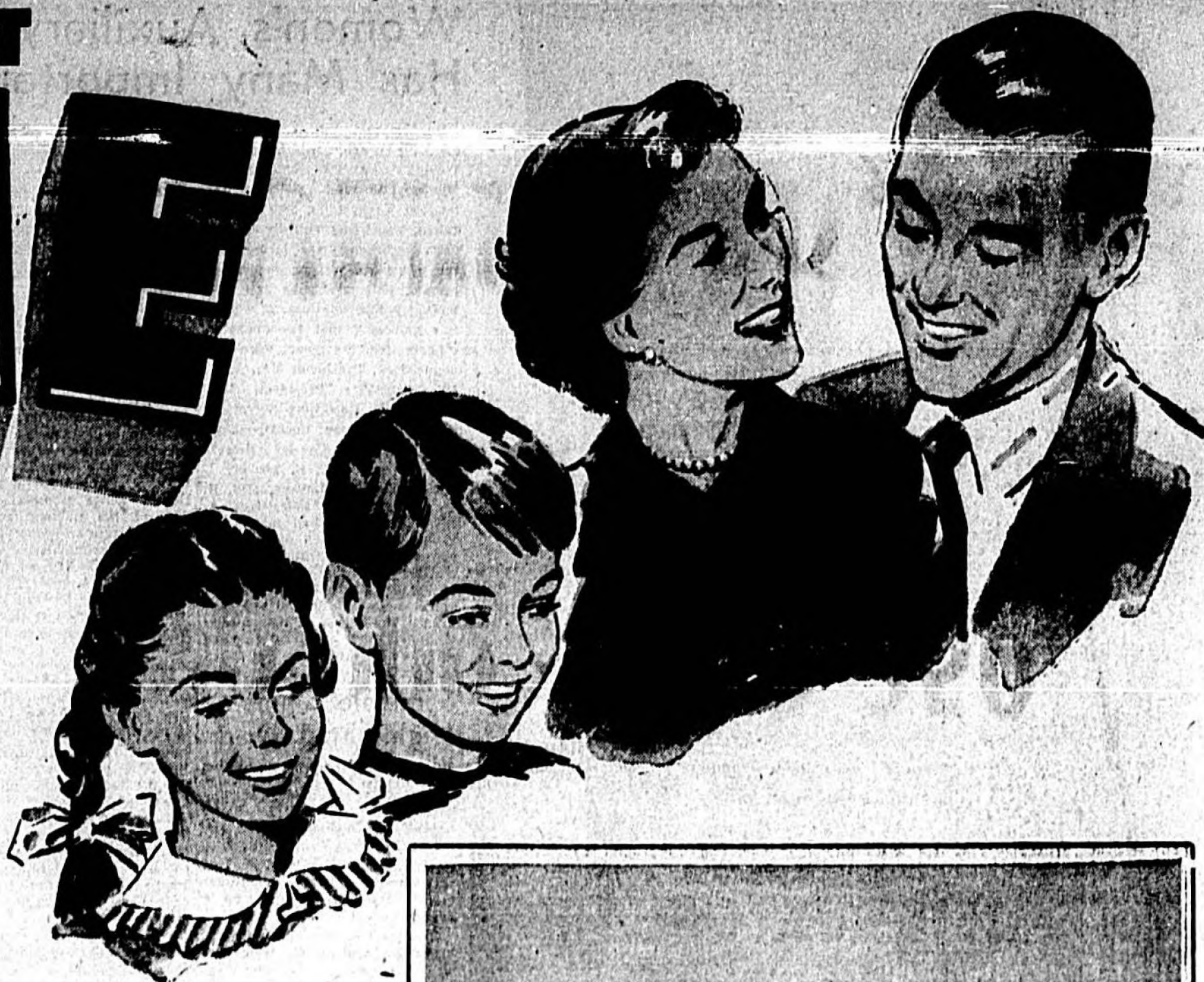


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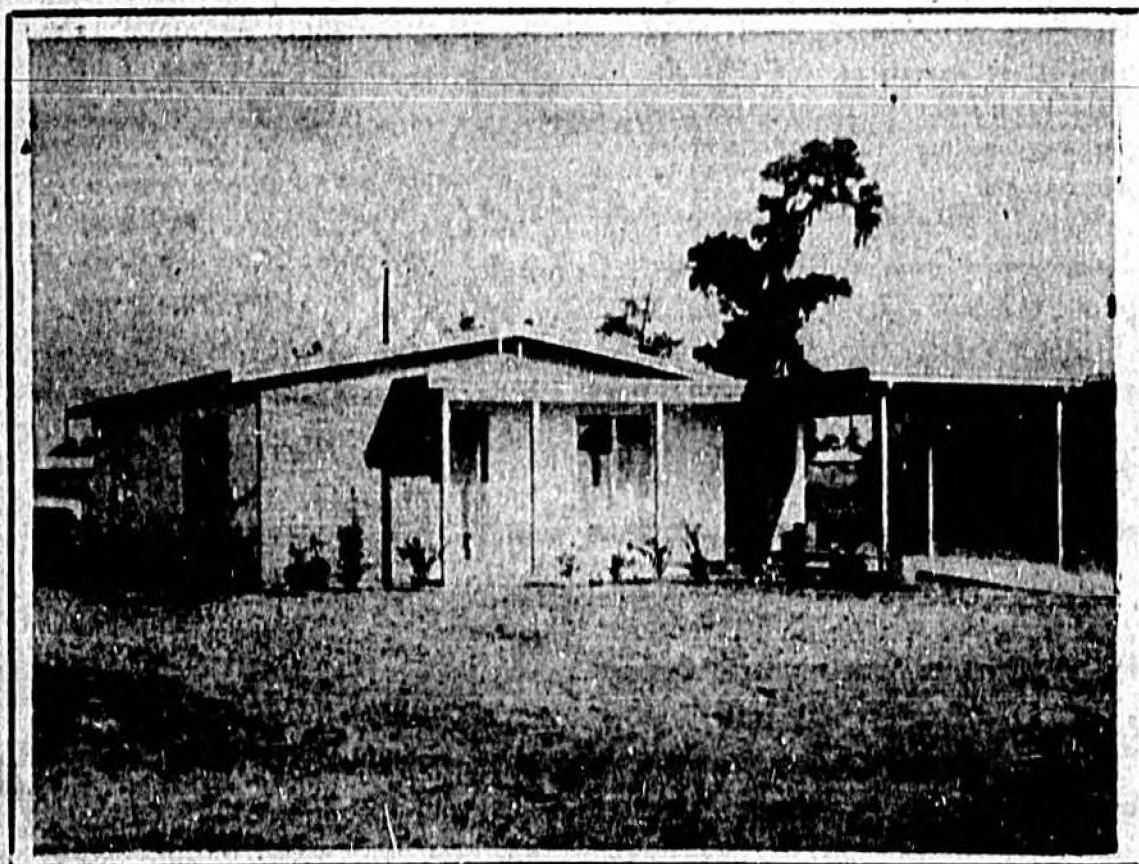
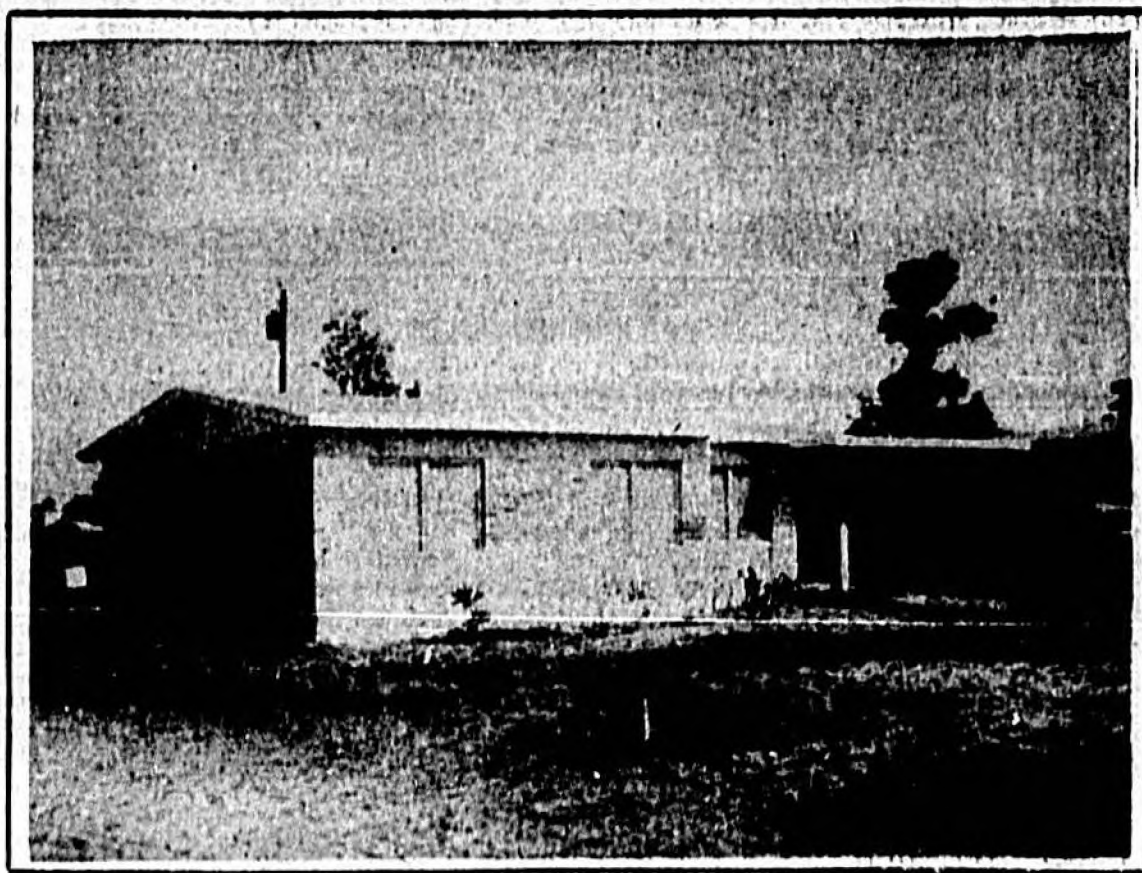
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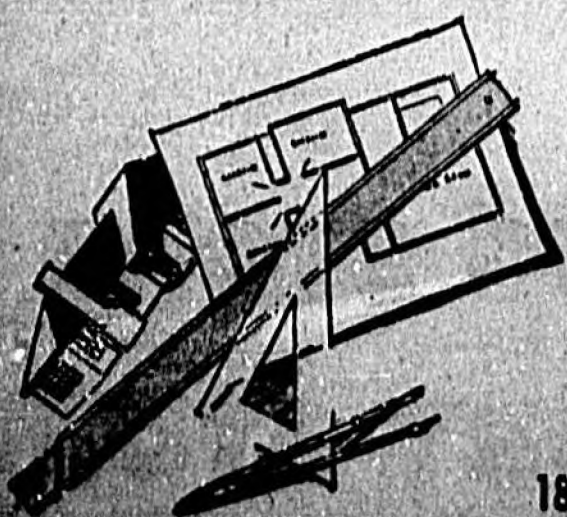
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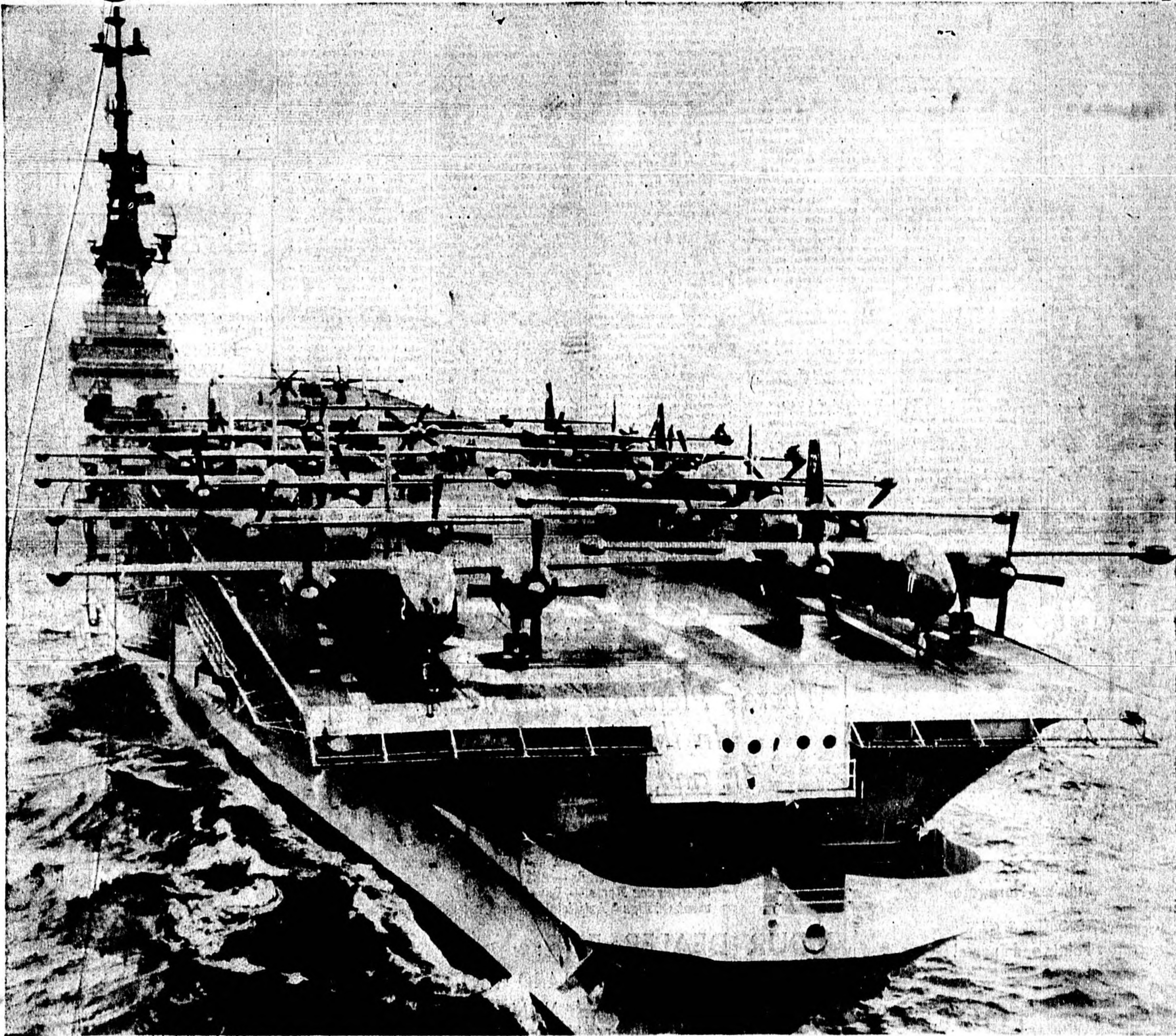
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## Sanford Naval Auxiliary Air Station Progresses With Seminole County



AL SAVAGE AIRCRAFT of Heavy Attack Wing ONE stand ready on the deck of a carrier of the U. S. Atlantic Fleet, The Savage, present operational aircraft of HATWING ONE Squadrons, represents the Navy's Atlantic Fleet long range, high speed, atomic weapons delivery capability. (Official Photo, U. S. Navy)

## SNAAS Is Navy's Only Heavy Attack Aircraft Base

The U. S. Naval Auxiliary Air Station at Sanford has had four stages in its ultimate growth and current importance as the U. S. Navy's one and only Heavy Attack Aircraft Base. The station was originally constructed for the training of bomber and fighter pilots during World War II. From 1946 to 1951 it served under the auspices of the City of Sanford, as an educational and industrial facility by furnishing employment to approximately 300 local persons and instruction to another 300 as well as providing living quarters for more than 900 civilians. Following reactivation of the station in 1951 and continuing growth in our nation's training program this year the air station ser-

ved as the supporting base for carrier air groups, specialized squadrons and reserve units on temporary active duty. Since the early summer of 1953, the station has been designated the home port of Heavy Attack Wing One and its component squadrons Heavy Attack Squadrons Five, Seven, Nine and 11, the Heavy Attack Training Units and Fleet Air Service Squadron 31. In this fourth and current phase the Sanford Auxiliary Air Station (named "auxiliary" only because it receives certain logistic support from NAS Jacksonville) is commencing a new and important growth in our nation's training program for defense.

The origin of the Naval Air Station can very definitely be attributed to the sneak attack on Pearl Harbor by the Japanese, Dec. 7, 1941. Immediately after this disaster, the Secretary of the Navy decided that naval aviation training facilities were inadequate to meet the emergencies of naval warfare on land, sea and in 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 headquarters at the

Naval Air Station, Jacksonville. The site of Sanford, because of its excellent year round climate and location in the Central Florida area, was chosen as a base for training of two bomber training units. The selection was made in May 1942. Base construction in the accelerated program was essentially completed by mid-September 1942 and the Naval Air Station Sanford was formally commissioned Nov. 3, 1942. Rear Admiral A. B. Cook, USN, the Chief of Naval Air Operational Training, conducted appropriate ceremonies, during which the station was turned over to Captain (now Rear Admiral) Francis M. Hughes, USN, the first

commanding officer. On Nov. 15, 1942 the first student officers reported on board the station and Sanford became, as it is today, one of the very vital components in the organization for our country's national defense. Construction of a satellite field at Osceola was completed in September 1943. This field is still a part of the Naval Auxiliary Air Station Complex, though it is not presently being utilized to any great extent. September 1943 saw the advent of fighter aircraft training at Sanford to provide trained pilots for aircraft carriers which were soon to be commissioned at a rapid rate for naval war in the Pacific Ocean

areas. The station continued until the end of World War II as one of the leading fighter aircraft bases which produced a major portion of the carrier aircraft fighter pilots who carried the battle directly to the enemy until their surrender in 1945. Captain Hughes was relieved in November 1943 and Captain L. W. Johnson, USN, (now retired) concluded a short period of duty as commanding officer in March 1944. The next in line of commanding officers was Captain O. P. Smoot, USN, who reported in the same month from duty with the Fourth Naval Fleet. Captain R. B. Fouts, USMCR,

now on inactive duty, was commanding officer of the Marine Detachment on the station during World War II. He was also in charge of the Seaman Guard security forces. Of interest is the fact that the Marine Detachment has been recently re-established on the station to provide necessary security for the Heavy Attack Wing. Units of the U. S. Coast Guard, including a K-9 war sentry dog detachment were attached to the station during World War II. In addition a small detachment of Waves served at the station and took over many duties to relieve fighting men for action at sea during the critical war period. These units were dissolved shortly after the Japanese surrender after faithful and effective service locally. After World War II, and in view of post-war cutbacks, the need for an Air Station at Sanford was no longer thought to exist. Consequently, March 13, 1948 Captain Smoot was relieved and the Naval Air Station Sanford was formally decommissioned and turned over to the City of Sanford. Although circumstances created by the world political situation proved later that the Naval Air Station Sanford should not have

(Continued On Page Two)



# NAAS Is Navy's Only Heavy Attack Aircraft Base

(Continued From Page One)  
 The station, however, is the only station in the world which has a complete set of facilities for the training of heavy attack pilots. The station, which was built during the war, gave new impetus to the local economy. The station, which was built during the war, gave new impetus to the local economy. The station, which was built during the war, gave new impetus to the local economy.

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# Capt. Jackson Has Notable Background

Captain Robert Woods Jackson, USN, is the third Commanding Officer to man the helm of the Sanford Naval Auxiliary Air Station since its recommissioning in May of 1961.

A veteran of over 20 years naval service, Capt. Jackson was born in Harrisburg, Pa., in January of 1924, son of Frank and Leona Jackson. He attended Shorewood High School, Milwaukee, Wis., prior to his appointment to the U. S. Naval Academy at Annapolis, Md., in 1943.

As a Midshipman he participated in wrestling and swimming. He was graduated and commissioned Ensign with the class of 1945, and subsequently advanced in rank, attaining that of Captain in July of 1964.

In April 1943 he joined the USS Enterprise to serve as Assistant Air Officer and later Air Officer until March 1945. He is entitled to the ribbon bar of the Navy Unit Commendation award of that aircraft carrier. The award is for outstanding heroism in action against enemy forces in the air, ashore and afloat in the Pacific War Area.

Detached from the Enterprise in 1945, Capt. Jackson was assigned to Commanding Fleet Air, Norfolk, Va., as Commander Carrier Air Groups, Hampton Roads, Va. He remained there until September of that year, when he joined the staff of Commander Air Force, U. S. Atlantic Fleet, as Force Training Officer.



CAPTAIN ROBERT WOODS JACKSON, Commanding Officer of the Sanford Naval Auxiliary Air Station, (Official Photo, U. S. Navy)

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Following graduation from the Naval Academy, he reported on board the USS Pennsylvania and in January 1946 was detached for flight training at the Naval Air Station at Pensacola. He was designated a naval aviator on Dec. 8, 1946 and then joined Fighter Squadron Three.

In April of that year he transferred to Composite Squadron Twelve to serve as Executive Officer and later as Commanding Officer until March 1948. "For meritorious achievement... as a member of a Marine Aircraft Group in action against enemy Japanese forces in the Solomon Islands from Feb. 8 to 18, 1945," he was awarded the Air Medal. The station continues in part: "During this period of intense activity, Lt. Jackson, as flight leader of a group of escort fighters, directed the operations of his planes in five vital attack missions against enemy ground installations, and in one attack on a hostile task force of 18 destroyers escorted by 20 to 25 submarines in which he gained materially in dispersing the enemy fighters before they were able to impale his mission. Later he skillfully led his group as escort for a PBY plane on a rescue assignment to Rob Roy Island, where the flying boat remained on the water for 14 minutes, within hazardous striking range of the Japanese positions at Munda Point, Dekota Bay and Buin. The daring leadership and unswerving devotion to duty displayed by Lt. Jackson throughout this entire period contributed greatly to the successful completion of these missions."

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COMMANDER JAMES R. WILSON, Sanford Naval Auxiliary Air Station Operations Officer. (Official Photo, U. S. Navy)

### Cdr. Wilson's Past Experiences Are Help

Commander James Russell Wilson, Operations Officer of the Sanford Naval Auxiliary Air Station, assumed this position Feb. 23, 1945 when he was transferred locally from Helicopter Squadron Three, where he served for two years as Commanding Officer.

CDR Wilson, born in Milan, Mo. in 1918, and attended the University of Tampa from 1937-'40 when he entered the Navy through the Naval Cadet program. He received the commission of Ensign and was designated a Naval Aviator upon successfully completing the NAVCAD course in June of 1941.

Upon graduating from the NAVCAD program at Pensacola he was retained as a flight instructor, teaching primary and advanced dive bombing, and advanced fighter plane techniques for two years. In July of 1943, CDR Wilson was transferred to VC-58 at San Diego, Calif., where he was assigned duty as Operations Officer of that squadron. Here he participated in experimental flying, working on some of the first forward and retro firing rockets in this country.

In the latter part of '43 he became Operations Officer of VF-21 and saw action in 56 fighter mis-

sions against the Japanese in the Pacific, plus numerous combat air patrols. He is credited with two Japanese fighters shot down and three probably destroyed, as well as several destroyed on the ground. He also participated in the landings on Guam, Philippine operations, one of the first strikes on Formosa and Okinawa.

As Executive Officer of VF-21 in 1945, aboard the USS Independence, CDR Wilson fought off the coast of Japan during the closing days of World War II. After the close of the war he served with VR-3 under the Military Air Transport Service.

CDR Wilson wears the ribbons for the Air Medal with one star, the Presidential Unit Citation with one star, the American Defense Area Campaign, Asiatic Pacific Area Campaign, World War II Victory Medal, Navy Occupation Service, National Defense Service and Philippine Liberation with one star.

CDR Wilson is married to the former Miss Ida B. Sanders of Deater, Ga. They reside in Sanford with their four children, Russell, 10; Robert, eight and Cynthia and Christopher, twins, six.

### Hatwing 1 Activity Is Noted

In June of this year Heavy Attack Wing One have completed one year at its new home base at NAAS Sanford. From the Air Station, Captain J. T. Blackburn, Commander Heavy Attack Wing ONE, with his staff, direct the administration and training of five attack squadrons: VAH-1, VAH-3, VAH-7, VAH-9, VAH-11, a Training Squadron (HATU) and a Support Squadron (FASRON-51).

Conducting daily training and operational flights along with a full schedule of ground schools covering all aspects of special weapons and their delivery, the crews of HATWING-1 maintain the high degree of readiness necessary to carry out the HATWING mission of all weather long range attack.

To meet the exacting standards required of this highly mobile striking force, the AJ "Savage" aircraft was designed and developed by North American Aircraft Corporation. The AJ was accepted by the Navy in 1950 and is still the operational aircraft of the Heavy Attack Wing. This 28 ton carrier based airplane is powered by two reciprocating engines and one jet. Capable of high speeds, long range, and atomic weapons delivery, COMHATWING-1, "SAVAGE" planes, equipped with the Norden ASB-1 radar optical precision bomb-aiming system, are the Navy's only carrier based all weather, special, weapons attack planes.

The crew of the "Savage," a highly organized team, consists of the pilot who sits in the left seat, the bombardier-navigator manning the right seat beside the pilot, and the third crewman or radioman-weaponner who sits behind the pilot. The pilot and bombardier receive extensive, highly technical training covering bombing system theory, radar intelligence, target identification and all phases of navigation at the Heavy Attack Training Unit, prior to being assigned to an operating squadron. Once assigned to a squadron, the pilot and bombardier-navigator are integrated with the third crewman into the three man crew. From here the emphasis is on team training.

COMHATWING-ONE maintains one operational squadron in Port Lytauey on a rotational basis operating with the Sixth Fleet. During this tour of duty in the Mediterranean area, the squadron takes part in carrier task force operations and Fleet exercises, maintaining their high degree of readiness.

The AJ Savage, operational aircraft of HATWING-1 since 1950 is scheduled to be replaced by the Navy's all jet A3D "Skywarrior" in the near future. The "Skywarrior" is a swept wing carrier aircraft and weighs in at about 35 tons. It can speed along at 600 to 700 miles per hour at 40,000 feet and can carry the largest type weapons used by the Navy. Like the Savage, the A3D accommodates a crew of three.



COMMANDER HENRY C. COLEE, Executive Officer of the Sanford Naval Auxiliary Air Station. (Official Photo, U. S. Navy)

### Florida Can Be Proud Of Naval Cdr. Colee

Commander Henry C. Colee Jr., USN, is a man of which Florida can be justly proud. At present Cdr. Colee is serving as the Executive Officer of the Sanford Naval Auxiliary Air Station, following Cdr. Frank R. More in that capacity.

A native Floridian, Cdr. Colee was born in New Smyrna Beach, March 19, 1918, son of Henry and Agnes Colee. He graduated from DeLand High School in 1935 and attended the University of Florida at Tallahassee, John B. Stetson University at DeLand and Marion (Alabama) Institute, from which he received the degree of Associate in Science in 1937.

He enlisted in the U. S. Navy July 8 of the same year and July 24, 1939 was discharged to accept an appointment as an Aviation Cadet in the U. S. Naval Reserve. Commissioned Ensign in the Naval Reserve in March 1940, he progressed in rank attaining that of Commander in July of 1950, having transferred to the regular Navy in February of 1943.

Following his enlistment into the Navy, he had a year's duty at Norfolk, Va., and in June 1933 joined the USS New York. He continued to serve in this battleship until May 1939, when he was ordered to the Naval Reserve Aviation Base, Philadelphia, Pa., for elimination flight training. In July 1939 he reported for flight training at the Naval Air Station, Pensacola, and May 22, 1940 he was designated a naval aviator.

In July 1940 he joined Patrol Squadron Seventy-Three and was serving with that squadron when the United States entered World War II. "For meritorious achievement in aerial flight as pilot of a Bomber plane engaged in anti-submarine patrols and convoy cover-

### Capt. Blackburn Holder Of Many War Citations

Captain John T. Blackburn, USN, Commander Heavy Attack Wing ONE, holds a World War II record of 11 Japanese planes destroyed, 10 planes damaged and led his flight in the sinking of a Japanese auxiliary vessel. He is the holder of the Navy Cross, Distinguished Flying Cross, Air Medal with three gold stars, Presidential Unit Citation Ribbon, and the Navy Unit Commendation. Capt. Blackburn's war record can be summed up by a quote from one of his war citations which reads in part: "For extraordinary heroism as Commanding Officer of Fighting Squadron 17 during action against enemy Japanese forces in the vicinity of New Britain and Solomon Islands... when intercepted by an outnumbering force of hostile aircraft, he courageously closed with the enemy planes and personally blasted three from the sky and probably destroyed three others. In a subsequent engagement with a numerically superior force of Japanese aircraft he struck furiously at the oncoming hostile planes, personally shooting down four and severely damaging two others."

Captain Blackburn assumed command of Heavy Attack Wing ONE at Sanford Naval Auxiliary Air Station in August 1952, coming to Sanford from duty with the Joint Chief of Staff, Washington, D. C. Since he took command, Heavy Attack Wing ONE has grown from four operating squadrons to five, with a sixth to be commissioned in the near future. HATWING-1 also comprises a training squadron (HATU) and an aircraft service squadron (FASRON-51). The five operating squadrons are: VAH-1, VAH-3, VAH-9, VAH-11.

Captain Blackburn was born in Annapolis, Md., June 24, 1912, son of Captain and Mrs. Paul Blackburn Sr. He entered the Naval Academy in June 1929, and graduated and was commissioned an ensign, June 1, 1933.

After graduation he was assigned to the USS Mississippi, where he served as Division Officer and



CAPT. J. T. BLACKBURN (Official Photo, U. S. Navy)

Aviation Observer. In March 1936 he entered Flight Training at NAS Pensacola, and was designated a Naval Aviator in 1937. He later served with Bombing Squadron Five, and Fighting Squadron Two, based on the USS Lexington.

Captain Blackburn was serving as a Fighter Plane Instructor at NAS Miami, when the United States entered World War II in December of 1941. His first wartime assignment was Fighting Squadron 29 based on the USS Santee operating in European waters. He served as Commanding Officer of Fighting Squadron 17 from January 1943 until May 1944, the Squadron being based on the USS Bunker Hill during part of that time. For outstanding service in that command he won the Navy Cross.

Captain Blackburn returned to the United States in June 1944 and was assigned to the Bureau of Aeronautics, Navy Department, Washington, D. C. During this period he was an observer of the Second Battle of the Philippine Sea. He next served as Commander Air Group 74, based on the USS Midway, leaving this command and reporting to the office of the Chief of Naval Operations in September of 1946. After one year with the Staff of Naval Operations he served from October 1947 to October 1949 in the Bureau of Aeronautics (Flight Design Branch). He then served as Executive Officer of the USS Salpan until May 1951. From June of that year until July of the next he commanded Composite Squadron 5 (VC-5), a squadron of his present command. Prior to serving with the Joint Chiefs of Staff in Washington, Captain Blackburn was a student at the Naval War College, Newport, R. I. and graduated in 1952.

The Blackburn family represents many years of Naval Service. Besides his father, who is a graduate of the class of 1904, he has a brother, Captain P. F. Blackburn Jr., who graduated in 1939 and is now serving as Commanding Officer of the Aircraft Carrier, USS Intrepid.

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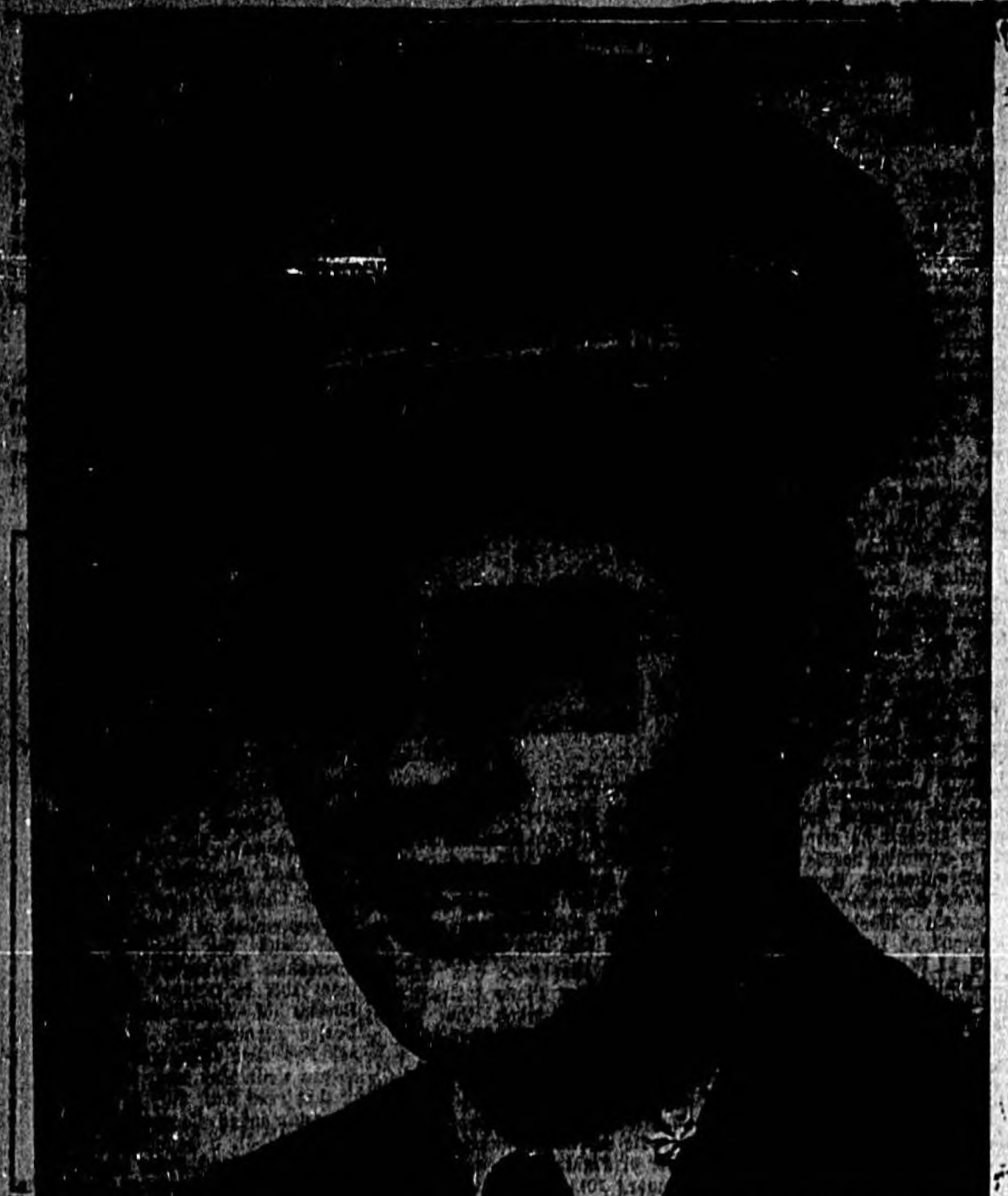
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CDR. L. B. LIBBEY

(Official Photo, U. S. Navy)

## HATRON 7 Cdr. B. Libbey Saw Duty In Sanford During WW II

Commander L. Blaine Libbey, USN, HATRON SEVEN's newest Commanding Officer, is no stranger to the Heavy Attack Program at Sanford and its Air Station. Born a New Englander, Commander Libbey grew up in Milford, Mass., a small town near Boston. Leaving in 1936 to attend the U. S. Naval Academy, Annapolis, Md., he graduated in June of 1940 with a commission as Ensign, U. S. Navy.

Ensign Libbey was assigned to serve on board the USS Ranger (CV-4), now remembered as the first ship designed and built by the Navy as an Aircraft Carrier from the keel up. With this early taste of aviation in his blood, he left the Ranger in 1943 to enter Navy Flight Training, pausing long enough to make a trip to the altar with Mary Thomson, daughter of the well known track coach at Annapolis, thus culminating a romance of Midshipman days. Upon receiving his wings in 1943, Lieutenant Libbey was ordered to Sanford Naval Air Station for operational training and then for duty as a flight instructor in the days when Sanford was a training station for

Ventura patrol bombers. Later he went to a Patrol Squadron 130, at Naval Air Station, Whidbey Island, Washington, as Executive Officer. Following the end of World War II came an assignment to the Marshall Islands in the South Pacific as Atoll Commander of Makuro Atoll during the first Atomic Test.

In the summer of 1947 Lieutenant Commander Libbey returned to the U. S. Navy Post-Graduate School at Annapolis, Md., and then to Stevens Institute of Technology, Hoboken, N. J., receiving a graduate degree in Aeronautical Engineering. At this time the Heavy Attack Program was being organized, and August 10, 1950, at the Naval Air Station, Alameda, Calif., he was present when Heavy Attack Squadron SEVEN (then called Composite Squadron SEVEN), was commissioned, thus qualifying as a "Plank-owner" in the Squadron. After a year in this Squadron, Commander Libbey helped commission Composite Squadron Eight (now Heavy Attack Squadron Eleven) as its first Executive Officer. Subsequently he served

on the Staff of Commander, Heavy Attack Wing One. In 1953 Commander Libbey left for Washington to spend two years as Fleet Air Training Section Head on the Staff of the Chief of Naval Operations before returning to the Heavy Attack organization.

On Dec. 15, 1955 while HATRON SEVEN was deployed to Fort Lyautay, French Morocco, Commander Libbey became its Commanding Officer and led the Squadron home to Sanford, thus making a double homecoming.

In Sanford, Commander Libbey, his wife Mary, and four daughters live at 2605 Iroquois Ave., and are members of the First Presbyterian Church.

Out of approximately \$19 billion of Series E Savings Bonds that had matured up to the first of November 1955, around \$1.8 billion worth were being held after maturity under the automatic 10-year extension option.

Sandy McDoe says: "Save your money and you save your peace. And the payroll savings plan is a right guid way to save those bonny Savings Bonds."

## Poor Sailor's Life Is Really Trying In Day's Course

The VAH-7 Operations Department, "We don't care who builds them, paints 'em, or fixes 'em. We just sweat flight time", is under the capable guiding (mated) hand of Cdr. W. W. Sizemore, with Lt. L. A. Heath producing the flight schedules. When available, Lt. O. D. Hall serves as Training (and Certification) Officer, and Lt. (jg) W. T. Hurek keeps an eye out for everyone, while attempting to untangle the frayed edges.

All are qualified pilots, with the exception of Lt. (jg) Hurek, who serves as combined bombardier navigator and overseer of the five enlisted characters whose duties range from making command decisions in the event of the frequent absence of any and all officers, to attempted pacification of the squadron's many overworked enlisted third crewmembers. Clarification of the whole furloughing mess could probably be best facilitated by a short rundown of a recent typical day's operations.

Immediately after morning quarters, a relative sector search is initiated to determine the whereabouts of Clifton Allen, AN, a typical Texan, if there ever was one. This sometimes makes for a certain amount of confusion, completely obliterating the fact that Riccio, AN, is missing also. However, today all goes well as both young lads, executing near perfect timing, put in an appearance just prior to the conclusion of the officer's morning meeting. The sun is shining and all is right with the world. The possibility of the speedy completion of the Sandfly's weekly crossword puzzle becomes a thing of the past with the entrance of the officers ("More than oriental splendor" John Phillip Service) causing much confusion intermingled with smiles of "Good Morning Sir" from the junior yeomen, and sharp commands of "shape-up" from Fernman, AN, who holds the position of senior yeoman, mainly due to a 40 pound weight advantage and the oft-times disputed claim of having one: seen the inside of a college somewhere. There is certainly no seniority involved. (Ed. note: This article was written by AN FERMAN)

By 0930 all the officers are evaluating and the crossword puzzle again reigns supreme, interrupted occasionally to straighten out claims of "No names, no papa, no flight pay" from other department personnel.

Around 1300, which is salty language for 1:00 p. m., everyone has been to chow, which really isn't had at all if one hasn't had any home cooking for three or four years—Anyways, it makes it easy to keep the Lenten Fast. The aviators are through aviating, and are now concentrating on a debrief with the squadron L. A. O. Lcdr. McMurray, and really doing themselves justice with sea stories of the "good ol' days".

This continues until 1530 (something like 3:30 p. m.) when a call from the duty office, timidly inquiring about the possibility of a tentative "dream sheet" puts the cogs of this well lubricated ma-



OFFICERS AND WIVES attached to the Navy Auxiliary Air Station and Heavy Attack Wing One enjoy a buffet dinner and cocktail party at the Sanford Naval Auxiliary Air Station.

## Florida Waters Beckon

The men and families of Heavy Attack Squadron SEVEN are taking full advantage of the many aquatic facilities that are available

in the local area. At last count the squadron had more boats than airplanes. When the weekend rolls around the fishermen, swimmers, and water skiers head for their favorite spots, usually no further away than a 15 minute drive.

Some members of the squadron learned how to skin dive while they were in the Mediterranean area and they have been enjoying the clear warm waters of Florida's springs. (If you should catch one of these fellows while fishing please return him to Sanford.) The members of VAH-7 are more than happy to be stationed in this summer paradise.

Even though a small medical department, with a critical shortage of medical officers and hospital corpsmen, there were just under Ten Thousand treatments rendered dependents plus military treatments, just under Two Hundred Surgical Operations, and well over Ten Thousand inoculations administered, this past year.

Smart farmers are putting away part of their crop money in U. S. Savings Bonds, Series E, which grow into real reserves to protect their business and replace their vital farm machinery.

When the weekend rolls around the fishermen, swimmers, and water skiers head for their favorite spots, usually no further away than a 15 minute drive. Some members of the squadron learned how to skin dive while they were in the Mediterranean area and they have been enjoying the clear warm waters of Florida's springs. (If you should catch one of these fellows while fishing please return him to Sanford.) The members of VAH-7 are more than happy to be stationed in this summer paradise.

## Can't Understand Talk? Just Scan These Terms

The vernacular of the seagoing sailor, being composed of various elements, Italian, Japanese, Brooklynese, Crow Indian, etc., is often a bit difficult for the land-bound to comprehend. Attempts are made to weed out such jargon, but there is always the chance of a slip of the pen. Therefore we have drawn up a list of a few of the more common terms to make the following articles more understandable.

Taking Ten—See ya later  
Geedunk sailor—the troops  
1300—coffee time  
Shakedown—who stole the captain's "playboy"  
Inspection—you boys need some sun  
1400—Coffee time  
Snivelers—Sharp cookies  
S. P.'s—To be avoided  
"Shape-ups"—Chickies, the cops  
Flight skins—Being paid for doing what you would pay to do otherwise  
Dream sheet—Flight schedule  
1600—Coffee time  
Duty night—Read your come books at the hanger tonight  
L. S. O.—Lieutenant who can call a commander a "plumber"  
Chow—Something like food, covered with grease

Khaki sack or brown bagger—Sailor whose wife sends lunch in sack, later used to bring home odds and ends  
Twidget—Not good enough to be a grease ball  
Grease ball—Not good enough to be a plinkie  
Plinkie—Not very good  
Same same—Just like  
Swab—Marine description of a real "man"  
Circular file—Wasty basket  
Brown shoe—He who can laugh at destroyer duty  
Bulkhead—Something like a wall  
"paper thin"  
Hudn-hudn—Arab for: You'd better hurry, chieftie bites  
Locker—Two by six bar  
Sea bag—Two gallon can filled with five gallons  
Pig iron monster—Large sea-going barge, equipped with aircraft take off and landing facilities  
Diamond Jim—One who purchased worthless jewelry in Naples, Italy

Since the end of World War II bond drives in 1943, Series E Savings Bonds holdings of Americans have increased by more than \$4 1/2 billion.

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TWO NAAS FIRE FIGHTERS make a "rescue" of a dummy pilot during a simulated crash at the one-week long Fire Fighting School. (Official Photo, U. S. Navy)

## Rigid Fire Safety Program Is Carried Out By Navy Here

At the Sanford Naval Auxiliary Air Station, as is true of any populated area, the need for a competent fire fighting department is a must.

With the thousands of gallons of high octane fuel necessary to keep the aircraft of the NAAS in the air housed aboard the Station and other various inflammable supplies there, the threat of fire is ever present. But through constant inspection and a rigid safety program the hazard of fire at the Station has been minimized to a great extent.

In the event a blaze occurs despite these precautions, the NAAS offers a well trained and modern equipped fire fighting department of military and civilian personnel to combat this menace.

Members of the 32 man Navy Fire and Crash Crew under the direction of LCDR L. L. Hamrick, USN, NAAS Flight Division Officer, and the 15 man civilian division headed by Fire Chief C. M. Whitten are on the alert around the clock for any emergency that might present itself. A crash truck is at the scene of every landing or take-off made on the NAAS runways to protect the plane and crew of any craft in the event of a crash.

Periodic fire drills and inspection at living and working quarters keep base personnel alert and trained in procedures to follow in case of a fire in such locations.

Both the civilian and naval fire fighters are in a state of constant training, undergoing instruction in the latest methods and equipment. Two fuselages of crashed planes are available aboard the NAAS for tactical practice. These planes are used in simulated crashes and set afire while the fire fighters battle the blaze, make rescues of dummy crew members from the cockpit and protect surrounding areas from catching fire from the craft.

Did you know that the first Public Works Officer assigned to NAAS Sanford preparatory to re-commissioning in May, 1951, LCDR Oscar F. Nicholson, has been re-assigned to MCAS, Miami? That former LCDR, Fred Cullum is now a civilian with the Florida State Road Department, Fort Lauderdale, Florida? And that Lt. H. W. Fliggen has just recently returned to Washington, D. C. from the Antarctic Operation "Deep Freeze"?

The NAAS Fire Department is also at the disposal of the City of Sanford if such a case arises that the City fire men cannot handle a fire alone. Reciprocally, the City services are ready to aid the Station if needed.

## Ordnancemen Are Special Weapons Group

The Special Weapons Division in VAH-7 is made up of personnel from the aviation ordnance rate. However the work they do is a far cry from the regular duties of an Aviation Ordnanceman. Above average proficiency, character, and intelligence are required of the Special Weapons Crew.

This division is responsible for qualifying flight crews in the Special Weapons phase of their training. Each flight crew must go through a simulated atomic delivery mission before they are qualified to actually fly one. It is the duty of the squadron ordnance men to supervise these simulated missions, present to the flight crew all the problems they might encounter in the air and assist them in reaching the correct solution to these problems.

Another important job for these men is the care, maintenance, and loading of special training bombs that our bombardiers actually drop to maintain their bombing proficiency. Each of these bombs has to be carefully gone over to see there are no external flaws; that they are ballistically clean and are of required weights.

The electrical and manual release systems in the aircraft are also the responsibility of the Special Weapons Division. Malfunction in these systems can cancel all the combined energies of the squadron that place an aircraft over its designated target.

The aviation ordnance men of VAH-7 find themselves at the heart of this squadron's primary mission, and yet are but a link in the long chain that spells "Sunday Punch" to the enemies of democracy.

## Navy Reenlistments Rates Are Rising In VAH 7 Squadron

With right hand raised, a young man in dress blues slowly repeats the words, "I do solemnly swear that I will bear true faith and allegiance to the United States of America and that I will serve them faithfully and honestly against all their enemies, whomsoever..."

During the past six months an average of almost one man per week has presented himself to the Commanding Officer of Heavy Attack Squadron SEVEN to repeat these words in a brief but impressive ceremony. Whether you call it "shipping over", "re-enlisting", or "signing over", "re-enlisting", or of the 42 enlisted men who have fulfilled their enlistment contracts since Aug. 20, 1953, have decided to extend their service tours with HATRON SEVEN.

This figure becomes impressive when compared to the overall Navy re-enlistment rate of something less than 10 per cent.

"The loss of highly trained technicians and maintenance personnel is a problem that has faced every branch of the service since the cessation of hostilities in Korea. While the threat to national security was reduced only slightly, hundreds of thousands of young men elected to return to civilian life at the completion of their service tour.

The Navy's approach to this very real problem has been a series of "Career Evaluation" lectures, made available to all units by the Bureau of Personnel, VAH-7 received these lectures while deployed in the Mediterranean Area, and it would appear that the seeds of knowledge sown in Port Lyrauxy are still bearing fruit in Sanford.

The engine is put onto the aircraft. All electrical and hydraulic connections must be properly replaced and finally the propeller.



CREW NO. ONE of VAH-1, latest squadron to be commissioned in Heavy Attack Wing One, stands beside their ADP SKYWARRIOR after a flight, in preparation for receiving the SKYWARRIOR into the squadron. Left to right are: Chief R. G. McKee, Commander P. F. Stevens, Plane Commander and Chief A. W. Levy, Commander Stevens is Commanding Officer of VAH-1. (Official Photo, U. S. Navy)

## Carrier Operation Needs Proper Steps

Prior to a carrier operation it is necessary to insure the proper operation of the arresting hook assembly on each aircraft. This assembly consists of a shaft about five feet long and one and one-half inches in diameter with a "shoe" held by a single bolt. It is this shoe that catches the arresting wire aboard ship. This mechanism must stop an AJ in an average distance of 100 feet at a speed of 100 mph. This is a considerable task since at carrier landing weight the AJ grosses about 18 tons.

THE SANFORD HERALD  
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### Man Takes Pride In Participation Of Sanford Events

The eyes and ears of the public are turned continuously on the Naval Air Station. The Navy is judged in the measure by the battles it has won and the potential worth in battles yet fought.

Participation in community affairs is only one of many ways in which personnel of the Navy are seen in the eyes of the public, and it is active participation in community affairs that the command is able to judge the Naval personnel with whom they come in contact.

Active participation in community affairs by the men of his command is always a source of pride for the Commanding Officer of a Naval activity. In view of this, Commander George F. Roe Jr., Commanding Officer of FASRON-51, has a great deal to be proud of as men under his command are active in many activities in Sanford.

Sanford Deane Personnelman First Class, given instructions in tennis at Mayfair Inn's tennis courts. Many Sanford adults and large numbers of Sanford youngsters participate. Acting entirely on his own, Deane is well qualified to instruct, having been double champion in 1951 at the Naval Base, Boston, and was runner up for the entire First Naval District doubles.

In 1952 he played tennis in France, Spain, and in Italy as well as the United States, while attached to the USS Salem, and was undefeated in his matches.

Lieutenant Junior Grade Charles B. Rose is the FASRON-51 representative to the Sanford USO and participates with the USO staff in planning the monthly program of events offered to the Navy personnel of the Air Station.

Chief Charles A. Lewis, 2606 Ninewa Ave., is a member of the Masonic Lodge and the Shriner's Club and regularly attends the First Baptist Church where Mrs. Lewis is a teacher and secretary of the Sunday School.

Aviation Machinist First Class, James W. Castano is the Physical Education Instructor at the All Souls Parochial Junior High School, Sanford, where he instructs the youngsters in an organized sports program. Castano is an active member of the Holy Name Society of the All Souls Catholic Church and Mrs. Castano is vice president of the Sanford Branch of the Beta Sigma Phi Sorority. The Castanos reside at Spruce Drive in DeBary.

Aviation Metal Smith Third Class, Edgar M. Greer is the Sunday School Superintendent of the First Baptist Church, Maitland. This is done entirely on his own and is a commendable way to spend off duty times. Greer is at present attempting to help organize and establish a Sanford Christian Service Man's Center which would contribute educationally and spiritually to the community. The service men stationed here, Seaman Richard Mabe spends many off duty hours assisting Edgar Greer in helping to organize and develop the Sanford Christian Service Man's Center. In addition, Mabe is Assistant Flight Commander of the Sky-Pilots, a Christian organization for boys between the ages of nine and 18 years. This is an international organization dedicated to helping the youngsters of the world to lead better lives and is of immense value in helping curb the ever present juvenile delinquency problem.

Chief Aviation Storkeeper Marvin E. Smith is the Sunday School Teachers Counselor at the Christian Church of Jesus Christ of Latter Day Saints (Mormon) in Sanford. His wife Dorothy Smith, is the Church secretary. This provides ample off duty interest for the Smiths and is a good example of how well the Navy-Civilian relationship is in this community.

Lieutenant Commander Leslie E. Lewis is an approved Supply Pastor in the Orlando District, Florida conference of the Methodist Church. The community Methodist Church of DeBary was organized and developed by this "Ambassador in uniform". The community Church of DeBary is to start its building campaign soon. Upon retirement this year, Lt. Lewis plans to attend Nebraska Wesleyan for his bachelor of Arts degree and Duke University for his Bachelor of Divinity degree, then go into the ordained ministry of the Methodist Church. There are many others who undoubtedly also contribute in some way to the community civil life. Activities such as these by FASRON-51 men contribute materially to the excellent community-Navy relations which exist in Sanford.

"The economy is in the pink of condition. Business was never better. Workers never had it so good. Old Man Prosperity 'just keeps rolling along.'" Secretary of Commerce Sinclair Weeks told the national sales conference of the U. S. Savings Bonds Division recently. Bond sales were up 12 per cent in the first 10 months of 1953 compared to the 1952 period.



COMMANDER GEORGE F. ROE JR., USN, Commanding Officer FASRON-51. (Official Photo, U. S. Navy)

## Fleet Aircraft Offers Support

The mission of Fleet Aircraft Service logistic support, aircraft maintenance and servicing facilities for supported Heavy Attack Wing Squadrons based ashore at the U. S. Naval Auxiliary Air Station, Sanford Conventional propeller and jet aircraft are attached and maintained for the training of pilots attached to the supported squadrons.

Command of the FASRON-51 was assumed April 20, 1953 by Commander George F. Roe Jr., USN, whose home town is Paris, Tenn. He is the son of Mrs. Julia Roe, 321 Head St., Paris, Tenn.

Commander Roe graduated from Vanderbilt University in 1933. While attending college he participated in the Marine Corps training program at Quantico Virginia and was commissioned a Second Lieutenant upon graduation. He transferred to the Navy in 1939 and began training as an aviator cadet. Upon graduation from flight training at Pensacola, he was commissioned an Ensign and received his designation as a Naval Aviator.

Prior to assuming his duties as Commanding Officer of FASRON-51, Commander Roe served as United States Naval Attaché and Naval Attaché for Air to the American Embassy, Seoul, Korea. He is quite familiar with the state of Florida as he was stationed at NAS Jacksonville as an instructor when the base opened, and returned later for another tour there. He has also been stationed in the Miami area.

Much of his time has been spent in transport aircraft. He was sent to the South Pacific to fly and help set up the Naval Air Transport System and its bases when it was first organized in that area. They then flew seaplanes as many of the islands did not have land plane runways. He went with the Naval Transport System when it began with two aircraft in the South Pacific, and this system had hundreds of planes by the time World War II was over.

After World War II he spent some years in transport flying in the States which he considers to be one of the most enjoyable types of flying.

Commander Roe flew in the far north too, landing in Labrador and Greenland, and flying across

The aircraft carrier Forrestal has a complement of more than 100 fighter and bomber aircraft.

### Intricate Maze Of Elements Makes Up Modern Day Aircraft

Gone from the present day Navy are the old "flying kites" which a pilot in the days of yore flew "by the seat of his pants." The aircraft of today is a complicated maze of aluminum, steel, glass, electronics equipment and mechanical parts, each with a specific job to perform. The aircraft are the ultimate in design and performance and to maintain them thousands of items, such as spare parts, electronics equipment, special and ordinary tools and

### Navy Exchange Is Largest Factor In Boosting Morale

In the Navy, as in any other business or profession, morale is an essential factor in keeping a smooth running routine. And in the Navy one of the largest morale boosting factors is the Navy Exchange.

The prime mission of the NAAS Sanford Navy Exchange, and of Exchanges throughout the Naval Establishment, is to provide a convenient and reliable source from which Navy men and their dependents may obtain, at the lowest practical cost, articles and services required for their well being and contentment.

Under the direction of Lt. (jg) J. H. Shapiro and his staff of civilian and enlisted personnel, the Naval Auxiliary Air Station Exchange has expanded its facilities to the point where it can take its place with any other Exchange in the fleet. The men based on the Station now have at their disposal a large self-service retail store, barber shop, uniform shop, cafeteria, house and garden shop, service station and snack bars.

Operating these necessities is but one portion of the Exchange, though. Another integral function of this department is the generation of funds used for the welfare and recreation program aboard the base. These funds are provided through the profits made on the Exchange on retail articles and their other services rendered. Over 95 per cent of all welfare and recreation funds in the Navy were derived, directly or indirectly, from the Navy Exchanges last year. This also holds true with the local Exchange.

In the past year Lt. (jg) Shapiro and his crew, through trial and a small amount of error, have gained a clear picture of the needs and wants of their patrons. Through this constant study and observing, the Navy Exchange at NAAS has blossomed into an establishment that carries out its primary mission to the letter, that of raising and keeping the morale of the men based aboard the Station at a high level.

matters of the command are also under his cognizance. Lt. (jg) Rose, son of Mrs. Carrie Rose, 2644 Diceman Drive, Dallas, Tex., enlisted in the Navy at Fort Worth, Tex., in August 1941 and after advancing through the enlisted rates to Chief Petty Officer, was commissioned as Ensign in April, 1954. He reported to this command in July 1953. He is married to the former Miss Bertha Cutter of Orange, Mass., and they reside at 1802 Washington Ave., Sanford. The assistant to the Communications Chief is James Parsons, Chief Aviation Mechanic, of Benton Harbor, Mich. and is a veteran of 17 years Naval service. James Blazer, Teleman striker, and James Ferguson, Airman, assist in the many varied functions of the squadron Communications Division helping to make it a very efficient organization.



ENS. J. R. BORTON (Official Photo U. S. Navy)

other material are required to be on hand for immediate use. The job of insuring that these tools and parts are available is entrusted to the Supply Department.

In addition to the procurement, receipt, storage, inventory, issue and accounting, the FASRON-51 Supply Officer, Ensign John Borton, has the responsibility of the administration of allotment funds granted for operation expenses. He also serves as Assistant Supply Officer for Aviation Stores for the Naval Air Station. The Supply Department is divided into Divisions by the job and these include such billets as Division Chief and store-room supervisor, Accounting Store-keeper, receipt and storage of flight gear, electronics parts, and many others.

Ensign Borton hails from Alliance, O., and graduated from Ohio State University in June 1953. With a Bachelor of Science degree in Business Administration while in college, he was active in Athletics having won varsity awards for four years as a member of Ohio State football team, and was named two years in succession as quarterback to the All-American Scholastic team. He was also vice-president of the Delta Tau Delta Fraternity.

Going directly to the Navy Supply Corps School at Alhambra, Ga., from college, Ensign Borton spent three months under instruction and then reported to Fleet Aircraft

### Liberal Benefits Available

"The excellent chances for advancement, liberal retirement benefits and the advantages to the married service man are only a few of the finer points offered to the personnel of the Navy," says Lieutenant Commander John W. McCort, Executive Officer of Fleet Aircraft Service Squadron Fifty-One.

Lieutenant Commander McCort reported to FASRON-51 in July 1954. Before coming to Sanford, Lieutenant Commander McCort served as bills of Material Officer and Assistant, Program Planning Section, Production Division, in the Bureau of Aeronautics, Washington.

In February 1941 he completed flight training at Pensacola and was commissioned an Ensign. He was promoted to Lieutenant (jg) in June 1942. Six months later he advanced to full Lieutenant, and in July 1945 became a Lieutenant Commander.

After completing flight training, his first tour of duty was at Pensacola as flight instructor. He remained there four months, before going to Jacksonville in July 1941 for similar duties.

He became a student again in August 1943 when he was transferred to Lake City, for training in twin engine patrol planes until December of the same year. Then he joined Bombing Squadron VB-149 in Beaufort, S. C.

Leaving VB-149 in May 1944 he reported to NAAS Chincoteague, Va., for four-engine patrol plane training, after which he was ordered to Patrol Bombing Squadron VPB-114 where he served as Operations Officer and Officer in Charge of a separate detachment.

From June 1946 until June 1948, the Navy's crucial post-war demobilization and re-organization period, Lieutenant Commander McCort served in the Bureau of Personnel, Washington, as assistant in charge of enlisted aviation

Service Squadron Fifty One in October, 1953.

The Officers and men attached to the Supply Department are performing important and essential duties—duties which are very necessary to provide efficient supply service. The supported activities all agree that the FASRON-51 Supply Department actually helps in a big way to make the FASRON a real "Service" Squadron.



LIEUTENANT COMMANDER John W. McCort, USN, executive officer FASRON-51. (Official Photo, U. S. Navy)

personnel distribution. Upon detachment from his Washington post, he went to Newport, R. I., to attend General Line School until May 1949. At that time he received orders to report to the aircraft USS Wright, where his job was assistant flight officer.

Squadron VB-6 at Westover Air Force Base, Springfield, Mass., was the next assignment for Lieutenant Commander McCort in May 1950. After Squadron duty he then shifted to the Staff, Hdqtrs, Military Air Transport Service, also at Westover AFB. Here he served as assistant chief of the Logistics and Planning Division.

In August 1952 he returned to Washington and his position in the Bureau of Aeronautics, his last assignment before reporting to FASRON-51.

During his career, he has earned the European Theatre, American Defense, American Theatre, WWII Victory, European Occupation and National Defense Medals.

A native of Wellsboro, O., Lieutenant Commander McCort graduated from Kent State University, Kent, O., with the Class of 1937 with a Bachelor of Science Degree.

He is married to the former Lois Drew of Jacksonville and they are the parents of three boys: John Jr., 10, Lawrence 5, and Wayne 4, and one girl, Susan, 3 months. The McCorts reside at 2464 Sanford Ave. in Sanford.

NAAS Sanford saves \$200 on fuel oil and \$10 on water and electricity each month by securing the heating plant from 7 p. m. to 4 a. m. during summer months.

### Maintenance Is Composed Of 3 Main Divisions

The Maintenance Department of this Naval Air activity is actually composed of three divisions which are the Power Plants Division, Air Frames Division and the Electronics Division.

The purpose of the Maintenance Department is to support all Fleet Squadrons based at the U. S. Naval Auxiliary Air Station, Sanford, and supervising this Department is Lieutenant J. F. MacDonald, who recently reported aboard from Green Cove Springs, Florida. Assistant to Lieutenant MacDonald is Lieutenant Junior Grade J. E. Mills. The main source of help rendered by this department is that of supplying shop space, machinery, special tools, and technical assistance in the way of personnel with a specific specialty.

Directly supervising the work in the maintenance of engines, oil jet and reciprocal, accessories, oil systems, and technical aircraft changes is H. B. Givens, Chief Aviation Machinist Mate.

In charge of the Air Frames Division is Aviation Structural Mechanic, Chief D. G. Walton. This includes the metal shop, paint shop, carpenter shop, welding shop, and structures and hydraulic shop.

Aviation Electronics Technician Chief A. G. Haug is responsible for all air-borne equipment or devices which depend upon electric current for operation in aircraft.

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Lt. [ig] R. H. FRENTRESS, USN, Assistant Administrative Officer Fasron-51. (Official Photo, U. S. Navy)

### Lt. [ig] Frentress Heads Administration

Though direct supervision of the Administration Department is the responsibility of the Executive Officer, Lieutenant Junior Grade B. H. Frentress, USN, as Administrative Personnel Officer, is in charge of the Department. He is as the direct representative of the Executive Officer, responsible for conducting an efficient management of all squadron administrative matters and for maintaining officer and enlisted records.

The Medical Department, U. S. Naval Air Station, Sanford, headed by Captain J. P. Dobson, Medical Corps, U. S. Navy, with the outstanding and exceptionally able assistance from the fleet units aboard set a mammoth record of the long-standing and worthy tradition in the maintenance of the health and the care of the sick and injured personnel of the Armed Forces and their dependents.

The capacity of the switchboard at NAAS, Sanford has recently been increased to handle 100 main lines.



FROGMAN OR BOMBARDIER?— Lt. [ig] Warren Bruce enjoys the depths of Florida's springs as well as her sunny sky. (Official Photo, U. S. Navy)

### 'HUP' Unit Is Added To Station

One of the most useful type aircraft ever known to the Navy's search and rescue Service, the "HUP" helicopter, was added to the Sanford Naval Auxiliary Air Station's roster just a little less than two years ago.

With the arrival of the helicopter here in early April of 1954, the Station assumed a more important role in the air-sea rescue program.

Before the advent of the helicopter, however, the Navy here was not without a rescue service. Although now obsolete, and no longer in use, they maintained three high powered crash boats that were assigned air-sea rescue work.

The "Whirly-bird" has proven its versatility on several occasions. The most recent took place in January, when AJ Savage aircraft from VAH-7 experienced mechanical difficulties and became uncontrollable. The pilot, Cdr. J. Guy, ordered his two crew members E. E. Austin, AOC, and R. M. Hite, AO1, to bail out in the vicinity of the NAAS, then flew the landing aircraft clear of populated areas and abandoned it himself.

Lcdr. L. L. Hamrick, one of three helicopter pilots at the Station, was airborne in the rescue craft practicing landings when the emergency occurred. Returning to the line area, Lcdr. Hamrick picked up his plane Captain, W. M. Hilton, AO1, and sped to the faltering AJ in time to spot the first crew member, Chief Austin, hit the silk. Luckily he landed in a cleared area and was picked up immediately and flown back to the base.

Upon arriving at the site of Hite's landing, Lcdr. Hamrick determined him unharmed and then flew to the area about ten miles away where Cdr. Guy had descended and made another successful pick-up. Fortunately all three men had landed in cleared areas thus eliminating using the "hoist", a method of hoisting rescues from the ground to the helicopter by means of a line.

The Naval Air Station at Jacksonville has been designated by the Commander Naval Air Bases, Sixth Naval District, as Naval Rescue Coordination Center and Naval Rescue Commander, Area Four, of which the NAAS Sanford is a part.

In the event of a distress incident within the vicinity of this Station, the NAAS effects immediate search and rescue operations. The NAAS also reports, or relays reports, to the NRCC at Jacksonville, information concerning incidents involving aircraft in distress and indicating assistance required.

Commander James R. Wilson, USN, the NAAS Operations Officer, serves as Search and Rescue Coordinator for this base.

Sometime in the near future, the NAAS will be assigned another craft to aid in the air-sea rescue program, known as an "airboat", up to 45 mph.



LCDR. E. J. STILL (Official Photo, U. S. Navy)

### Security Division Has Responsibility Of Upkeep, Safety

Fasron-51 Security & First Lt. Division

Assignment and upkeep of spaces, condition of buildings and areas, inspection of fire fighting equipment and observance of safety precautions are only a few of many duties for which the Security 1st Lt. Division is held responsible.

Lieutenant Commander E. J. Still is head of the Security 1st Lt. Division and the department's leading petty officer is Aviation Machinist Mate Charles E. Fleetmeyer. Other petty officers who assist in the various connected duties are W. O. Mills, Boatswain Mate First Class, F. C. Gladieux, Aviation Ordnanceman First Class and R. Norris, Boatswain Mate Third Class.

Vehicles and equipment are serviced and inspected each day and repaired if necessary by the First Lieutenant Division personnel. However, if the repair is of a major nature, the discrepancy is referred to the Public Works Department.

Security is another important phase of this Division. This includes periodic inspection of the Squadron Security measures. Security clearances for personnel to have access to classified matter ascertaining that all personnel are properly instructed in handling fire arms and other related subjects.

Lcdr. Still is a veteran with 22 years naval experience to his credit and has had a very colorful career. Enlisting in the U. S. Navy at San Diego, Calif. in August 1931 he has been on duty aboard an aircraft carrier, Naval Air Stations and various Squadrons thru-out the world. He was aboard the USS Lexington when it was torpedoed and sunk in the Coral Sea by the Japanese Air Force during World

This shallow craft boat is pushed through the water by a small aircraft engine and propeller. Air boats have been known to navigate in no more water than is contained on marshy ground and at speeds up to 45 mph.

### 'Rig For Church Services' Call Is Familiar Sound At Navy Base

"Rig for Church Services." This is the announcement that is heard over the public address systems of most ships in the U. S. Navy every Sunday morning. It means that the Chaplain has come aboard and is preparing to hold Divine Services.

In the Navy, there has been a Chaplains Corps ever since the first ship of the Continental Navy went to sea. He, as a "Man of God", traveled with the fleet wherever its mission carried him and whatever its task might be.

When the men of our country sailed the seas in time of war, the Chaplains were with them. When they went forth to defend our country, the Chaplains were there also. During World War II, and the Korean War, clergymen of all faiths responded once again to the call and donned the uniform of the Chaplain and went with the men to far flung battle fronts.

The primary duty of a Navy Chaplain is the conducting of Worship Services for Naval Personnel. These Services are conducted according to the custom of his church. Generally, three types of Services are held: Protestant, Catholic and Jewish. Services are offered on the Sundays and other special occasions. Through these Services, a man's spiritual growth continues to multiply while he is in the Navy.

Another closely related duty of the Chaplain is that of counseling with men on their problems. Guidance is given in regards to religion, marriage and financial problems. The door to the Chaplain's Office is always open to those in need. This counseling also is extended to all dependents who may need guidance.

Another function of the Chaplain is the giving of character guidance lectures. The lectures are given with the aid of a flannel board with symbols. The purpose of these lectures is to help the men develop and increase good character. Also, to aid in character building, movies and outside speakers are presented. All this is designed to assist Navy personnel to become better and more responsible citizens.

When men are admitted to "sick bay", they expect and receive visits from the Chaplain. These visits are made with the intention of solving problems and giving of encouragement.

If a man is confined to the "brig" he is not forgotten by the Chaplain. Visits are made to help him adjust to his situation and aid in making him a better sailor when restored.

Realizing that good books build good moral character, the Navy makes selected reading available to its personnel. As a collateral duty at the Sanford Naval Auxiliary Air Station, the Chaplain is in charge of the library. With the aid of the librarian, books are selected and purchased monthly. Current magazines are also made available to personnel during their off-duty hours. During this spare time, both Station and Fleet personnel have access to the library for relaxation, study and entertainment.

The NAAS Chaplain also serves as an officer-advisor to the station's weekly paper, The Sanfly, helping to select appropriate materials for the consumption of the publication's readers.

And whenever the country is called to arms, the Navy Chaplains Corps stands ready, as they have for the past 180 years, to send "Men of God" wherever the blue-jacket defends our Flag.

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LEFT TO RIGHT Lieutenant Commander L. E. Lewis, Fasron-51 operations officer conducting a jet cockpit operational check for the benefit of Lt. J. F. MacDonald, Fasron-51 maintenance officer. (Official Photo, U. S. Navy)

### FASRON Pilots Have Bigger Opportunities

The acquiring recently of two jet aircraft by Fleet Aircraft Service Squadron Fifty-one has decidedly increased the scope of training which FASRON has to offer the pilots and men of supported activities based at the U. S. Naval Air Auxiliary Station, Sanford contends Lieutenant Commander L. E. Lewis, FASRON-51 Operations Officer "by adding these to our group of single engine, attack type and twin engine craft, it is not difficult for the pilots stationed here to keep well versed in their different phases of constant training."

present he is responsible for all aircraft assigned to the squadron and all operational matters. Pilot instruction, air rules, flight and crew supervision, air-sea-rescue, operation and logistics to cite a few are all his responsibility. He also acts as Training Officer, Air Intelligence Officer, Survival Officer and Aviation Equipment Officer.

One of the able assistants of Lieutenant Commander Lewis is R. M. Cook, Chief Aviation Machinist Mate. Chief Cook will shortly complete 30 years Naval service and is anticipating retirement.

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### New Outlook On Yellow Box By Navy Fliers

Not too many years ago, the two, yellow, box-like trailers, parked adjacent to the runways at most Navy airfields were regarded by pilots as a necessary evil to be relied upon only in cases of extreme emergency.

Today, due to the greatly increased emphasis on "All-Weather" flying, these same pilots regard these unassuming looking trailers with their radio and radar packed interiors, and their highly trained crews, as a necessary and welcome part of all-weather operations. Pilots, who several years ago would not attempt a landing in weather with reduced ceiling and visibility, now look at such landings as routine.

This equipment along with its crew comprises a Ground Controlled Approach Unit, or as it is more commonly known, a GCA Unit. All major Naval Air Stations in the United States, and at overseas bases, have one of these units.

Technically, GCA is defined as a "talk-down" system, whereby aircraft can be guided to a safe landing in weather approaching zero visibility. This method of assisting planes to a safe landing is extremely valuable due to its simplicity for the pilot, and the fact that it requires no special equipment in the airplane, other than a radio receiver.

The GCA operator does not make the landing, however, since the pilot must exercise final control and set the aircraft safely on the runway when the GCA controller tells him that he is over the proper "touch-down" point.

A normal GCA crew consists of 19 men and three officers. Of these, one officer and four men are highly trained technicians who maintain and repair the many pieces of electronic equipment, diesel electric generators which supply the power for the unit, and the diesel driven air conditioner which must keep the equipment cool while it is confined in the nearby air tight trailers. In this regard, the comfort of the crew becomes secondary since the radar will not operate properly if it becomes overheated. The two other officers and fifteen men are trained as operators. Upon them falls responsibility of finding and identifying the aircraft in the air, and directing them to safe landings.

All of the newer units contain facilities for three operators, each controlling an airplane. Each of these three have a complete set of radar and communication equipment. At eye level in front of the operator is a "search" scope on which the operator finds and identifies the plane he is to control. He then directs the aircraft to a position where it will appear in the "precision" scope directly below the search scope. To his right is a complete console filled with com-



INSIDE THE GCA UNIT trailer, T. C. Findley, USN, (background) and J. D. Howden, USN, both air controlmen second class, are shown "talking-down" aircraft during a session of inclement weather at the NAAS. (Official Photo, U. S. Navy)

munication equipment and controls and a recorder to keep a record of all transmissions between himself, the pilot, the outside observer, and the airfield tower.

The search scope shows the position of the planes with a thirty mile radius of the field. The precision scope shows the position of planes in a conical area extending out from the approach end of the runway approximately ten miles.

After initial radio contact with a plane, during which the communications between aircraft and unit are checked, the operator identifies the plane by giving the pilot certain turns to accomplish. By watching the scope carefully, he can easily see which one of the planes appearing on the scope has followed his instructions. This is called the identification. Only after he is positive which plane he is controlling does the operator direct it to a position in line with the runway at a point between four and eight miles from the approach end of the runway. When the plane is in this position of final approach, the operator must shift his attention to the precision scope, which shows an enlarged portion of the area between the GCA trailers and a position ten miles from the end of the runway onto which the aircraft is being directed.

Now he must divide his attention between the two indicators on this scope. One shows the height of the

plane above the ground and the other shows its distance from the runway as well as position to the right or left of the runway.

When the plane is in this final approach position, the operator keeps up a steady stream of instructions, comments and directions. Previously, he has informed the pilot that a five second pause in instructions will mean that the radio has failed and the plane will have to "pull-up" and make another approach. As the operator keeps up this steady stream of instructions, he must give corrections to bring the aircraft up to, or down to, a predetermined flight path, and right or left turns to line it up with the runway. He must also remind the pilot to check that the planes wheels are down and locked; and set his flaps for best landing altitude. The operator also gives the pilot wind direction and velocity, weather conditions at the field, and any other pertinent information. He does this despite the distraction of two other operators who may be directing other planes, the roar of the diesel generators, the hum of the countless pieces of radar and radio equipment, and as well, listen to the reports of the observer stationed outside the unit who tells the operator when the plane is in visual contact with the runway.

Constant practice by these crews is necessary for them to maintain

the high standard of safety and efficiency that characterizes this part of the Naval air arm. As the pilots practice their GCA approaches, which are an important part of their training and proficiency courses, the operators also train to improve their own jobs. The training of these operators takes long hours of ground school and many approaches by aircraft which simulate normal reduced visibility conditions. A GCA controller must also be on the alert for possible emergencies, such as an airplane nearly out of fuel, or a two engine plane with only one engine in operation.

All training is done in clear weather to lessen the chance for error. Single piloted planes must have a "chase" plane to watch for other aircraft and to correct the training pilot if necessary until he is thoroughly familiar in GCA procedures. These many hours of practice pay off with the safe landing of an expensive Navy aircraft when an otherwise safe landing would be impossible.

One of the oldest GCA units in the Navy, for example, has made nearly 5,000 safe approaches under conditions of reduced visibility during its more than 15 years of commissioned service.

Positioning of the operating trailer, with reference to the runway in use, is an exacting job. With every change of wind which necessitates using a different runway the unit must be moved in order to keep the aircraft landing into the wind. Allowable error in position, measurable in fractions of an inch, is just one more reason why

the technicians spend many months in school learning their trade.

A GCA unit and crew is on call at all times and must be ready for operation within 30 minutes after being notified that an aircraft has requested an approach, regardless of the time of day.

A quick look into the future indicates that planning engineers have already dreamed and worked on a fully automatic GCA system, whereby a pilot files his plane into a control zone, sets the automatic

### Many Navy Carriers Converted To Steam Catapult Last Year

During the past year many of the Navy's carriers have been converted to the new steam catapult.

Heavy Attack Squadron Five, based at the Naval Auxiliary Air

Station in Sanford, scored a "first" and received official commendation while participating in the recent National Air Show held at Phil-

delphia. Pilot of the record setting plane was Lt. Garrett A. White, Lt. (jg.)

In a history making attempt, an AJ "Savage" aircraft from VAH-5 successfully catapulted from the deck of the aircraft carrier, Ticonderoga, while it was anchored in the Delaware River.

Three hundred thousand persons witnessed the event, said to be the first time in the history of naval aviation an aircraft of this size was



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# New Unit Is Born Last Year

By LTJG Wally D. Krueger

On November 1, 1958 Composite Squadron EIGHT (VC-8) was redesignated and a new squadron was born, Heavy Attack Squadron EEEVEN (VAH-11).

Commander E. C. Mildahn was appointed as the first Commanding Officer of VAH-11. He had completed the Plane Commander Course at the Heavy Attack Training Unit (HATU), located at the Naval Auxiliary Air Station, Sanford, just a week previous to this memorable event in his career. Prior to reporting to HATU for duty, he was attached to Flight Test Division, Naval Air Test Center, Patuxent River, Md., where he was engaged in the acceptance test of the A3D "Sky Warrior" Navy Jet Bomber scheduled to be delivered to the Sanford squadrons. The VAH-11 skipper is a native of Rochester, N. Y. CDR and Mrs. Mildahn reside in their new home on Vinewood Drive in Loch Harbor.

All the pilots, most of the Bombardier-Navigators, and other key officers and enlisted personnel of VC-8 were transferred to NAS Jacksonville to form a new Heavy Attack Squadron, VAH-1. At the time Composite Squadron EIGHT was redesignated, this mass transfer of personnel left CDR Mildahn with a skeleton crew of officers and men to attempt to whip VAH-1 into a smooth operating squadron. Within a few months the squadron was reinforced with new blood and began to function with new blood and efficiency. During this developing period EEEVEN also participated in several in-flight refueling operations.

At present the squadron is involved in a very intensive training program in order to prepare for a deployment to the Mediterranean in the near future. Heavy Attack Squadron EEEVEN will deploy for a period of approximately six months, and spread "American Good Will" throughout the Med and European areas. While in the Med area VAH-11 will operate with various carriers of the U. S. Navy Sixth Fleet. The notorious North American A-1J Swift, will probably be the aircraft designated to EEEVEN for deployment.

VAH-11 is a versatile squadron with versatile aircraft. The squadron is capable of bombing as well as mining, in-flight refueling, and radar reconnaissance. It is expected that the versatility of the squadron will continue when the Douglas A3D Sky Warrior replaces the North American A1 Savage in the near future.

The station also boasts a golf driving range for military personnel and their dependents for sharpening up their woods game. Range balls may be rented.

In other sporting endeavors, the Special Services Division supports intramural basketball, volleyball, softball, skeet shooting, bowling and tennis teams. Here again, they arrange matches and contests.

During the warm summer months, a swimming pool, complete with qualified life-guard, is in daily operation. Last year the Division initiated a course of swimming lessons. The lessons, under the direction of Mrs. F. D. Scott, were available for dependents of men based at the NAAS. Over 100 children completed the qualified Red Cross course throughout the months of June, July and August. A water show by the trainees capped the three months of instruction.

One of the most widely used Special Services features, by both the men and their dependents, is the Station Movie Hall. With a seating capacity of more than 350, and a different movie each night of the week, the theater is a positive morale booster. A majority of the pictures shown at the Movie Hall are the top movies of the day. Recreation rooms complete with

ping pong and pool tables are also furnished for the enjoyment of the Sanford sailors.

Monthly dances for the men of the station and fleet units and their dependents are held in either the Enlisted Men's Club or the Chief Petty Officers Club. Music is furnished by some of the more popular bands and orchestras from the Central Florida area.

The old cliché, "all work and no play..." was realized long ago by the Navy Today. Sailors everywhere are doing better jobs and enjoying their work more, because of the many pleasant hours of off-duty entertainment supplied by Special Services Divisions. NAAS Sanford can be justly proud of the job their Special Services is doing.

DANBURY, CONN. (APFS) Walter Kilcourse Jr., blinked with disbelief. He took one look at his pay check and then returned it.

The amount was \$79,999,993.52



CDR. E. C. MILDAHN (Official Photo, U. S. Navy)

## Shipboard Deployment Prepared By VAH 11

### VAH 11 Recreation Program Steadily Growing For Men

During the past few months the recreation program for VAH-11 personnel has grown steadily to provide an active intramural program for competition with the various Fleet units based at NAAS Sanford.

VAH-11 is represented by the "Directors", "Liners", and "Bombers" in the twelve-team Navy Sanford Bowling League which rolls on Monday nights at the Sanford Bowling Alleys. All three teams are currently battling for the league lead with the VAH-11 "Deuces" and the FASHION "Beeches".

The VAH-11 golf team finished fourth in the NAAS Intramural Golf League which was won by VAH-3 last week. At present, many of the Squadron golfers are participating in the weekly golf matches each Saturday at Mayfair Country Club. These matches were organized by CDR I. G. Peters, Chief of Staff of Heavy Attack Wing One, and are scheduled each Saturday by the NAAS golf committee. The Saturday matches on Feb. 18 were a big success with 41 fleet and station personnel participating.

The NAAS basketball playoffs got underway on Monday, Feb. 20 on the station courts with eight teams participating. VAH-11 was represented by two teams in the playoffs.

A squadron "All Hands" Valentine Party was held at the Chief Petty Officers' Club on Feb. 10 with approximately 400 persons attending. The party was a real success and featured the music of the Art Kibbe Quintet from DeLand and a floor show consisting of squadron talent.

The Navy Sanford Intramural Softball League is being formulated at the present time with a good possibility of eight teams participating.

NAAS Sanford collected over 15,000 ice cream wrappers in 1953 and redeemed them for toys for their annual Christmas Party.

ALTHOUGH NOT AN event noteworthy to the overall history of naval aviation, a "thousandth landing" aboard a carrier is always noted by the traditional cake cutting ceremony to mark the event. In the photograph Lt. Comdr. Tucker of Heavy Attack Squadron Five has the honor of making the 5000th landing aboard the USS Ticonderoga. With Tucker are Rear Admiral Dale Harris, commander of Carrier Division Four, Lt. Frank Daus, VAH-5 landing signal officer, and Capt. William A. Schoech, the Ticonderoga's commanding officer. The cutting is done using a dress sword after which all hands are entitled to a piece of the cake. (Official Photo, U. S. Navy)

## Special Service Is Kept To Aid In Development

The Special Services division aboard any ship or station is maintained to contribute by every means possible, within the bounds of military requirements, to the development of a high state of morale and physical condition of all Naval personnel.

This program is designed and operated to add to a person's contentment, refreshment and comfort by providing activities of his choice during off-duty hours.

To develop and maintain this high state of morale requires continuous and systematic attention to any and all details affecting the welfare of personnel.

Throughout the Navy, non-appropriated funds, constitute by far the greater part of the money used by the Special Services program. Briefly, these are: (a) a percentage of the Navy Exchange profits; (b) resale activities; (c) motion pictures; (d) bowling, golf and billiards; (e) recreation owned vending and amusement machines; (f) dividends from concessionaires and (g) miscellaneous revenues.

Accordingly, larger ships or bases are usually able to afford the men a more varied and diversified field in Special Services.

However, the Naval Auxiliary Air Station at Sanford, a comparatively small station, has in a short period of time organized a recreation program that contains an assortment of well-rounded interests.

The difficult task of accomplishing the rather simple sounding definition of Special Services at the NAAS, is the job of Lieutenant Commander H. A. Hall, USNR, and his crew of 17 enlisted men. Not only are they responsible for providing a constant recreation program for all station personnel, but also for the fleet units based here.

Organization of athletic teams, scheduling of events, issuing of equipment, nightly showing of movies and maintenance of the all-important Hobby Shop are just a few of their routine assignments.

One of the most recent innovations, brought about through the efforts of the Special Services Division, was the opening of the Lake Golden Beach Area. This area, equipped with open fire places, is an excellent spot for family week-end picnics, boating or water skiing. Located within the confines of the base, it also provides the various squadrons or departments of the station with a location for their annual parties. Pending plans call for the construction of dressing rooms, refreshment stand, band shell and a dance floor.

The Hobby Shop also ranks high in importance to many Navymen at the NAAS. Here, a man can obtain all the necessary parts and equipment to complete the smallest engine tune-up on his automobile or the largest overhaul or repaint job.

Another feature of the Hobby Shop is the assortment of lathes, saws, drills and sanders available to those who might possibly wish to construct furniture, boats or automobile trailers. And for small or projects, the Hobby Shop is well stocked in model boats, airplanes or kits for leather crafting.

The outdoor sportsman also finds an array of conveniences on hand to suit his every need. At the "gear-locker", items such as rods and reels or shotguns, may be checked out to the individual, thus allowing him to take advantage of the abundance of wild life found here in Central Florida. The NAAS hunter or fisherman is also entitled to purchase his state hunting and fishing licenses through the Special Services Division.

Golfing, too, is a favorite with the men at the NAAS. A station team, open to both officers and enlisted men, is maintained by Special Services. For those who play a spectators game, golf clubs may be obtained, at no expense, through the gear locker. As an added feature, golf carts, that entitle a man to play on the local links, free of charge are available.

## Friday 13 Big Day For Navy 'Savage Sons Of Sanford'

Friday the 13th may be an unlucky day for some people, but it wasn't for VAH-3, "the Savage Sons of Sanford" on Friday 13 of January.

On that day Lt. Comdr. Bob Williams with his crew members Chief Aviation Ordnanceman Bill Foulk and Electronics Technician 2/c Charles O. Reichl recorded one of the most significant "firsts" for a squadron noted for its "firsts".

Flying one of the three-engined AJ "Savage" aircraft of the first heavy bomber carrier the Forrestal, the first carrier in the world specially designed for atomic bombers.

Although the weather was cold and overcast, Williams brought his plane and crew aboard the big ship for a perfect landing this ushering in a new and vitally significant event in the long and proud history of the Heavy Attack Wing's oldest squadron, Heavy Attack Squadron Five.

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## All Communities Have Papers Including NAAS

Almost every city or town has its own newspaper, and the "Little City" of NAAS Sanford is no exception. In Philadelphia it's the Inquirer, in Chicago the Tribune, in San Francisco the Herald and at NAAS it's the Sanfly.

The origin of the weekly NAAS publication dates back to September of 1932 when a staff comprised of R. W. Anthony, W. J. Brennan, G. Gallagher, K. Jones, W. H. Reiter and D. Covey issued a nameless, six-page, mimeographed paper. In the ensuing weeks a station-wide contest was held to select a name for the journal with submitted titles being voted on by men of the Base. The Sanfly, which was the name of a similar Station publication during World War II, was the eventual winner, beating out such proposed titles as The Informer, The NAAS Shore News and The Sanford Tower.

During the past three years of its existence, The Sanfly has been awarded the honor of being the best mimeographed service newspaper in the United States by the Department of Defense; once while under the direction of R. W. Anthony and once while edited by T. L. Alexander. Both have since been discharged from active duty.

At present, The Sanfly's staff is headed by Lt. F. W. Kempton, Chaplain's Corps, USNR, Officer-Advisor; A. S. Mancuso, AN, USNR, Editor and S. E. Polson, PH2, USN, Technical Advisor. The

paper obtains news from the Base units based aboard the NAAS through Squadron Correspondents Lt. (jg.) W. Ruel, NATU; Lt. (jg.) LA (jg.) W. Ruel, NATU; Lt. (jg.) W. R. Krueger, VAH-11; Lt. (jg.) C. H. Krateschman, VAH-7; C. B. Rose, FASHION-31 and (jg.) W. L. Huyck, VAH-7.

The Sanfly is published every Friday for free distribution to personnel aboard the Station, and uses material gathered from the local area as well as articles supplied by the Armed Forces Press Service.

One hundred and sixty civilians are employed by the Federal Government aboard the Sanford NAAS.

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CDR. J. H. BEAR  
(Official Photo, U. S. Navy)

### Much WW II Action Is Seen By Cdr. J. Bear

Commander John H. Bear reported to Heavy Attack Squadron ELEVEN in July 1965, being one of the first officers of this squadron to arrive in the Sanford area. Shortly after the return of the squadron from the Mediterranean he completed a course of instruction as plane commander at the Navy's Heavy Attack Training Unit.

Commander Bear received his Navy wings in October 1941 and reported to Naval Air Station, Pensacola, as a flight instructor. In October of '42 he was assigned to the USS White Plains as a fighter pilot where he was awarded the Presidential Unit Citation, four Air Medals and three Distinguished Flying Crosses. Upon returning to the United States he was ordered to duty at Vero Beach, and Kingsville, Tex. as a VF (A) pilot and instructor. Since the end of World War II Commander Bear has seen various duties within the Naval Establishment, his latest before reporting to this squadron being in the Maintenance Division of the Bureau of Aeronautics. Prior to this duty he completed the Command and Staff course at the

### Officers Wives Are Active In Numerous Community Affairs

The president of the NAAS Officers Wives' Club recently organized her executive board for six months of active programming and participation in community affairs.

The Officers Wives' Club consists of the wives of officers attached to NAAS, Sanford and of officers with Heavy Attack Wing ONE. At the present time about 175 wives are participating in the club's activities. The club is administered by the president who is chosen by a nominating committee, and her executive board which consists of one representative from the Air Station and each Fleet Unit. The

### HATU Only School Of Its Kind

The Heavy Attack Training Unit (HATU) officially changed its base of operations from NAS Norfolk, Va. to NAAS Sanford June 22, 1955. HATU is unique in that it is the only school of its kind in the Navy; its mission is to train the plane commanders, bombardier-navigators, and third crewmen who will man the aircraft assigned to the Heavy Attack squadrons based at Sanford. In addition to this primary mission, HATU regularly conducts refresher courses which enable those already attached to squadrons to keep abreast of new developments and so maintain their technical proficiency.

Approximately 60-percent of the students' tour at HATU is devoted to classroom work. The bombardier-navigator learns the principles of navigation and of radar, target intelligence, survival, code, and communications. The remainder of the course enables him to put this theory into practice. Flights in the Unit's P2V "Neptune" aircraft test his ability to navigate both overland and over water, and to drop bombs on a designated target.

The prospective plane commander attends an abbreviated bombardier course so as to familiarize him with the problems his bombardier will have when they will be working together as a team flying an AJ "Savage" of the ASD "Skywarrior". The plane commander also attends the AJ ground school at which time he gains a thorough knowledge of the aircraft he will soon be flying.

The final member of the tactical crew, the third crewman, also attends an AJ ground school. In addition he receives instructions on the intricate radio equipment which is a part of the aircraft and he learns the transmitting and receiving of code.

The governing body, serving for six months, plans all the activities for the group. This includes bi-monthly luncheons, bridge parties, a yearly fashion show, a Christmas party, a spring dance, etc. Periodically a social evening is planned to include the men. This might be a bar-be-cue at the base or a buffet supper party.

The club is self-sufficient financially. The wives are happy to be able to sponsor a special monthly activity for the children of the M. Dora Christian Science Bible School. Proceeds drawn from benefit events may be donated to other worthy organizations.



CDR. DONALD A. MILLER  
(Official Photo U. S. Navy)

### Cdr. Miller Is Involved In Initial Formation Of Navy Hatwing Program

Cdr. Donald A. Miller, USN, the Executive Officer of the Heavy Attack Training Unit, is a member of the United States Naval Academy, Class of 1943. After his commissioning he served aboard the U. S. S. Balch, DD368, and participated in the Solomon Islands landings and other actions in the South Pacific. In November 1945 he was designated a naval aviator.

Cdr. Miller is one of the pilots who was involved with the initial formation of the Heavy Attack program in the Navy. In 1948 as a member of VC-5, he was instrumental in gaining recognition of the Navy's long-range, atomic delivery capabilities. Before reporting to HATU he served with the U. S. Army in Europe as an instructor at the Special Weapons School which is conducted for officers of the North Atlantic Treaty Organization.

### Cdr. L. Weidlein Leads Detachment To Deseved Honors

Cdr. L. Weidlein, USN, the commanding officer of the Heavy Attack Training Unit, first reported to Sanford in December, 1953. As executive officer of VAH-5, he was officer-in-charge of a detachment aboard the U. S. S. Lake Champlain from October 1954 to February 1955 while the squadron was deployed in the Mediterranean area. Under his leadership, this detachment earned well-deserved praise for their excellent performance in all fleet exercises. He assumed command of HATU at Norfolk, Va. in June 1955 just prior to the move which brought the Unit to Sanford.

Cdr. Weidlein was born in St. Albans, N. Y. June 1, 1918. He attended St. John's University in Brooklyn, N. Y. and received the degree of Bachelor of Science in Economics in 1941. In December of 1941 he was commissioned an Ensign in the United States Navy and, as an aviator, took part in the invasion of North Africa and in the Solomon Islands campaign. His achievements earned him the Distinguished Flying Cross and four Air Medals.

Cdr. Weidlein married the former Ann Flanagan of Brooklyn, N. Y. in 1943. They are currently residing with their seven children at 823 Park Ave., Sanford, Fla.

"Lassie," star of screen and television now stars in a film specially made and donated to encourage school children to buy U. S. Savings Stamps and Bonds. Well, after all, "Lassie" is a Scotch colie.



CDR. L. WEIDLEIN  
(Official Photo, U. S. Navy)



SHOWN ABOVE is the first AJ "Savage" being landed aboard the Forrestal. (Official Photo, U. S. Navy)

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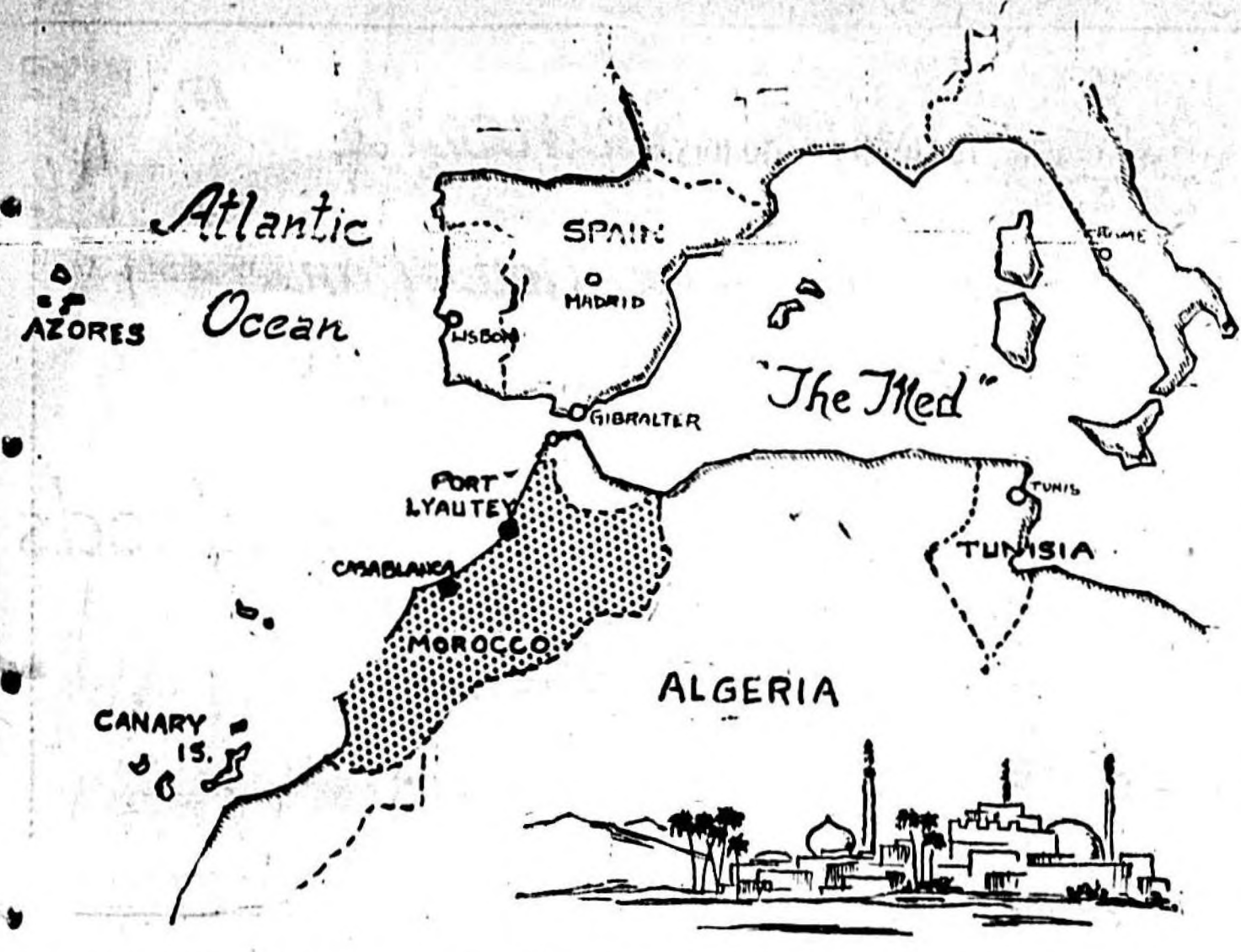
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"THUMBNAIL SKETCH" showing Port Lyautey where every five months a SNAAS Squadron deploys.

### 'Once A Marine, Always A Marine' Tells Whole Story

The "Once A Marine, Always A Marine" slogan has paid off in dividends of the highest type—human lives. Class room instruction is another facet of the NAAS Marine Detachment's day. Correct procedure in combat and fire arms cannot be stressed too highly. In these categories as in any other, there is no substitute for knowledge.

The Marines' team spirit is further developed by an active recreational program. Under this program, winners and losers alike learn the importance of team spirit. Recreation is highly advocated by the Marine Corps in their policies of troop handling.

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Esprit De Corps, pride in one's self and unit, is produced by a correct combination of the above items. That the formula is a success can be proven in the oft repeated phrase, "Once a Marine, always a Marine."

A well planned program of improvements to the drainage system has decreased the number of mosquitoes at NAAS, Sanford.

There are two types of boilers used at the Station Steam Plant—Coal and Fuel oil.

Wha Hoppin! Heard around the campus after blimp emergency at NAAS Sanford. "Man, I saw it flying, but where was the cotton-picking tall hook?"

### THE SANFORD HERALD

Sec. C, Page 12

Are Americans spending too much? That may be a debatable subject. But one thing is sure. They're saving—through purchase of United States Savings Bonds. More than at any time since 1945.

## Squadron Deployment Means Many Things

Every five months, a Sanford Squadron deploys. To the people of Sanford this event can mean one or more of several things: A neighbor misses a young sailor in his backyard nursing a lawn along. Familiar faces are gone from the streets and shops downtown. A wife makes the bank deposits now instead of the chief, her husband. A ripple on Lake Monroe and life goes on.

The flying sailors of Heavy Attack Wing ONE have gone to French Morocco, North Africa. To most Americans North Africa means Sand, Camels, and Arabs or "... the place where we licked Rommel." Sketchy, but you are on the right track.

"That's where they have those riots. French and Arabs shooting at each other." Again, partially true, but since the return of once-axiled Sultan Ben Josef, Arab relations with the French colonial government have improved.

"Port Lyautey?" Here you will probably draw a blank. A broad and surprisingly verdant coastal plain stretches from the sea to the Atlas Mountains range, 60 miles inland. Nestled in the coils of the serpentine Sebou River just from the coast is Port Lyautey: home of Sanford's deployed squadrons.

A city of more than 20,000 inhabitants, its population is 80% Arab; the rest French and American. Not all these Americans are associated with the Navy however. The Air Force has several installations in the area as does the State Department.

As is the case with most North African cities, there is an old section or Medina, occupied by the Arab populace, and a new city. The latter is the product of French colonization and is quite modern in most respects. Broad tree-lined avenues, traveled by everything from

Cadillacs to bicycles... with the accent on bicycles, criss-cross the city and there are more than a few new housing developments and modern apartment houses. Although there are many shops and stores in the city, prices are high and most Americans patronize the urban-like Shopping Center aboard the Naval Station. It offers everything from a beauty salon to a supermarket. A laundry and dry cleaning plant is located on the base also, to satisfy the needs of the men and families there.

The station itself is a French installation and the U. S. Naval Air facilities are leased from the French Government. This one time German Fighter Base is now the Largest Naval Air Station in Europe or Africa. In fact its 3800 acres make it the largest Naval Shore installation in the NEIM area. It furnishes Logist Support for the Naval Forces under CINCNELM, and serves as a

communications link between the United States and all Ships and Stations of the Eastern Atlantic, European, and Mediterranean area.

It boasts of recreational



COMMANDING OFFICER of the Marine Barracks Jacksonville, checks clothing of Pfc. D. E. Rohrbough, (left) during clothing inspection of the Sanford NAAS Marine Detachment, 1st Lt. E. G. Love, Officer-in-Charge of the Sanford Detachment (right) and Sgt. G. R. Taylor, Sergeant of the Guard, look on. (Official Photo, U. S. Navy)



SGT. J. CRUCHFIELD stands ready to answer the questions of the local Marine detachment concerning the Browning Automatic Rifle. Instruction of this nature assures that each and every Marine will be qualified to fill the basic role of all Marines, that of the well-trained combat infantryman. (Official Photo, U. S. Navy)

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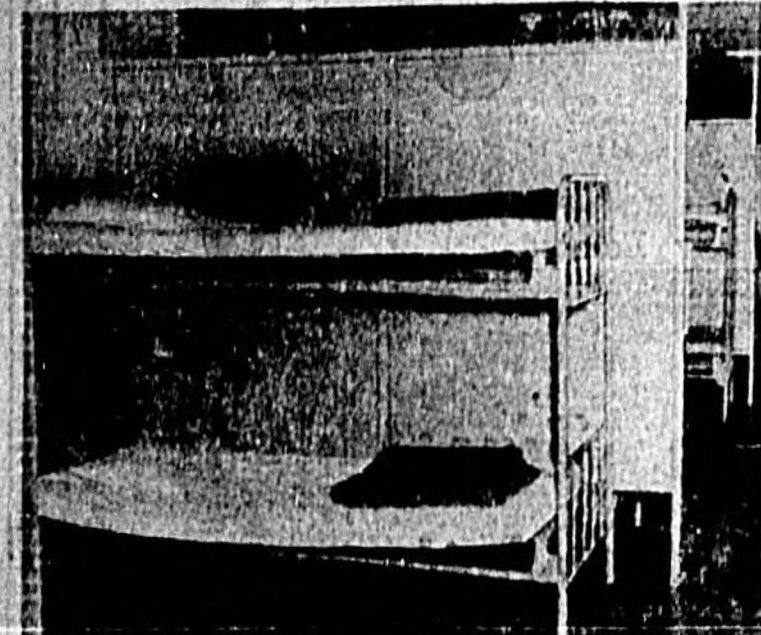


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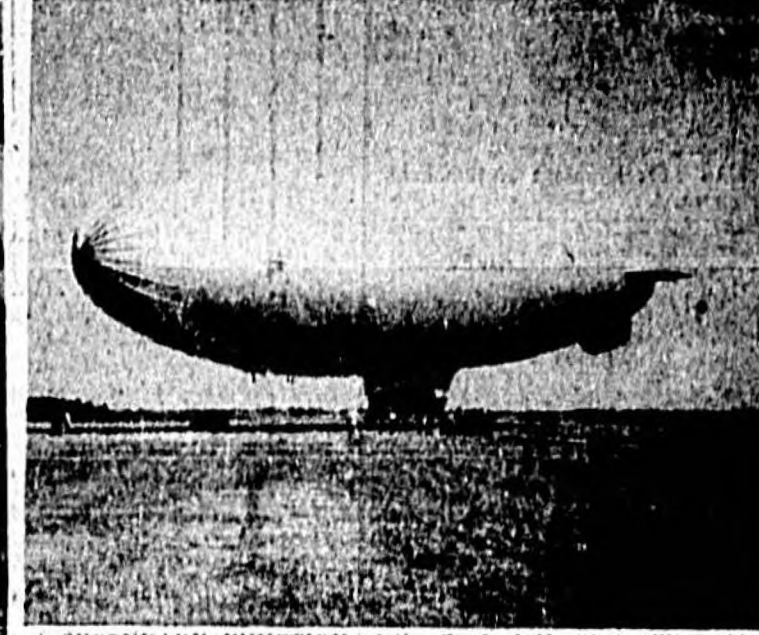




HIGH OBLIQUE AERIAL view of NAAS, Sanford, looking East.



ENLISTED MEN'S LIVING quarters have been under a face lifting in the past few months at NAAS. Above is shown a newly renovated barracks with semi-private cubicles. (Official Photo, U. S. Navy)



A SECONDARY FUNCTION of the Sanford Naval Auxiliary Air Station is that of an emergency refueling station for Naval Airships, which accounts for the periodic visits of the "blimps". (Official Photo, U. S. Navy)



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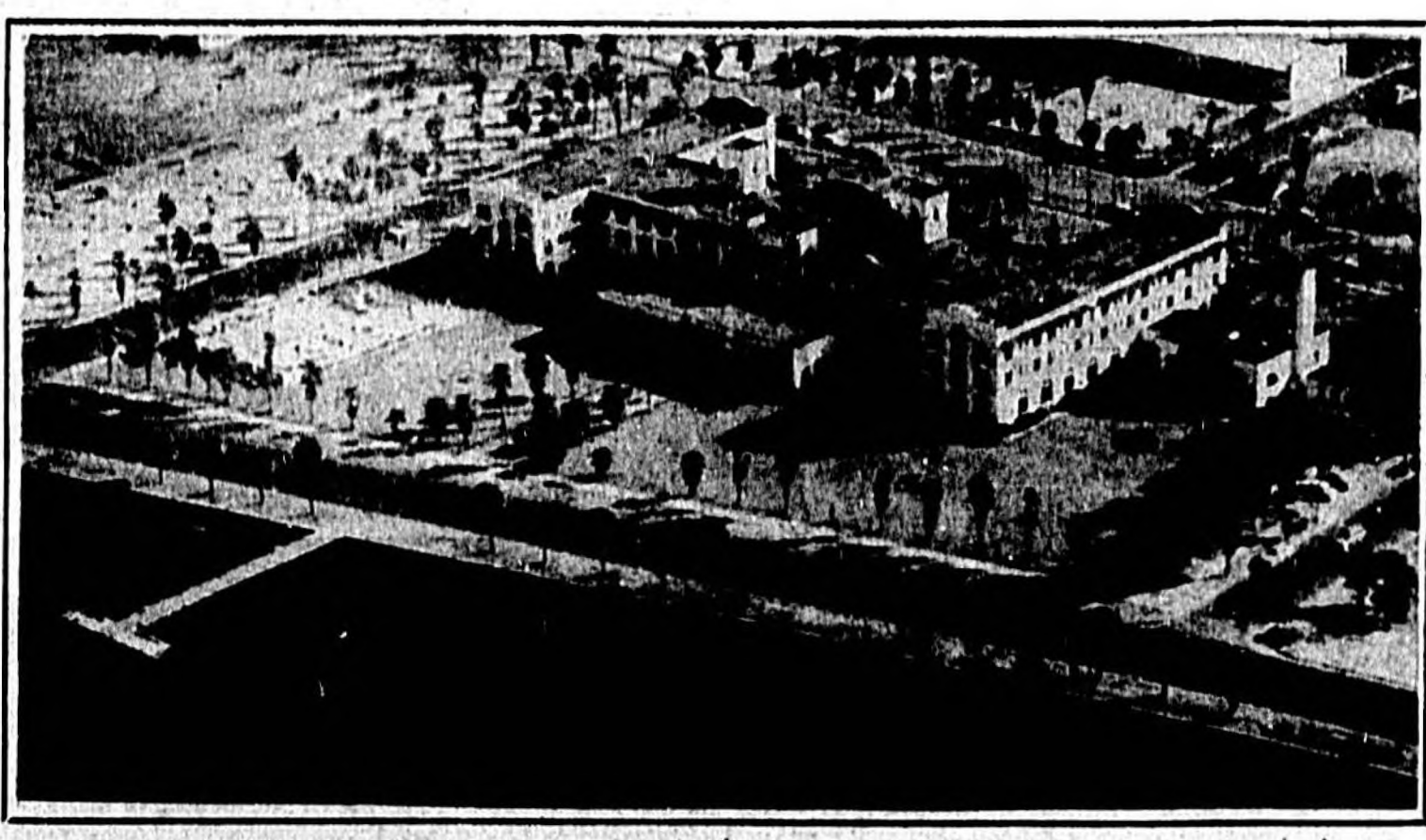


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Section D

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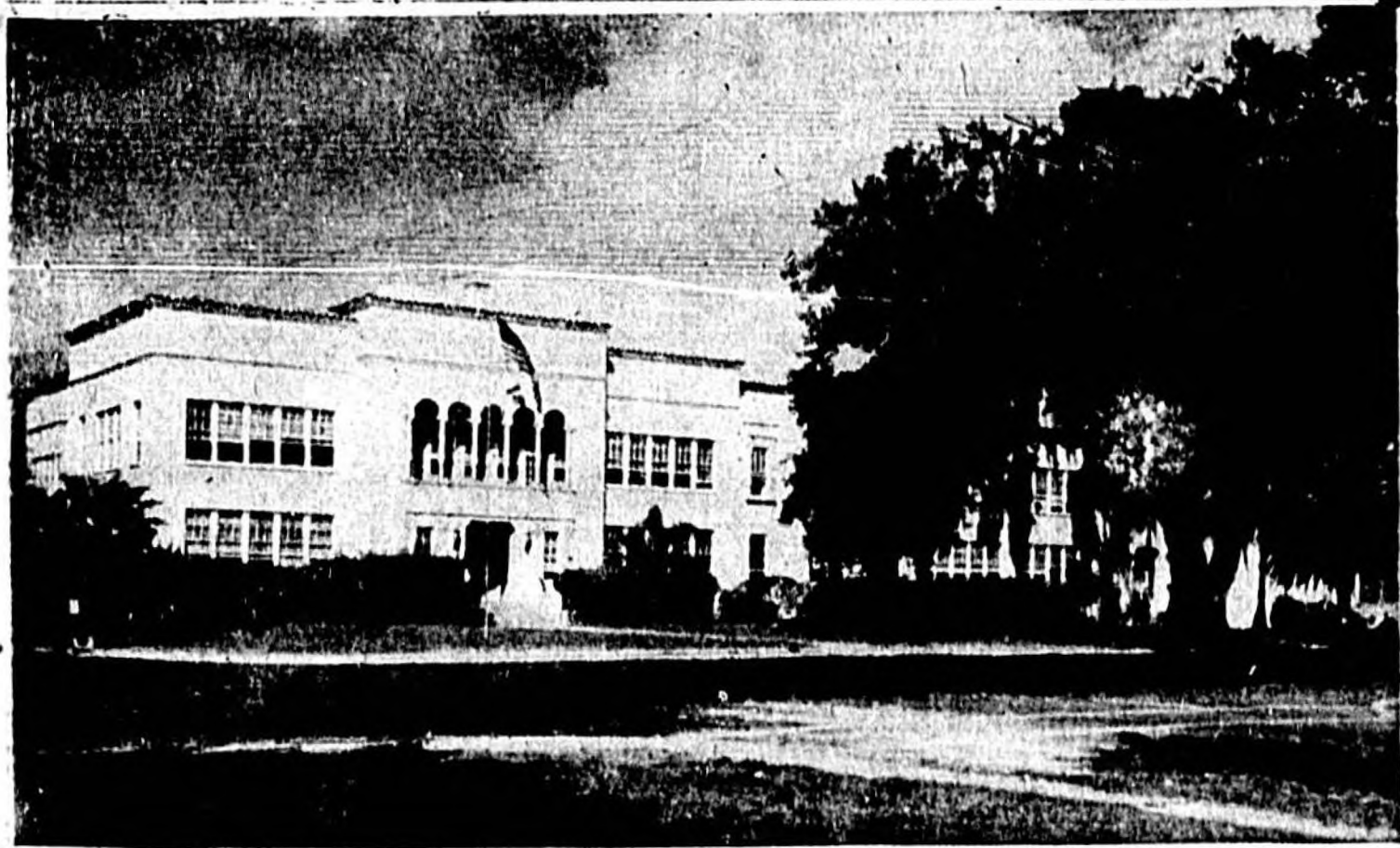
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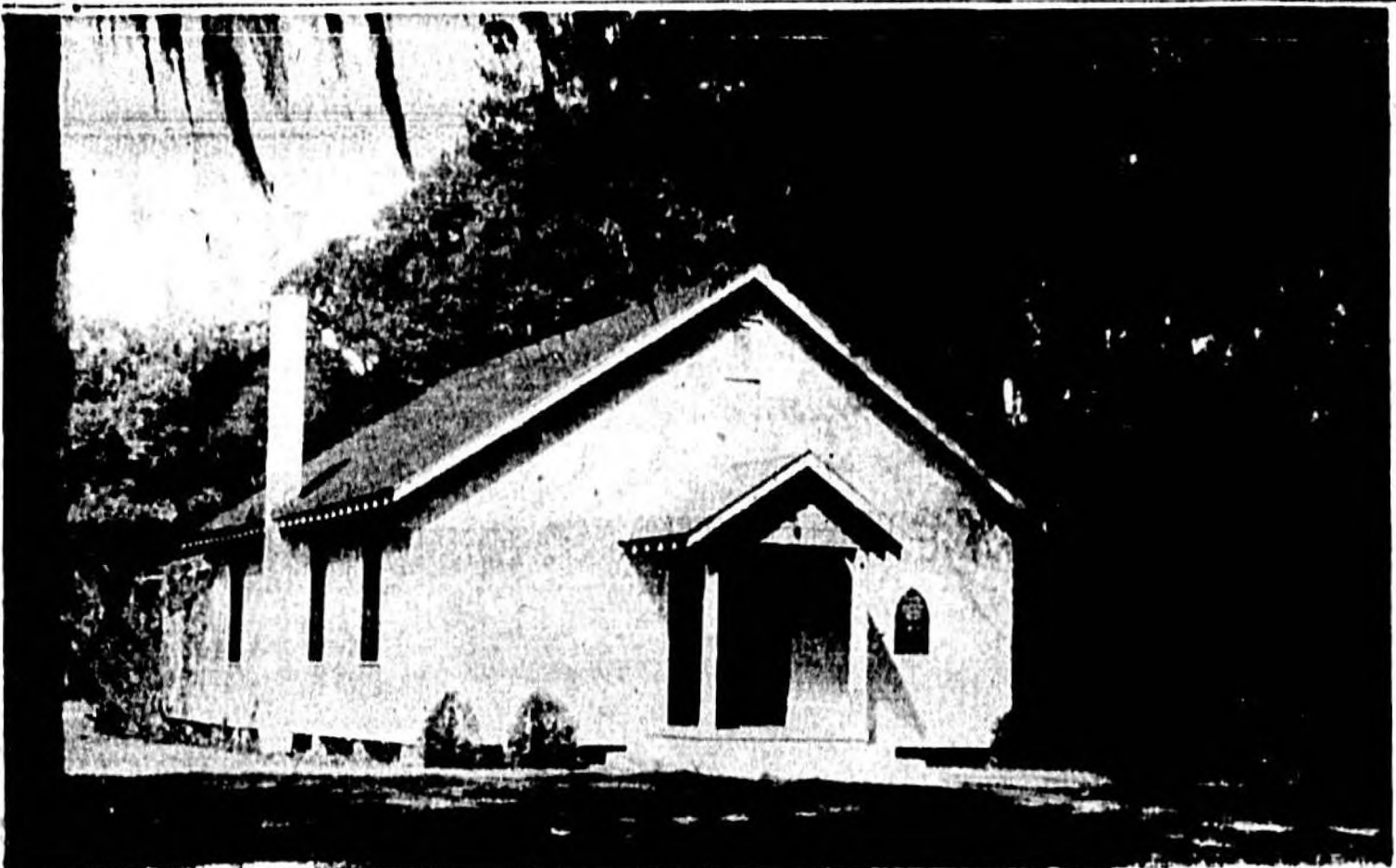
## Churches, Schools In Sanford, Seminole County Show Pioneer Spirit Is Growing, Developing With Community



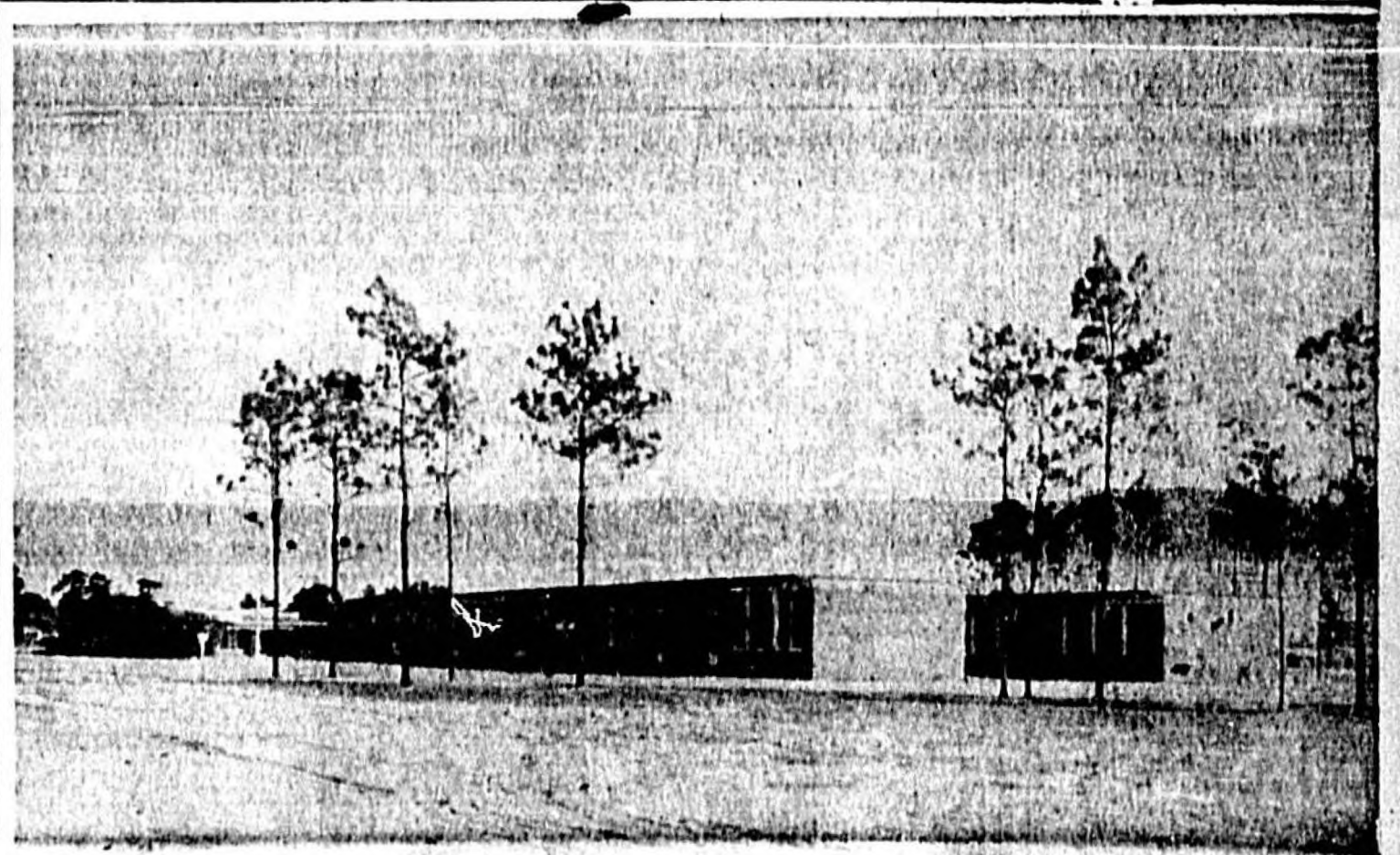
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