one thing to get a plane in the air, but another to get it safely on the ground again.

Next on the agenda is the communications office which handles the myriad dispatches coming into the squadron. These messages may be anything from requests from personnel to top secret dis-

## Sanford NAAS Is Fleet Air Station For Advanced Training Of Pilots

As Navy jets roar over the city each day, faces are turned upward to watch the streaking planes etched against the sky. To the Navy these planes mean training, but to the people of Sanford these planes are a picture of U. S. military might.

"If we are strong, our freedom is secure. To be strong, men must train and learn to fight the enemies that may threaten the United States someday," they say.

The Navy is doing "exactly that" in Sanford. The United States Naval Auxiliary Station here is a fleet air station for the advanced training of fleet pilots preparing to defend our country if necessary from the flight decks of the carriers of the fleet.

The enormous job of training, and especially providing the facilities for training and the upkeep of these facilities, is done by the Operations Department on the station. Since there are many different phases to the operation of the training facilities and the modifying work, the Operations Department has several divisions, heading the work of the whole department is Comdr. C. A. Blouin and his assistant, Lt. J. R. Iler.

One of the divisions is Flight Lines and Maintenance. The men in this division are kept busy directing visiting planes and maintaining the station planes. One of the important phases of Flight Lines is the helping of attached squadrons in the times of emergencies, such as crashes. Flight Lines also maintain the runway lighting used by planes for training in night flying. Working hand in hand with Flight Lines is the Control Tower. The Air Controlmen are always on the job directing plane traffic by radio and seeing that all the incoming and outgoing plane traffic runs

smoothly. Since a pilot never flies without a parachute, the Parachute Loft has an important job in Operations. Here the men keep a close check on all the chutes and repack each one every month to insure that each chute will hold a man's weight. The lives of many men rest in the hands of the Parachute Rigger so they are well trained. A mistake can never be corrected.

A plane cannot take off without approval of the Aerology Division. This phase of Operations keeps tabs on the weather over the entire United States and checks the route of each flight to see if the plane will hit any foul weather in route. The "Weather Guessers" have saved many men's lives by warning them of bad weather in their flight route.

To fight any battle, planes must have ammunition. Ordnance and Gunnery, another division of Operations, provides that. At the Sanford Naval Station the ammunition is used to train pilots until they have outstanding marksmanship, a quality definitely needed in the good combat pilot.

Working with Gunnery to record the marksmanship of each pilot is the Photographic Laboratory. Photographs are made of each projectile so that the pilot may study his mistakes and correct them in his next gunnery flight. The Photography Mates work with the most modern and finest cameras and equipment that the Navy can obtain. Other work of the "Shutter Bugs" is to photograph all important events and happenings on the station for reference and reports to Washington, D. C.

The most important division in the aspects of training is Aviation Training. This Operations' division does its utmost to ensure that the men know exactly how to do everything in the aviation field. Here a pilot can learn the methods of surviving at sea for long periods of time in case his plane is forced down. He can learn to live on an island or in the jungle; in fact, the Tradesmen can teach him nearly everything with their up-to-date equipment.

patches in code determining squadron policy.

Lastly, the technical library is scanned. It is this unit's responsibility to maintain the many maintenance manuals, catalog changes and reference books that are continually in demand.

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## PAYROLL PROBLEM



(lg) William F. Duddy explains a disbursing problem to (l to r) Chief Joseph West, John Wheeler, Thomas McDonough, Ken Beck, and Robert Watkins.

## Executive Officer Of Service Group Served In Pacific

Lt. Comdr. Edward J. Harmeyer, executive officer of Fleet Aircraft Service Squadron 821, is a native son of New Orleans. He attended Louisiana State University under a scholarship before entering the Navy in June, 1941. Comdr. Harmeyer won his Naval Aviator's wings at Corpus Christi, Tex., and was commissioned an ensign on May 10, 1942. His first duty station was with Patrol Squadron 53 at Norfolk, Va., where he flew the big PBV "Flying Boats".

During the early part of the war Comdr. Harmeyer was stationed on different occasions at Bermuda, in the Panama Canal Zone, and at Key West.

Transferred to the Pacific theater of operations in January, 1944, Comdr. Harmeyer joined Patrol Squadron 17 at Laon, in the Philippines. This unit worked with various aircraft tenders as they ranged from the northern part of the island chain back down along the southern portion and was at Tawi-Tawi when the hostilities ended.

After the war when Comdr. Harmeyer returned to civilian life he utilized his spare time until his recall in February of last year to obtain a B.S. in commerce from L.S.U., build a home in Baton Rouge, La., and become a member of the Organized Naval Air Reserve at New Orleans. He was a sales and credit manager for the Thomas Insurance Agency of Baton Rouge when recalled.

Comdr. Harmeyer, father of two girls, was married to the former Miss Sara Virginia Murphy of Hainesville, Ga., in 1943. Mrs. Harmeyer was a Navy nurse stationed at Quonset Point, R. I., at the time.

## Pay Day Is Important Part In Life Of Every American Sailor

Of the most important things in a sailor's life, payday rates first. At least so it is with the men that are stationed at the Naval Auxiliary Air Station. Twice a month, on the 1st and 15th, the men form pay-lines and impatiently wait for Lt.(lg). William F. Duddy, disbursing officer, to begin counting individual pay amounts.

According to the Lieutenant, disbursing is one of the largest jobs in the Navy. Every detail must be exact because one mistake can quickly add up to hundreds of dollars. An individual pay record is kept on each officer and enlisted man stationed in Sanford. These records are maintained up to date day by day and at any time a man can check his account to see if he is being paid the right amount or if the correct allotment is being taken out.

In making payrolls, the Navy uses the "bad luck" \$2.00 bill, but never any bill larger than \$20.00. If a sailor's pay amount is \$68.00, he receives three \$20.00 bills, a \$5.00, a \$2.00 and a \$1.00 bill from the disbursing officer. Another sailor might receive two \$20.00, a \$10.00 and a \$2.00 bill. The reason for the "bad luck" bill is to eliminate the use of the \$1.00 bill as much as possible. This speeds up paying, thus helping the disbursing officer to pay a large number of men quickly.

A man's pay amount is derived from several sources. A sailor's base pay plus allowances minus allotments gives the pay amount. Allotments consist of such things as insurance and United States Savings Bonds. In drawing pay, a sailor may draw any or all of his pay amount as long as it is in even dollars.

If the man does not draw all of his pay, he is "leaving it on the books." The amount he has left on the books can be added to or drawn off the next payday. Some men save several thousand dollars this way in an enlistment.

Another method of saving money is the Naval Saving Plan. A man allots so much toward this Saving Plan each month and this money draws a per cent interest. At the end of an enlistment, but not before, he may draw the money out of the Saving Plan to buy himself a car or to set himself for life as a civilian.

The Naval Auxiliary Air Station Disbursing Office handles its work in four branches: Administration, Officer Accounts, Enlisted Accounts and Travel Accounts. While Officer and Enlisted Accounts keep exact records on each man, Administration watches over the entire process and makes monthly and quarterly reports. A man being transferred works with Travel Accounts to receive his transportation fare and daily food allotment for the period he will be traveling from Sanford to his duty station.

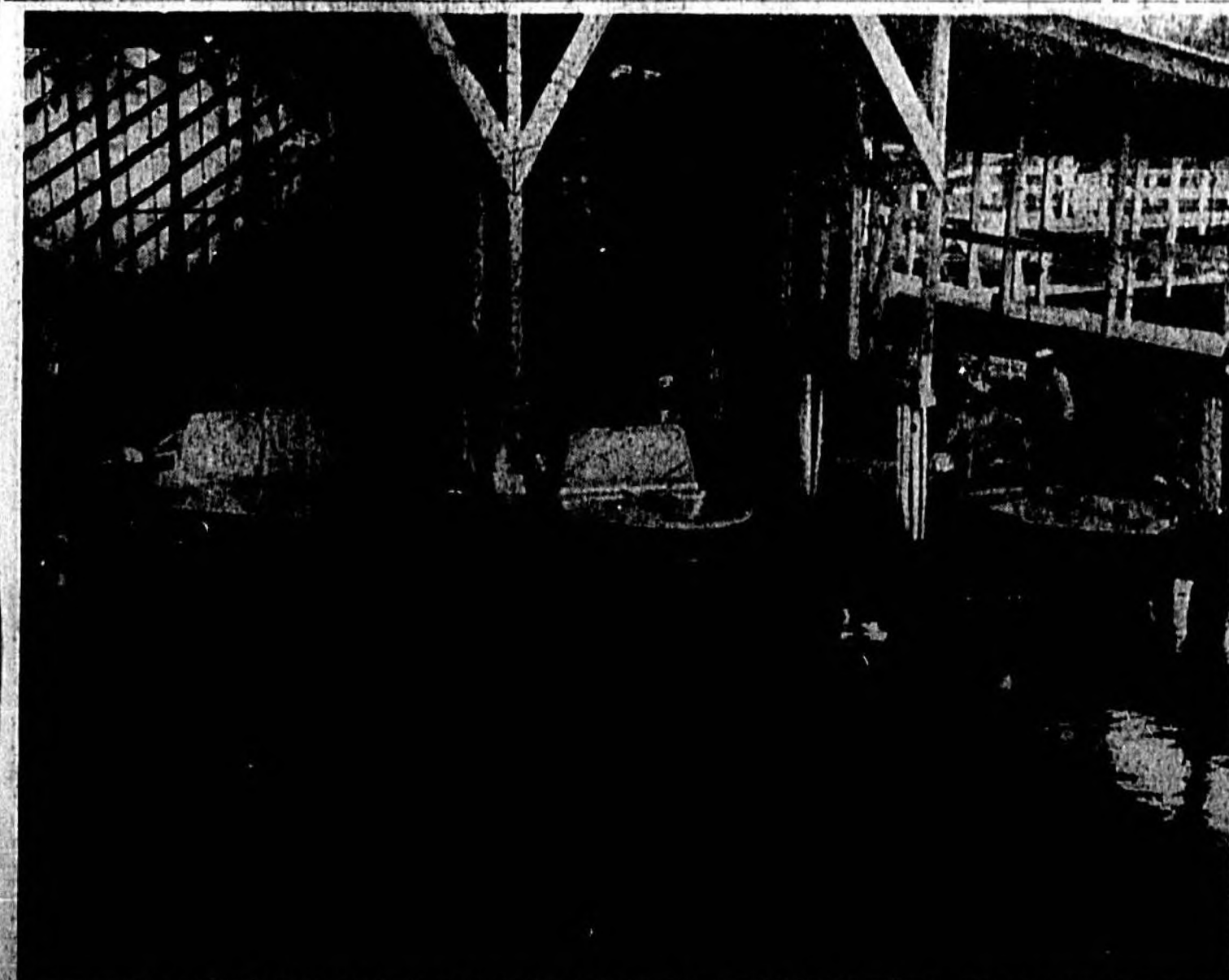
Lt. Duddy has a civilian worker

and ten men working under him to handle the pay records. Bob Watkins from Elmhurst, N. Y., is in charge of the office while John Wheeler of Buffalo, N. Y., works with Station records; Ken Beckmeyer from Kalamazoo, Mich., handles FASRON 821 records; and Chief Joseph West who hails from Roanoke, Va., is in charge of Carrier Air Group 3 pay accounts. All of these men think that duty here is fine and that Sanford is a beautiful city.

Mrs. A. Switzer, who hails from almost every state in the union but calls Miami her home, is in charge of Travel Accounts. Mrs. Switzer, who was transferred here from Jacksonville, likes Sanford very much. She thinks that the men working in disbursing are wonderful, commenting, "Oh, my boys—I love them!"

Lt. Duddy, who has nine and a half years naval duty and served in the Pacific as an enlisted man during World War II, stated that duty in Sanford is "fine." He was born in Cincinnati, Ohio, and enlisted in the Navy in 1942. In 1944 he received a Fleet Appointment to Annapolis. After graduation from the Academy, Lt. Duddy attended the Naval Supply School in New Jersey and then served as Supply Officer on the U.S.S. Warrington before being transferred to Sanford for duty as disbursing officer. Lt. Duddy and his wife, Bets, are making their home in Enterprise.

## NAVY CRASH BOATS



The Navy's three crash boats tied up at the Sanford Boat Works. From right are: Devell Fowler, Paul Clark, Chief Arthur Orlandella, William Jim Pressely and Wall Wright. In a recent "crash drill" the boats were moved from the pier to the Sanford Boat Works to the Sanford Municipal Docks in a period of eight minutes. The boats are 24 feet long with 115 H. P. Chrysler Marine Engines and will do about 28 knots top speed.

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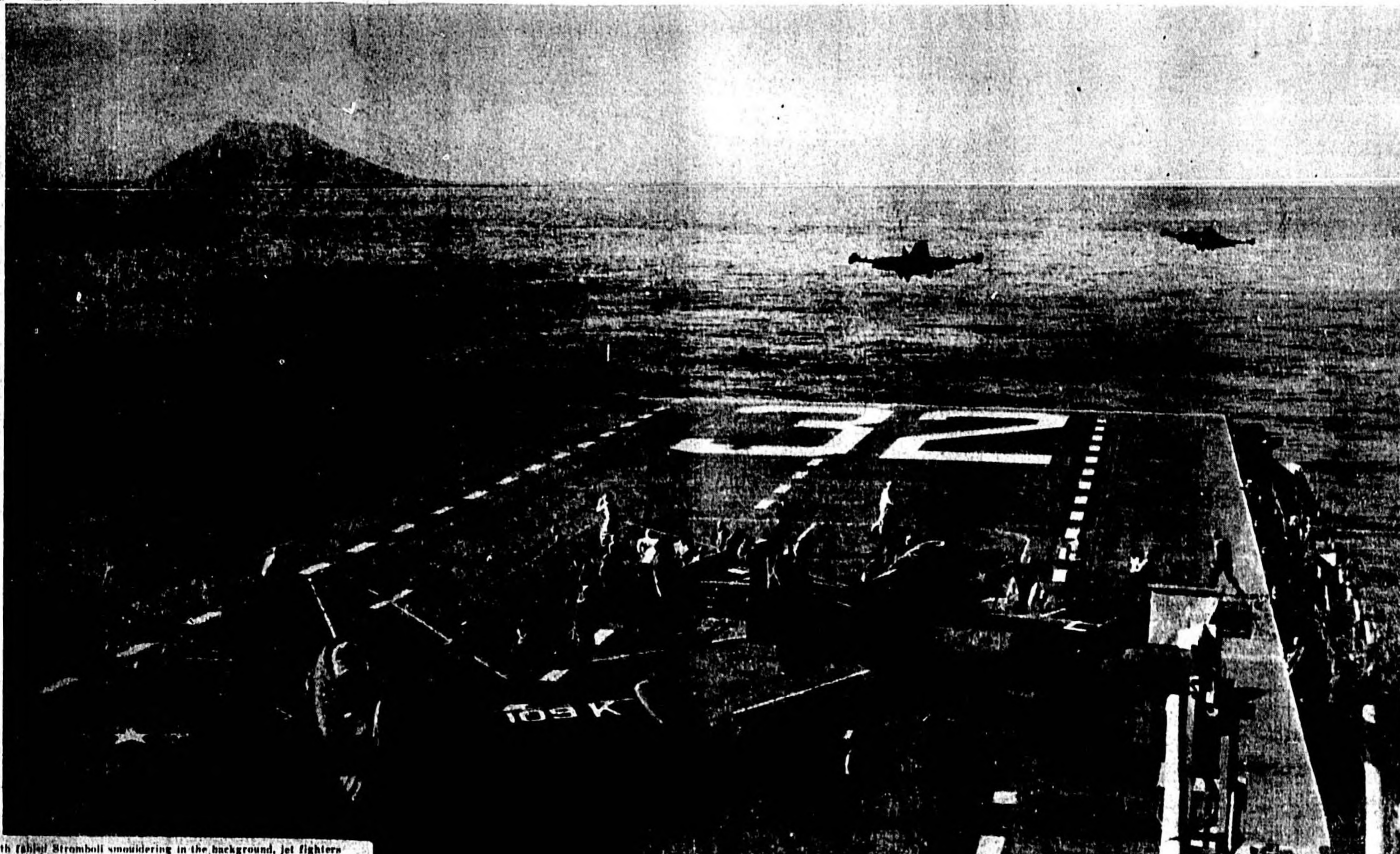
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*"Where To Go For The Names You Know"*



With (above) Stromboli smoldering in the background, jet fighters of VF-31 belonging to Carrier Air Group Three, which is currently stationed at the Sanford Air Station, are shown (above) being catapulted from the deck of the aircraft carrier USS Leyte. The air group was aboard the flat-top during recent Mediterranean maneuvers.

A detachment of United States sailors from the Naval Anchorage Air Station at Sanford marches down First Street (below) following the recommissioning of the station by the Navy last year. The station was originally commissioned on Nov. 15, 1917, and quite a year after the Japanese attack on Pearl Harbor.



Official U. S. Navy Photo