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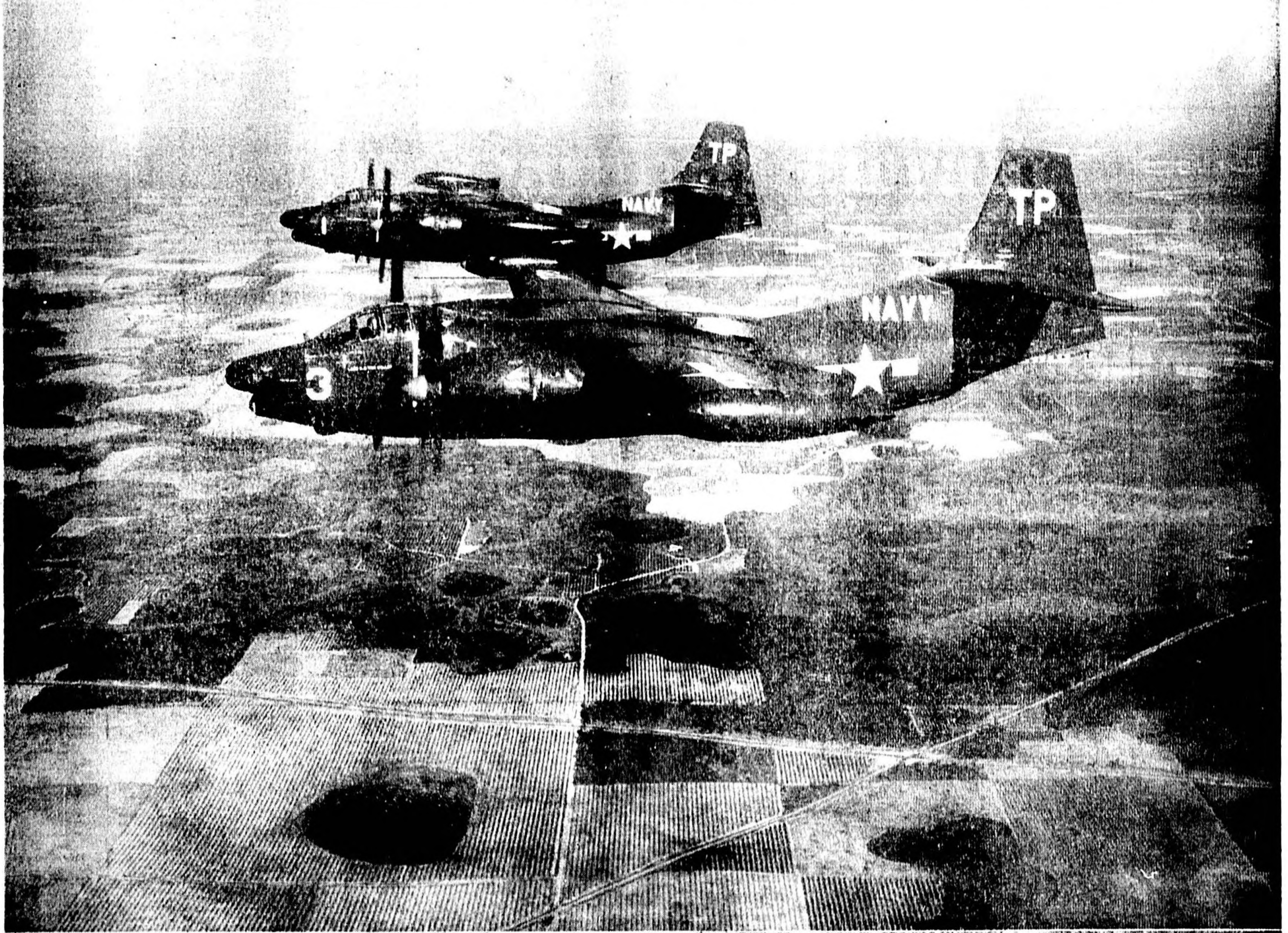
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(Official Navy Photos)

Work Is Going Forward To Make SNAS Best In U. S.

Renovation Of Buildings, Morale Are Steps In Program

Striving to become one of the finest Naval Air Stations in the nation, the Sanford Naval Auxiliary Air Station has made many improvements since its re-commissioning on May 1, 1951, and has

plans for many more improvements during the coming year. Although the station was originally commissioned as a Naval Air Station on Nov. 5, 1942, it was a centralized rehabilitation program to convert the buildings to meet the needs of the Navy. The interior of each building was given a complete renovation including light fixtures, painting and furniture. The exteriors of the buildings were rapidly brightened up with the application of white asbestos shingles. Once the buildings were in suitable condition, thoughts were turned toward increasing the morale of the men at the station by improving recreation facilities, and by the time the station celebrated its first birthday on May 1, 1952 the change that had taken place was phenomenal. Lake Golden, a small lake aboard



CAPT. JOHN L. CHITTENDEN, 42 year old graduate of the U. S. Naval Academy and veteran of the second World War, is the commanding officer of the Sanford Naval Auxiliary Air Station. (Official U. S. Naval Photo)

Capt. Chittenden Hails Spirit Of Sanford People

Skipper Is Proud Of Work Accomplished By Men At Station

"The cooperation and friendliness of the people of Sanford toward the Naval personnel stationed here has been wonderful and has contributed greatly toward helping this station to perform its mission," said Capt. J. L. Chittenden, commanding officer of the Naval Auxiliary Air Station. In an interview recently.

The 42 year old Captain has been commanding officer of the Naval station since its re-commissioning on May 1, 1951. He was decorated with the Bronze Star with a combat "V" while serving in Okinawa and the Air Medal while in the Aleutians. Among the memorable experiences in Capt. Chittenden's naval career is his tour of duty at Pearl Harbor where, as a pilot attached to Patrol Squadron 23, he took part in the defense of the island when attacked by the Japanese on Dec. 7, 1941.

When asked to enlarge upon his original statement, Capt. Chittenden explained that, "one of the main difficulties facing a newly commissioned military activity is that of establishing good relations with the people in the surrounding communities. Since we have been here our relations with the people of Sanford have been excellent."

The Captain says he is proud of the men in his command for their part in helping to build up the pleasant conditions that now exist. "When a young man enters the naval service," he continued, "that man becomes the Navy to those who see or hear him. The impression he leaves upon the people with whom he comes in contact may directly or indirectly affect every one of his subordinates."

The Captain expressed the belief that the citizens of Sanford are more willing to help the naval personnel here because, for the most part, the Navy men themselves act like good citizens. "It is a very desirable relationship," added the Captain, "and I feel confident it can be maintained in the future."

Capt. Chittenden is quite active in community activities himself. He is a member of the Sanford Seminars Country Club and has frequently been called upon to deliver speeches or take part in many Sanford organizational programs.

Born in Massena, N. Y. Jan. 3, 1910, Capt. Chittenden spent his youth in that city of 15,000 people located about 60 miles north of Lake Placid.

After graduating from Massena High School, he took the competitive examinations for entrance into Annapolis and was accepted by the Naval Academy by Congressional Special Act of New York in June, 1928. He graduated from the Naval Academy June 2, 1932 and advanced steadily up the naval ladder. He was promoted to his present rank of Captain on Jan. 1, 1951 while serving as executive officer aboard the aircraft carrier, USS Roosevelt.

Along with being decorated with the Bronze Star with a combat "V" and the Air Medal, Capt. Chittenden is the holder of many campaign and service medals including the American Defense Service Medal, with a star, the American Area campaign ribbon, the European-African-Middle-Eastern Area campaign ribbon, the Asiatic-Pacific Area ribbon with four stars, the World War II Victory Medal, and the Occupation Medal. (A-1).

Capt. and Mrs. Chittenden reside at the Commanding Officers Quarters on the station. Their attractive daughter Mary Anne is presently a sophomore at Mary Washington College, Fredericksburg, Va.

Operations Officer At Station Just Returned From Korean Duty



Comdr. M. P. MacNAIR, holder of the Distinguished Flying Cross, Air Medal, and Presidential Unit Citation for service during World War II, has recently returned at the Naval Auxiliary Air Station from duty in Korea. He is presently Commanding Officer at the Air Station. U. S. Navy Photo

Defense Force Is Trained For Duty In Special Crises

When it comes to squads of marching men, close order drill, and handling small arms such as rifles, pistols, and machine guns, one very seldom thinks of the United States Navy. Yet, aboard every Naval ship and station you will find there is a group of men known as the National Emergency Defense Force.

This group, usually referred to by the initials NEGDF, specializes in training for precision marching, handling small arms, machine gunnery, and acting as a special detail in case of National Emergency. The primary objective of this instruction is to prepare men for action in disastrous situations of extreme emergency.

The secondary objective of the organization is that of having a group of Navy men ready at a moment's notice for participation in parades, service funerals, and ceremonies in which the Navy is to be represented.

The NEGDF at the Sanford Naval Auxiliary Air Station was organized June 1, 1952 and includes one Rifle Platoon of 30 men, and one Headquarters Platoon of six men. Lt. L. Enos is the NEGDF Officer and he is assisted by Chief Machinist A. B. Murray.

The group meets once a week for instruction and drill. In order to enable every man in the Navy to participate in this organization and

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Comdr. Martin P. MacNair, holder of the Distinguished Flying Cross, Air Medal, and Presidential Unit Citation for service during World War II, has recently returned at the Naval Auxiliary Air Station from duty in Korea. He is presently Commanding Officer at the Air Station. U. S. Navy Photo

Born in Corning, N. Y. Mar. 31, 1917, Comdr. MacNair spent most of his youth in Tarrytown, N. Y., a small city about 40 miles north of Manhattan. After completing one year at Colgate University and two and one-half years at Northwestern University, he entered the Naval service through the Naval Aviation Cadet Program in 1938 at Pensacola.

Receiving his wings in September, 1939, Comdr. MacNair later became a part of Scouting Squadron 2, which was attached to the USS Saratoga. It was while serving with this squadron during the invasion of Iwo Jima that Comdr. MacNair was decorated with the Distinguished Flying Cross, Air Medal, and Presidential Unit Citation. Later that year of 1942, he was stationed with the squadron at Guadalcanal as part of the First Marine Division Reinforced.

Being stationed in Florida is not new for the Commander since he served as a flight instructor at the Naval Air Station in Vero Beach from January 10, 1943 to April 10, 1945. After completing his tour of duty at Vero Beach, Comdr. MacNair became the commanding officer of Fighter Squadron 81 and served in that capacity until he was transferred to the division of duty at Newport, R. I. in June of 1946.

In the assignments that followed, the Commander filled the positions of Assistant Air Officer of the USS Kearny, Executive Officer of the Naval Air Station in Lincoln, Nebraska, and Officer in Charge of Air Transport Squadron

Before coming to Sanford for duty, Comdr. MacNair was the executive officer of Air Transport Squadron 23, which was stationed in the Far East. Along with being Exec of VI-23, he was Plane Commander of an R4D. The duties of the squadron included air transport operations in logistical support to fleet units and bases in the Western Pacific. Comdr. MacNair was awarded the Korean Service Ribbon and United Nations Medal for his service with VI-23.

When asked what he thought of being stationed at NAAS Sanford, Comdr. MacNair replied, "I'm looking forward to my tour of duty here in Sanford. I feel it will be a very pleasant one."

Comdr. and Mrs. MacNair are temporarily residing at 1727 Palmer Avenue in Winter Park pending a permanent location in Sanford. The two MacNair children, Martin P., Jr., 10, and Marilyn, 8, are presently attending school in Winter Park.

receive its valuable training, a rotation system has been set up. When a man is assigned to the NEGDF, he remains with the group until he has had 67 hours of training and instruction. At that time, he is replaced by another man, who in turn remains with the organization until he completes his 67 hours.

There are 31 non-rated men in the Sanford NEGDF and 14 petty officers. The petty officers act as platoon leaders, squad leaders, rifle guides, and rifle team leaders.

Since the group was organized in June, they have had actual practices firing 45 caliber pistols and M-1 rifles and have had concentrated instruction in all other small arm weapons. The organization has participated in six service funerals, four parades, and eight flag presentation ceremonies. A man who has had NEGDF training is qualified not only to march in parades and handle small arms but also to perform the hazardous duty involved in a landing party that leaves a Naval vessel to go ashore on enemy territory. Although the NEGDF is comparatively unpublicized, it definitely plays an important role as one of the many organizations needed to make up the greatest Navy in the world.

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Personnel Office Is Important Part Of Naval Service

Lt. I. N. Bowman Is Head Of Staff Of Personnel Office

By J. W. JONES

During a man's Navy career, be it long or short, he will have many dealings with the Personnel Office. For in the Personnel Office of any Naval ship or station will be found the service record of every enlisted man aboard that ship or station.

The service record of an enlisted man contains valuable information. It contains various personal data about a man before entering the service and information on his accomplishments since he has been in the service. Among the information contained in the record is the amount of leave taken, completed training courses for advancement in rate, Navy Correspondence Courses taken and their marks, and schools completed.

The information is entered in the service record by trained Yeomen or Personnelmen. The Yeomen and Personnelmen may obtain their knowledge through attendance at a class at a Navy Service School or through "On the Job Training."

The number of men needed to operate a Personnel Office varies smoothly will vary according to the size of the station. At NAAS, Sanford there are seven enlisted men and one officer.

Heading the staff of the station Personnel Office is Lt. I. N. Bowman. One of Lt. Bowman's major duties is the assigning of new personnel to a department. He will assign as many men as possible to work in their rating and the others will be assigned where they are needed. He also acts in the capacity of a military insurance advisor to the men on the station.

Lt. Bowman has served with the U. S. Navy for 17 years, all of which has been spent in clerical or administrative work except four months at Coast Guard and four months on the deck force of the aircraft carrier, U. S. S. Ranger. After spending his time on the deck force he was transferred to the Aviation Department as a Yeoman and later, Lt. Bowman served in the capacity of a station chief and man and was a Yeoman Chief Petty Officer before receiving his commission as an Ensign in August, 1943 as a result of a recommendation by his commanding officer.

He has been attached to aviation activities the entire time he has been in the Navy. Before and during the war he served aboard the following carriers: Ranger (CV-4), Lexington (CV-2), Saratoga (CV-3), Enterprise (CV-6), Hornet (CV-8), Yorktown (CV-5), and the Marcus Island (CVE-70). He served most of his time attached to staff flying squadrons. His most interesting assignments were aboard the U. S. S. Enterprise during wartime service, which was the only active carrier at the beginning of the war; and aboard the New Hornet, which he helped put into commission.

Before coming to Sanford, Lt. Bowman was attached to the Staff of Commander Fleet Air, Hawaii where he was Personnel Officer. He was also officer in charge of spear fishing in Hawaii which, according to Lt. Bowman, was his favorite Hawaiian pastime sport.

"Sanford is a wonderful place," stated Lt. Bowman, "both from the standpoint of being near a friendly station and from the opportunity to meet people."

He also considers the Community Relations between service men and people of Sanford to be very good. Lt. Bowman and his wife, Maxine, reside at 1325 Forrest Dr. along with their three daughters, Karen (7), who is a member of the first grade at South Side School; Patricia (6), who is attending Kindergarten; and Robert (5).

Directly under Lt. Bowman is George Powell, Yeoman First Class who is the office supervisor. Among the duties performed by Powell are originating letters, checking service records and other work for accuracy, and acting in the capacity of a court martial recorder. Another of Powell's duties is to help men who are applying for a hardship discharge or military transfer. In the Navy, if a man has sickness or trouble in the family of a temporary nature he can apply for a Hardship Discharge. These requests will be granted if the man can prove that there is a hardship at home.

The Discharging and Reenlisting of personnel is handled by Floyd E. Gresham, Personnelman Second Class. Along with Discharges and Reenlistments, Gresham's duties include the paper work involved in releasing men from active duty. He also maintains the daily diary. He also is a report made daily concerning the status of the men stationed on the base. The report goes to the Commandant, Sixth Naval District at Charleston, S. C. Another of Gresham's duties is making up the Shore Duty Survey Report, which is a list of men by name who are eligible for sea duty. The report is submitted quarterly to the Bureau of Naval Personnel. When a man comes to a shore station he is usually there for two years and then is eligible for another tour of sea duty which is normally two years.

The work required in receiving and transferring men from Fleet Units to the station for Temporary Additional Duty is done by Donald C. Taylor, Personnelman Second Class. These Fleet Orders are also typed by Taylor at the end of each month. When a man in the navy gets married or has a child he is entitled to a family allowance. In order to get this an



THE DEPARTMENT HEADS of the Naval Auxiliary Air Station pose for a picture during a conference with Capt. J. L. Chittenden, commanding officer. Shown on Capt. Chittenden's right are: Comdr. G. R. Pearson, Executive Officer; Lt. F. E. Cullum, Public Works Officer; Lt. Comdr. C. V. Atkinson, Supply Officer; Lt. S. W. Parker, Communications Officer; and Lt. A. D. Echols, Jr., Dental Officer. On the Captain's left are: Comdr. M. P. MacNair, Operations Officer; Lt. Comdr. L. E. Banks, Medical Officer; Lt. Comdr. E. B. Patterson, Administrative Officer; Lt. W. J. Walker, Navy Exchange Officer; and Lt. L. Inos, Security Officer.

Chaplain Danielsen Explains Part Of Religion In Life Of Navy Man

By BOB ANTHONY

"Religion is considered an extremely important part of Navy life," stated Lt. J. M. Danielsen, Chaplain of the Naval Auxiliary Air Station in an interview recently.

Chaplain Danielsen arrived in Sanford Jan. 21, 1952 from duty aboard the USS Frederick Funston, MSTC, North Pacific.

"There are approximately 3,000 men in the armed forces today," he continued, "with a turnover of approximately 1,000,000 a year. This means that for a period of two to four years, men are being taken away from their home churches. We are interested in keeping a man aware of his Christian responsibilities and encouraging him to maintain close contact with his Christian affiliations during the two to four years he is away from home."

Chaplain Danielsen said that this is the problem facing the Armed Forces and the U. S. Navy has a definite plan for meeting it. "It begins in 'boot camp,'" said the Chaplain. "When a man arrives for his recruit training, he is interviewed and taught by a Chaplain of the Naval Training Center. The importance of religion in the Navy is brought to the man's attention and an intense program of instruction is carried out as a man participates in the religious services conducted by the Navy Chaplains."

Chaplain Danielsen went on to explain that during this time the man is also contacted and interviewed by a Chaplain of the man's particular denomination. "The Navy's sincere interest that a man live up to his Christian belief is also impressed upon the man."

Although the religious program is begun in "boot camp," it is continued aboard every ship or station to which a Navy man may be sent. When a man reports aboard the Naval Auxiliary Air Station, he checks in through Chaplain Danielsen's office where he is interviewed concerning his Christian

beliefs and church activities. The Chaplain encourages him to either attend the Station Chapel services or to take part in local church activities.

"If a man indicates a desire to join a local church," says Chaplain Danielsen, "I refer his name in the local church of his choice with a request that an individual from the church be sent to contact the man."

"Throughout the Navy," he continued, "considerable effort is expended in order that men of each church group be able to attend services of their own church."

Whenever a man may go while he is in the Naval service, he will find Bible study and youth fellow-ship groups. Many of the religious activities available to the men of the Navy parallel those of local churches. In instances where an activity is out of reach of local churches, Sunday Schools for dependent children are conducted.

Aboard the Sanford Naval Auxiliary Air Station, a Bible Study Group meets each Wednesday night at 8:30 p. m. in the Station Chapel. These meetings, to which all naval personnel are invited, are built around films on religious subjects, Bible study and discussion.

Wedding services, funeral services, and baptisms are also included among the normal duties of the Chaplain.

As Chaplain of NAAS, Lt. John M. Danielsen seeks to carry out a program stressing the importance of religion in the Navy. Chaplain Danielsen was born in Duluth, Minn., near Palatka, and spent most of his youth in Orlando, Ocala, and Jacksonville. He graduated from Carson-Newman College in Jefferson City, Tenn. in 1943 with a Bachelor of Arts degree.

After attending the Southern Baptist Theological Seminary in Louisville, Ky. for one year, Chaplain Danielsen continued his study at Yale Divinity School, New Haven, Conn. He received his Bachelor of Divinity degree from Yale in 1945.

Upon graduation from Yale, he was commissioned as a lieutenant-junior grade in the U. S. Navy and

Lt. Comdr. Cullum Is Public Works Officer At Sanford Naval Air Station

When a water faucet is leaking, a light is burning, or a light bulb burns out, the Public Works Officer at the Naval Auxiliary Air Station, Sanford, is the man to call. Lt. Comdr. F. E. Cullum, Public Works Officer, is the man to call for all the Public Works Department. Because the Public Works Department handles all the maintenance of the station, it will be called the station's "Fix-it Shop," although the primary function of the department is furnishing various utilities to all station components for health, comfort and efficient operation.

Operations of the Public Works Department include the steam plant, electric distribution system, water distribution system, sewage disposal plant, operation of the telephone switchboard, and maintenance and operation of automotive vehicles.

Lt. Comdr. F. E. Cullum, Public Works Officer, joined the Public Works Department at Sanford in March, 1952 from the Bureau of Yards and Docks in Washington, D. C. He is assisted by Chief Electrician K. R. Hester, Chief Plumber W. J. Hester, Chief Painter M. J. Hester, and Chief Painter M. J. Hester.

From the Public Works Department, responsibility for the maintenance and operation of the station's utilities is divided into three main areas: the electric, water, and sewage disposal systems. The electric system is maintained by Chief Electrician K. R. Hester, who is assisted by Chief Electrician M. J. Hester, Chief Electrician M. J. Hester, and Chief Electrician M. J. Hester.

The water system is maintained by Chief Plumber W. J. Hester, who is assisted by Chief Plumber M. J. Hester, Chief Plumber M. J. Hester, and Chief Plumber M. J. Hester.

The sewage disposal system is maintained by Chief Painter M. J. Hester, who is assisted by Chief Painter M. J. Hester, Chief Painter M. J. Hester, and Chief Painter M. J. Hester.

THE SANFORD HERALD

this operation. Along with "keeping house" for buildings and grounds, Mr. Nickerson's crews are often called upon to aid in moving furniture or materials within a building or from one building to another.

Another important duty in the Public Works Department is that of keeping the automotive equipment operating. Glen Taylor, automotive mechanic in the Transportation Division is the civilian responsible for keeping all naval cars, ambulances, trucks and heavy automotive equipment in top operating condition.

There are many more civilian employees, too numerous to mention here, working with the Public Works Department, and their duties are necessary ones to maintain the smooth operating organization within the department. The performance of these civilian employees, combined with that of naval personnel, results in an effectively worked team which places the Sanford Naval Auxiliary Air Station with the finest naval stations in the country.

The Seminoles are a sturdy and self-sustaining people who cling to their tribal ways. They still must be kept separate in their own way to offenders against the tribal custom is the man who supervises

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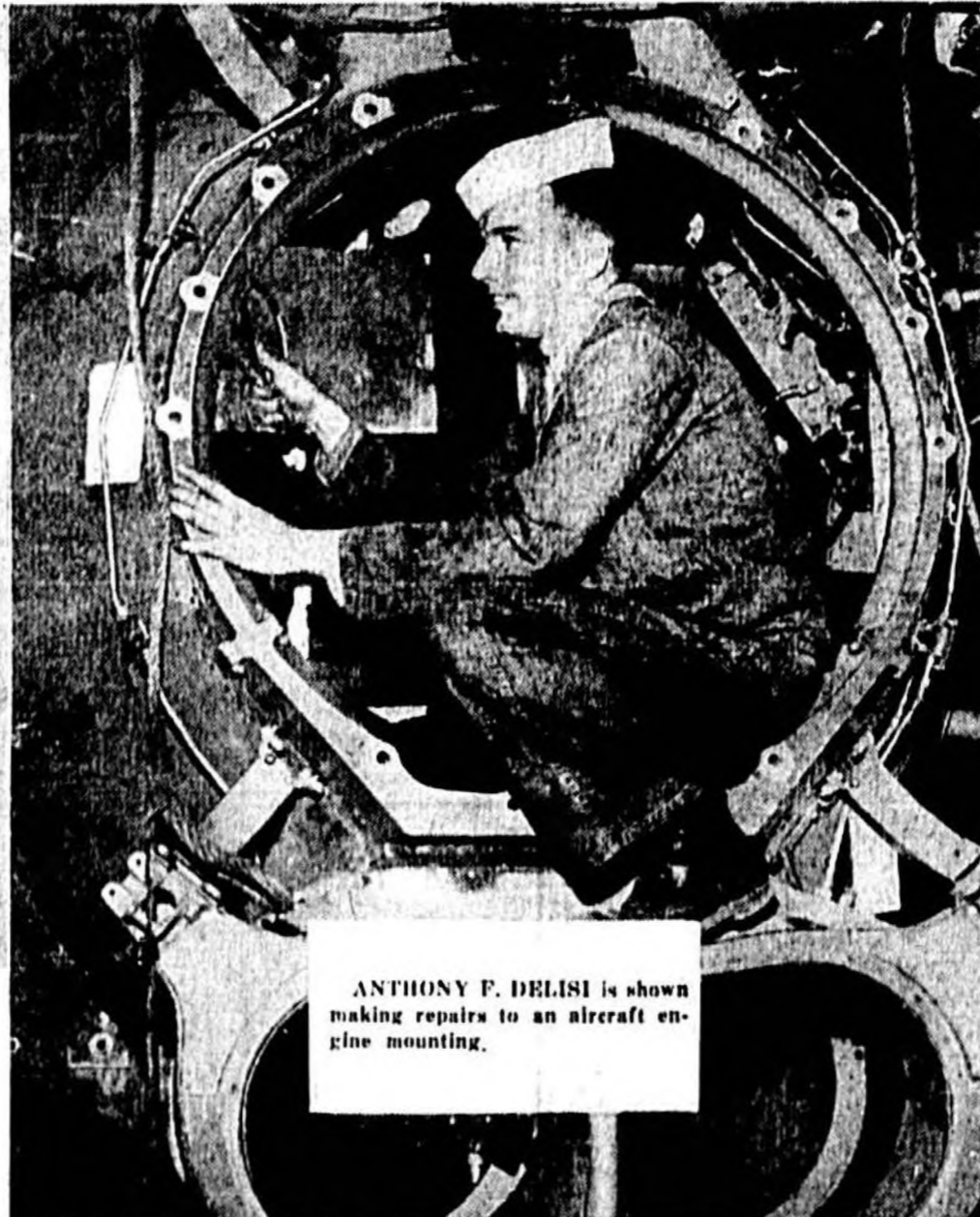
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HARD AT WORK are the sailors in this group of pictures taken of FASRon (Fleet Aircraft Squadron) 51 currently stationed at the Naval Auxiliary Air Station. In the picture on the left, are three hydraulic shop personnel comparing the size of a 56 inch tire of a Neptune bomber with that of a 12 x five JRB beachcraft tail wheel. From left to right are Meddard E. Denrest, AN; Ed Slumker, AN; and Eddie Hubbard, AN. The center picture above shows a group of sailors performing an array of jobs requiring filling, sawing, welding, bending, and many other specialized activities. In the usual order are Albert Gibbons, AMAN; Roy C. Lee, AMAN; Oren E. Meyer, AM1; Gene H. Collier, AN; and Victor W. Harding, AM3. All are in the metal shop. In the picture on the right, Herbert C. Sikora, AN, is turning out a bushing while operating a lathe in the machine shop. All pictures on this page are official United States Navy photographs.



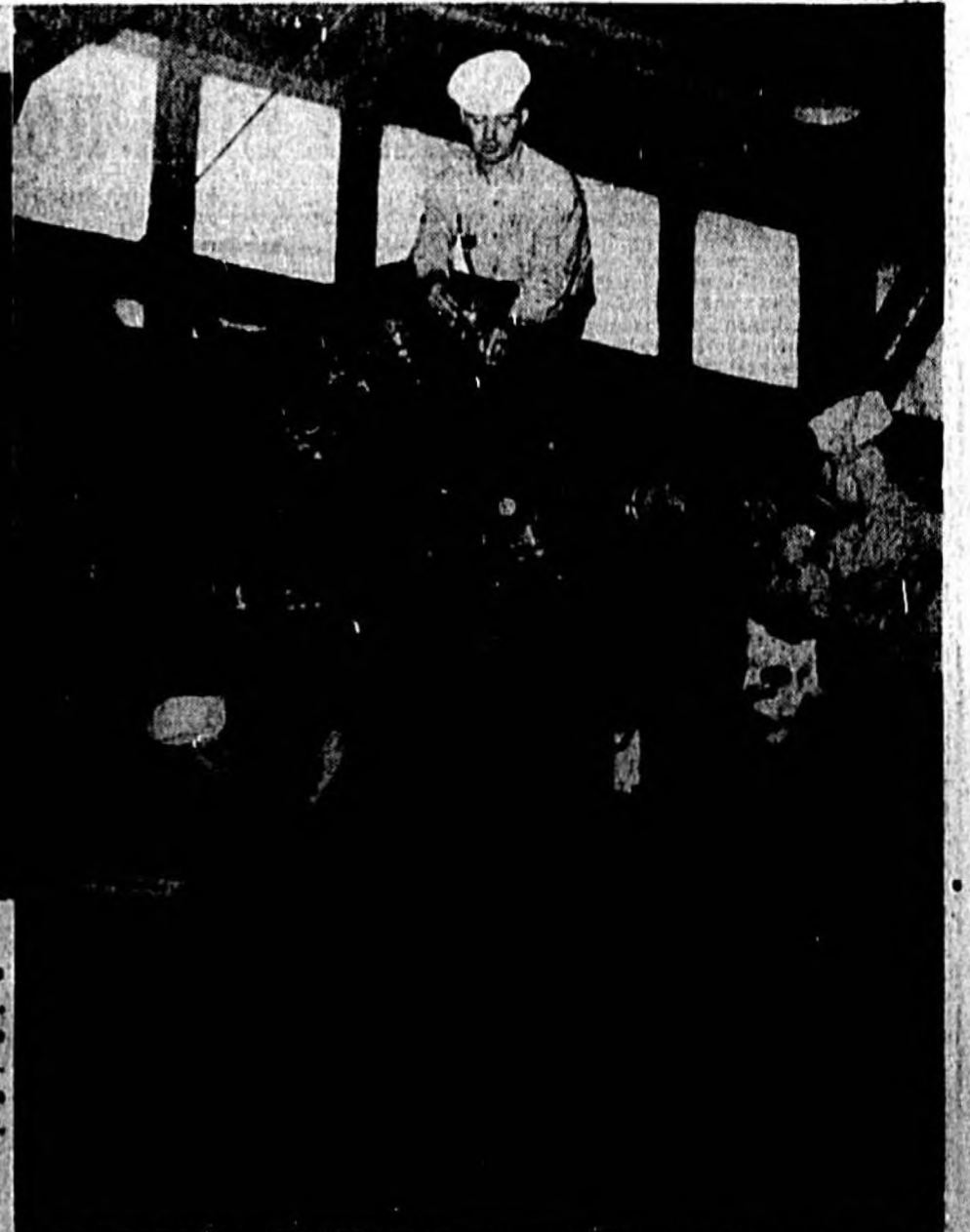
SHOWING VICTOR W. Harding, AM3 the correct method of operating an electrically-controlled bandsaw is Arthur W. Tripp, AM3, attached to FASRon's metal shop. Glasses worn by Tripp is just one item in a long list of safety precautions which are enforced in the shop.



ANTHONY F. DELISI is shown making repairs to an aircraft engine mounting.



SOME OF THE most important and detailed work in the entire Fleet Aircraft Squadron at the Naval Auxiliary Air Station takes place in the electronics shop. Above is shown James H. Himes, AEN at the left with James C. Carter, AEAN, on the right. They are shown setting up a voltage regulator for a torpedo Bomber.



THREE MORE OF the highly specialized activities at FASRon are shown in the set of pictures on each side and above. At the left, VC-8 personnel make an engine change on an aircraft. At the left is Raymond Dalrymple, AE3 and on the right is Fletcher H. Myler, AE3. In the picture immediately above is Ted E. McDaniel, AE3, who does the adjusting on a cowl flap actuator for an AJ type aircraft. The picture was taken in the electronics shop. Three FASRon sailors are shown in the picture on the right as they overhaul one of the aircraft engines. In the usual order they are Bill F. Knowles, AD 3; James H. Childs, AN (atop the engine); and Kenneth M. Campbell, AD3.

Comdr. R. W. Slye Of FASRon 51 Explains Duties

To Keep The Planes Flying Is Main Job Of His Department

"A multitude of departments cooperating with each other are essential to perform the primary job of specialized maintenance on aircraft," says Comdr. Robert W. Slye, Commanding Officer of FASRon 51. "To help keep them flying is more our job than the performance of actual flying," he added.

No one department seems out standing when beginning to explain how they all fit together to accomplish the squadron's mission. In revealing the squadron's wide range of activities, he said the first step is the flight operations office under Lt. Dan Hoden. Lt. Hayne Leitner, ADC; Ronald De Rose, SN; and Bob Wise, A13, plan flights, record duration in the air, determine flight personnel, and maintain records on airfield data and ever changing flight regulations.

Moving into an adjacent office he introduced FASRon's maintenance and material officer, Lt. Comdr. George Davidson, his assistants Joseph Fahey, AK1; Robert E. Brink, AM1; Ronald Brox, AN; Travis L. Greer, ADC; Harold F. Smith, AN; and William W. Smith, AN, whose job it is to order parts, handle work requests and keep a current data list on the availability of aircraft.

Just around the corner is the personnel office under the supervision of Lt. E. V. Parker. Office personnel there handle all paper work which forms a permanent log of all things taking place. Yeoman like Robert Hines, welder YN3; John Robeson, YN3; Anthony Ross, SN; Alvin Siverly, YN2; and personnelmen Norman Hills, PN2, and Dale Kuhl, SN, must be capable of typing, filing, interpreting official correspondence, and should the occasion arise, take shorthand also.

Leaving the inside activities and entering shop spaces in the hangar our next stop was in the electronics shop where aviation electronics and electronics technicians Alexander, AEC; Earl C. Tiffany, AT1; Edward W. Sumaki, AT1; Robert Vermilion, AT3; and M. C. Willingham Jr., ATAN, are responsible for the millions of dollars worth of radar and sonar apparatus found in all modern aircraft. Electronics Division Officer is CHIEF Leon Cardwell.

In the electrical shop next door, instruments, batteries, generators, lights and all electrical parts of aircraft are maintained and inspected by Morris Wells, ALC; Sidney Embrey, AT2; Clyde Culburn, AEC; Robert Halbach, AFAN; Elmer Heland, AT3; James Hines, AFAN; Kenneth Killerman, AT3; and Ted McDaniel, AEC.

In the propeller room, any number of mechanics like WALTER F101, AD1; Bill Galloway, AD2; Frank Hill, AD3; Wilmer Hoover, AD3; Tommy Laird, AD2; and John Noonan, ADAN, busily repaired, assembled and balanced the "props" of an aircraft.

In the center of the hangar other "mechs" were busy "tearing down" the engines from various conventional and jet type aircraft. Still another gang, all under the engineering officer, Lt. H. S. Linberger, poured over an engine suspended from the overhead. This is the "engine build-up crew" when received in the FASRon, a new engine comes packed in hermetically sealed can with no accessories. These power plants are thoroughly cleaned of all preservations, and the generator, starter, etc., are attached, thus "building up" the engine.

Next on the agenda was the metal shop whose responsibility it is to maintain the "skin" of an airplane. There the hammering, cutting and bending of plane parts are done by Victor Harding, AM3; Ronald Jackson, AM3; Richard Kora, AM1; Herbert Sikora, AMAN; and Henry Smith, AMAN.

Leaving the hangar spaces, the itinerary included a visit to the station's parachute loft where FASRon parachute riggers work alongside men of other units. In the rigging shop, George Williams, PR1; R. Carter, PR1; Elliott Ellenburg, PRAN; and Boleslo Lovato, AN, not only rig the chutes, but are responsible as well for the upkeep of aircraft



GETTING SET TO TRY their skill at sket shooting are these five members of FASRon 51's sket team. Left to right: Vincent Butler, AMC; Alexander Allred, AEC; Ronald B. Jackson, AMS; and Richard G. Kora, AM1. (U. S. Navy Photo)

Sket Shooting Is Popular Sport Among Navy Men At Sanford Station

"Pull! Pull!" are the familiar cries of sket shooters throughout the Navy, and members of FASRon 51 are no exception as they participate often in the ever popular sport at Sanford's Naval Auxiliary Air Station.

Sket shooting was developed and used extensively during World War II as part of a combat air crewman's training. In training for aerial gunnery, the trainee was taught to lead and train on targets in flight by shooting at clay targets thrown into the air in such a way as to duplicate the angles of flight found in wing shooting.

Today the sport is just as popular among many civilians as sket shoots throughout the country have proven.

A sket team consists of five members with each team or member vying for championship honors. Comprising FASRon 51's present team are Alexander Allred, AEC; Vincent A. Butler, AMC; Martin Hansen, AOC; Richard G. Kora, AM1; and Ronald B. Jackson, AMS. Discharges and transfers accounted for the loss of FASRon's original team, with Butler being the one exception.

Jack Tietge, A03, a former FASRon 51 sket shooter now attached to FASRon 821 at Norfolk, Va., was rated among the top five sket shooters in the nation while participating in the All American Trap Shoot at Vandalia, Ohio in 1950. During this meet, in which 5000 shooters were entered, Tietge tied the world's record in doubles for trap shooting, breaking 99 out of 100 targets.

Known well among competitors as a pressure shooter, Tietge won the Class "A" championship of the Florida West Coast Sket Shoot at Tampa last September. Vying for honors with Tietge were John Fuller, AMC; Lt. John Scott, Ralph DeBene, SN, and Vincent Butler, AMC.

During a trap meet at Daytona he was over all champion winning five individual trophies on his handicap of 21 yards which is considered as one of the roughest of all handicaps.

At Tampa last March the station's number one team picked from members of FASRon 821's team and the NAAS team entered the All Florida Sket Shoot with Rainbridge Roberts, A02, of the NAAS team walking away with Class "A" honors. Other participants in this shoot were Russell Heckley, AD1; Jack Tietge, A03; and John Fuller, AMC, all from FASRon 821, and Eiler Voss, A02, from NAAS.

Alexander Allred, AEC, one of FASRon 51's present members, participated in the Grand National at Dallas, Texas in 1949 and '50. Vincent Butler, AMC, entered the Chestnut Wilson Memorial Shoot at Savannah, Ga. last August.

At the Jacksonville Navy Gun Club last September, Ralph DeBene, SN, chalked up Class "B" honors with the Class "D" championship going to Butler.

Six teams, two each from VJ 02, NAAS, and FASRon 51 are currently competing at the station's sket range. Base competition is scheduled to commence sometime in February to determine 1953's top base team.

Polk County has the highest point in Florida, Iron Mountain in the Ridge section is 324 feet above sea level.



COMMANDING OFFICER of Fleet Air Service Squadron 51 is Comdr. Robert W. Slye, a veteran of 13 years service.

Comdr. Robert W. Slye, a veteran of 15 years Navy service, is commanding officer of Fleet Air Service Squadron 51, the only squadron of its type at Sanford's Naval Auxiliary Air Station.

After graduating from the University of Maryland with a B. S. degree, Comdr. Slye received flight training at NAS, Anacostia, D. C., followed with three years duty as a squadron pilot aboard the aircraft carrier USS Enterprise.

A year's tour of duty aboard the ill-fated carrier USS Wasp in 1941-42 saw him participating in the bitter engagement for Guadalcanal. It was during this invasion that his torpedoes found their mark and sank the Wasp.

Duty as Flight and Hangar Deck officer aboard the carrier USS Essex came next for Comdr. Slye when he helped to place that carrier in commission during the latter part of 1942.

The remaining war years saw him as operations officer at NAS, Mustin Field, Philadelphia, Pa. Following operational training in

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TWO FORMER WORLD War II prisoners of war, Carl Creamer, AOC (left) and Ted Huntley, AOC, both having been prisoners of the Japanese are now residing together as members of FANSTON 51 (U. S. Navy Photo)

Creamer And Huntley Were POW's Of Japanese For Three Years

"We were worked extremely hard. Living conditions were everything but good, and the little food we had was almost unobtainable," remarked Ted D. Huntley and Carl E. Creamer, chief aviation ordnance men of Fleet Aircraft Service Squadron 51, who were prisoners of the Japanese over three years during World War II.

Huntley who hails from Forest City, N. C., weighed 180 when captured on Corregidor in April, 1942, and by August '45, when he was liberated, had lost 82 pounds, tipping the scales at a mere 98. Today he weighs a mighty 243.

Creamer, who was taken just two months later, became a prisoner of war when Dutch Harbor fell to the bombing of a Jap Task Force on June 3, 1942.

Taken to Japan, both men worked as sled drivers, in coal mines, shipyards and on farms, but never until their current assignment.

"The show was very rough when liberated in August 1945," said Huntley who was attached to the Coast Defense of the Army when captured. Among other commendations, he was awarded an Army Oak Leaf Cluster.

Prior to his capture, Huntley was attached to Patrol Squadron 45 Naval Air Station, Ford Island, Hawaii from 1939 to the middle of '40. The latter part of 1940

saw him with the same unit, but then designated as Patrol Squadron 102 at Cavite, a seaport in the Philippines.

Following his return from Japan he was assigned duties at Naval Air Station, Brunswick, Ga. until 1918 when he transferred to Patrol Squadron 7 at Naval Air Station, Quonset Point, R. I. where he remained four years. He joined FANSTON 51 last year.

A graduate of Cool Springs High School, Forest City, N. C. where he lettered several years in football, Huntley now resides here in Sanford with his wife Evelyn and three boys, Larry, 6, Jack, 3 and Tim, 3 months.

Duties with VI-11 which operated between Seattle, Wash. and Sitka, Alaska as a sub patrol squadron were assigned Creamer prior to his assignments at Kodiak and Tongue Point, Alaska with that same unit.

Sgt. G. 1945 saw him at Oak Knoll Naval Hospital, Oakland, Calif. for a brief period before being moved to the Seattle Naval Hospital for one year.

A native of Purdie, Kas. Creamer graduated from Filer High School, Filer, Idaho, where he participated in football and other high school sports. He is presently a member of American Legion Post number 47 in Filer.

45 Men From New Orleans Set For Navy Discharges

Fleet Aircraft Service Squadron 61 at Norfolk's Naval Auxiliary Air Station is scheduled to lose approximately 16 per cent of its members this month when 45 New Orleans boys men complete processing for return to civilian life.

Activated at New Orleans in February 1951 as Fleet Aircraft Service Squadron 832, the Louisiana reserve group was transferred here that same month. They remained as members of that unit until their transfer to FANSTON 51 last December when other members of 821 left for duty at Norfolk, Va.

Four other crew members, in addition to the Louisiana group, will also depart for respective hometowns. They are Edward W. Sankoski, AT1 and William G. Venter, A12, New York City; James Rice, ADB, Philadelphia, Pa., and Jackie Davis, A13 of Henricetta, Texas.

Returning to New Orleans in time for the city's annual and world-famous Mardi Gras are: William Azevedo, ADE3; August Barrios, A13; John Bessell, ADE3; Allen Chaffee, ADE3; Clarence R. Brown, AN; Allen Bortle, CSBN; Victor F. Costa, AKB; Irvin Bontate, AM; Ralph Hollene Jr., AMS3; Anthony Doherty, AD2; Sidney Embrey, AT2; Richard Ferrara, AN; George Fritsch, AMS3; Lawrence Hartmann Jr., AM12.

Elmer Holland, AT3; Frank Hemstreet, SN; Isaac W. Hickham Jr., AN; John J. Herd, ADE3; Earl J. Huggins, AN; Ronald E. Jackson, A13; Sidney D. Jones Jr., AKAN; Fred J. Jude, ADE3; Donald K. Kruger, ADB; John E. Loure, AN; Harold L. Luttonbacher, ADE3; Stanley A. Luttonbacher, ADE3; Robert A. Mather, ADE3; William H. Metcalf, AM12; William M. McKinney Jr., AM12; Philip J. Meunier, III, ADE3; Douglas G. Miller, PR2; Norman C. Naultin, AEB; Jerry J. Phillips, ADE3; Joseph H. Richardson Jr., AFM3; Alvin Ross Jr., AN; Richard F. Salathe, AN; Maurice C. Scardino, AMS3; Larry Serrano, AN; Charles L. Shepard, ADE3;

storm, which lasted 14 hours and carried winds up to 134 miles per hour, the Bennington's flight deck bow collapsed due to the terrific strain.

Upon reporting with their present squadron, "Joe" was assigned duties as leading chief and his brother duties as a line chief. Both men currently reside here with their families and upon retirement will raise cattle in the Sanford-Orlando area.

It was while serving aboard the Bennington with Air Group 82 in June of 1945 that he witnessed one of the worst typhoons ever to hit the South Pacific. During the

in addition to serving aboard the Ranger, "Joe" saw duty aboard the now famous carrier USS Lexington, Saratoga, Waip and Bennington.

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Comdr. Pearson Is Executive Officer At Sanford Station

Nearing the end of his second year as Executive Officer of the Naval Auxiliary Air Station here,

Harold F. Smith, AN; Clay L. Cramer, ADE3; Clinton J. Williams, ADE3; Robert A. Wiese, ADE3.

Comdr. Gerald R. Pearson regards his stay in the city of Sanford an extremely pleasant one. Born in Rich Hill, Mo., near Kansas City, Comdr. Pearson began his naval career in June of 1930 by enlisting in the Naval Aviation Cadet Program. He won his wings at Pensacola in 1937 and has been active in naval aviation ever since.

The holder of four Air Medals and a Navy Unit Commendation, Comdr. Pearson modestly admits that the first Air Medal was awarded to him for his action during a bombing mission on Kiska

Harbor with Patrol Squadron 43, which received the Navy Unit Commendation. The other three Air Medals were awarded the Commander for strike flights and 125 patrols that he flew in the Aleutians and Central Pacific.

The Air Medal is awarded to a person who has "distinguished himself by meritorious achievement while participating in an aerial flight." It is awarded by the President of the United States.

While efficiently handling his duties as executive officer of NAAAS, Comdr. Pearson still finds time to keep active in the field

of sports. During the Commander's days at State Teachers College in Warrenburg, Mo., he received varsity letters in football and in basketball, as center in basketball, and in the field events of track.

Determined to continue his participation in sports, Comdr. Pearson is a member of the Southside Country Club and also likes to use many of his spare hours hunting and fishing.

Included in the highlights of Comdr. Pearson's Naval career were his duties as commanding officer of Patrol Bomber Squadron 102, officer in charge of a

Photography Training Unit, officer in charge of three training squadrons, and executive officer of the USS Grosvenor Bay.

He has also seen duty as a member of an active command squadron aboard the USS Saratoga and the USS Lexington, several months as a student in the Photography School at Pensacola and as a student in the Command and Staff School in Montgomery, Ala.

Before coming to Sanford as Executive Officer in April, 1951, Comdr. Pearson served two years in the Persian Gulf.

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Two Veteran Navy Brothers Are Serving Together In Squadron 51

Two veteran Navy brothers, whose service combined represents nearly a half century, are now serving together with Fleet Aircraft Service Squadron 51 at Sanford Naval Air Station.

The pair remained aboard the Ranger until 1939. The elder brother, "Joe", who has 27 years service, had been attached to Fighter Squadron Four, now the Red Rippers of Fighter Squadron 11 serving in Korea, since 1936.

He was with them in September of 1940 when they received their first P4F-3 fighter planes that were used so successfully by the Navy during the early stages of World War II. He has served with that squadron on three different tours of duty.

In addition to serving aboard the Ranger, "Joe" saw duty aboard the now famous carrier USS Lexington, Saratoga, Waip and Bennington.

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Chiefs Smith And Merritt Are Old School Day Chums

For the first time in 12 adventurous filled years of Navy service, two chief petty officers, whose friendship dates back to grammar school days, are now serving together as members of Fleet Aircraft Service Squadron 51.

Born in Milligan, Fla., the two men, who just several weeks ago became attached to the same squadron, are James C. Merritt, chief aviation metalsmith and Duell F. Smith, chief aviation machinist mate.

Closely paralleling their lives through the same schools, the seemingly inseparable pair remained together until April, 1941 when Smith entered the Navy. Four months later Merritt followed. Both men underwent initial training at Naval Training Station, now Naval Air Station, Norfolk, Va. just prior to World War II.

Like others, the war separated them. However four action filled years later saw each with the Pacific-Pacific ribbon; the American Theater; American Defense; Victory ribbon, and the Good Conduct award.

While aboard the ill-fated carrier USS Yorktown when she was sunk in June of 1942 at the battle of Midway, Smith was wounded during his assignment with Bomber Squadron 5.

Returning from overseas he was hospitalized at Naval Hospital, Pensacola until released in November 1942. He remained there for duty until 1947.

The following five years, prior to his assignment with FASHION 51 in December 1952, Smith served aboard the seaplane tender USS Greenwich Bay; with the Training and Research department of the Bureau of Naval Personnel; with Patrol Squadron 27; the Office of Naval Intelligence, Chief of Naval Operations, and with Composite Squadron 6 at Naval Air Station, Jacksonville.

The early years of World War II saw Merritt assigned to Marine Air Group 14. It was while assigned to this unit that he was awarded the Presidential Unit Citation during the bitter engagement for Guadalcanal in 1942 and '43.

Following twelve months duty with Carrier Aircraft Service Unit 9, Fiji Islands, the young Floridian returned to the states where he became an instructor in structures and hydraulics at Naval Auxiliary Air Station, Deland, Fla. until 1948.

Two and one-half years later he completed a tour of duty with Mobile Training Unit Number 710 which operated out of Naval Air Technical Training Center, Memphis, Tenn. for the purpose of instructing and training maintenance personnel and pilots in operation and upkeep of specific types of aircraft.

"It's good to be serving together, even if we did have to wait 12 years," said the twosome shortly after meeting when Merritt reported aboard last month. Smith had reported only several weeks earlier.

Base Hobby Shop Popular Off-Duty Recreation Center

What a Navy man does during his off-duty hours can prove worthwhile or useless depending upon the opportunities available. With this in mind, a fully-equipped hobby shop has been established aboard the Naval Auxiliary Air Station to enable the men to use their spare time creatively. The popularity of the hobby shop is evident from the large number of personnel who take advantage of its facilities.

Under the direct supervision of Lt. Robert W. Ramey, Special Services Officer, the Hobby Shop is managed by R. B. Harvey, Chief Aviation Structural Mechanic, and W. E. Thompson, Storekeeper second class.

At the present time, the Hobby Shop boasts a total of approximately \$2500 worth of equipment. Plans for future improvement call for additional equipment valued at approximately \$1500. Included in the equipment now on hand for use by the men at the station are two lathes, a shaper, grinder, valve refacing machine, joiner, drill press, sewing machine, table saw, band saw, scroll saw, Monarch unipoint saw and numerous miscellaneous tools such as wrenches, screw drivers, pliers, etc.

The Hobby Shop is open for business Tuesday through Saturday from 1:00 p. m. to 8:30 p. m. and during that time men can be found making picket fences, tables, chairs, or using the shop's outside facilities for washing and waxing their car. A limited amount of scrap wood is available for use at the hobby shop but, in many cases, the men buy the wood they will need and then take it to the Hobby Shop to work on their "project."

The men in the Special Services Department use the facilities of the shop to help them in improving their recreation program at the station. They have recently completed three card tables with inlaid tops, built a boxing ring for future use aboard the station, and are now in the process of building ping pong tables for use in the Enlisted Men's Club.

The facilities of the Hobby Shop are available to all naval personnel at the Naval Auxiliary Air Station and the many men who take advantage of this opportunity can well be proud of the creative way in which they are spending their leisure time.

When the first United States census was made in 1850, Florida had a population of 94,780, divided between 18,385 whites and 16,845 Negroes.

The mockingbird was adopted and approved as the state bird of Florida by the Legislature on April 20, 1907.

Chief Baxter Was Precision Flying Team Leading CPO

The distinction of being one of the few Navy men chosen for duty with the Navy's only precision flying team, the famous "Blue Angels," was given to Edwin W. Baxter, chief aviation machinist mate, for 18 months prior to joining Fleet Aircraft Service Squadron 51 at Sanford's Naval Auxiliary Air Station.

Baxter, who is currently chief in charge of Fashion 51's jet shop, was leading chief for the Blue Angels from the first of 1919 until August 1930 when the team broke up and members received individual overseas assignments.

While the Blue Angels were performing for an open house in Jacksonville last month, shortly after being re-organized, Baxter was on hand to re-hush some of the team's adventures with two of its original members.

In addition to his duty, Baxter is also among the few who ever made a world cruise. It was aboard the aircraft carrier USS Valley Forge as a member of Fighter Squadron 112 that he made this cruise during 1934.

Five consecutive years of sea duty came for chief Baxter while serving with Scouting Squadron 3 aboard the carrier USS Saratoga from 1928-33. In 1942, shortly after



EDWIN W. BAXTER, ADC, of FASHION 51 wears the insignia of the Navy's famous precision flying team, the "Blue Angels". He served with that unit for 18 months. (U. S. Navy Photo)

Big Construction Project Extends Present Runway

A major construction project which will ultimately result in a 2000 foot extension of a present runway aboard the U. S. Naval Auxiliary Air Station is progressing smoothly, according to Lt. Cmdr. F. E. Cotton, resident officer in charge of construction. The work, which began in August, is now approximately 35 per cent complete and is expected to be finished by June 1, 1953.

The \$2,129,000 contract for the work was awarded to B. B. McCromick and Sons, Inc., Jacksonville Beach, Fla. Under the contract, the existing East West Runway will be lengthened to 2000 feet, building a new taxiway parallel to and the entire length of the runway, replacing the present parking apron with 47,000 square yards of 10 inch concrete, providing 10 inch reinforced concrete at the intersection

of the East West, North-South Runway, and providing a 500 foot reinforced concrete warm-up mat at each end of the East West taxiway. The work also includes approximately 11,000 linear feet of additional security road and non-climatic steel security fence.

After the above work has been completed, the main entrance of the station will be moved from the north side of the station to the south side of the station where a road will be located on Onora Street which runs East from South St.

Other construction work in progress at the Naval Auxiliary Air Station includes the construction of two jet fuel storage tanks, each with a capacity of 100,000 gallons, and the construction of the tank handling and loading and unloading facility.

Additional work has also been made available for the rehabilitation of an entire electrical distribution system aboard NAAS.

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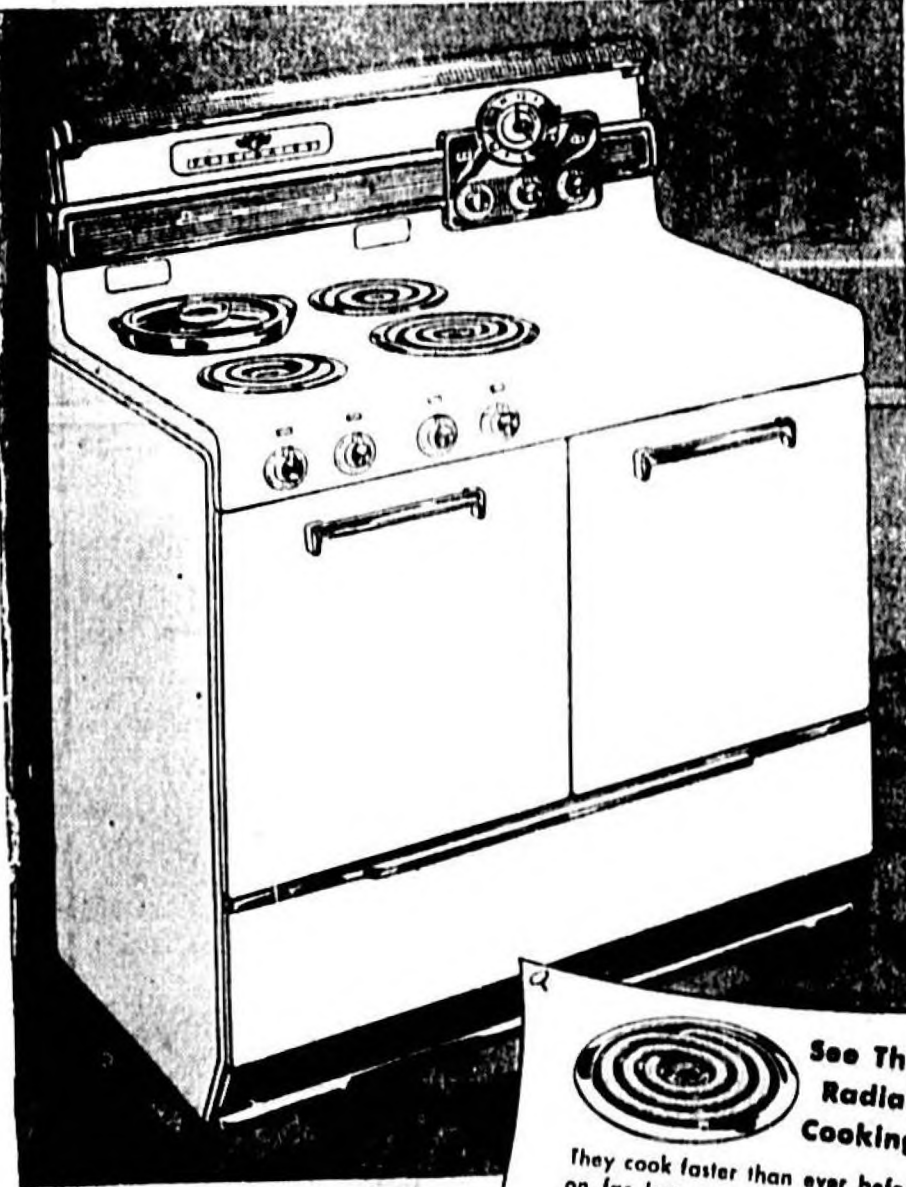
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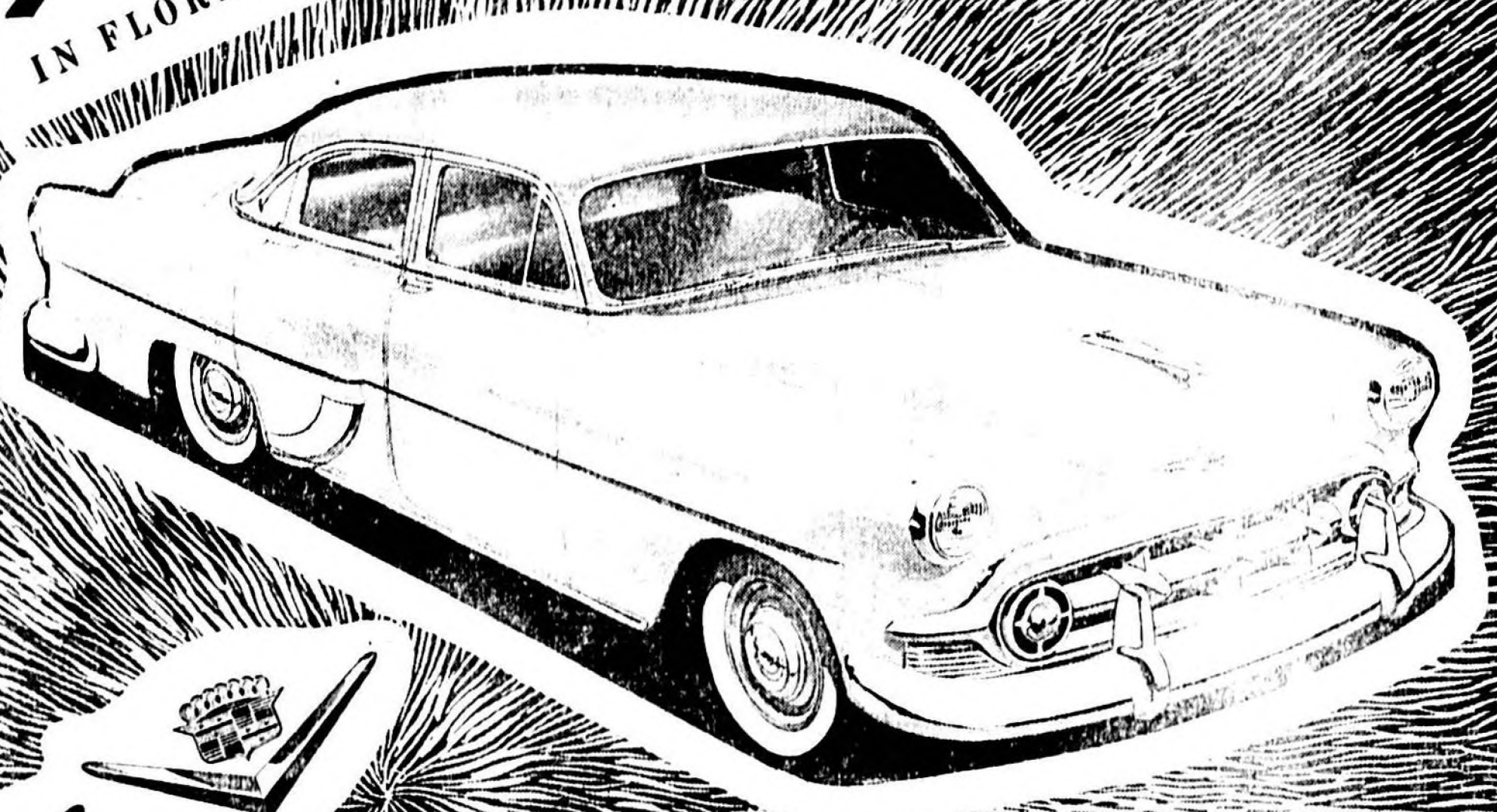
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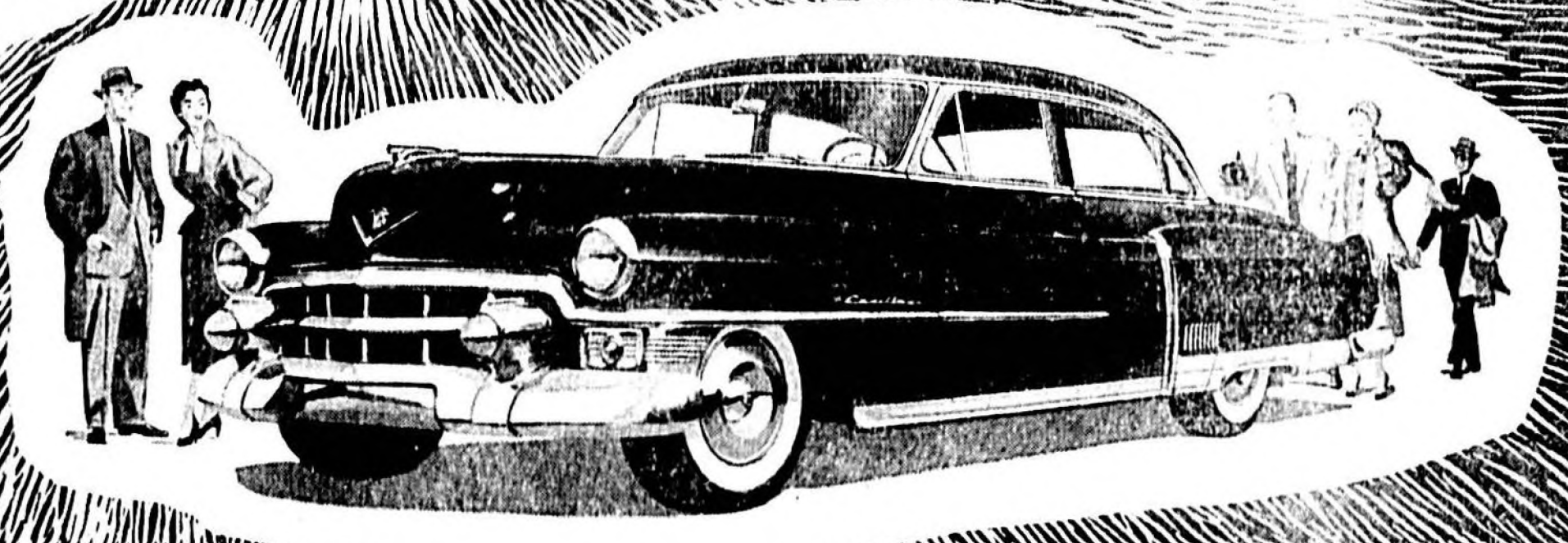
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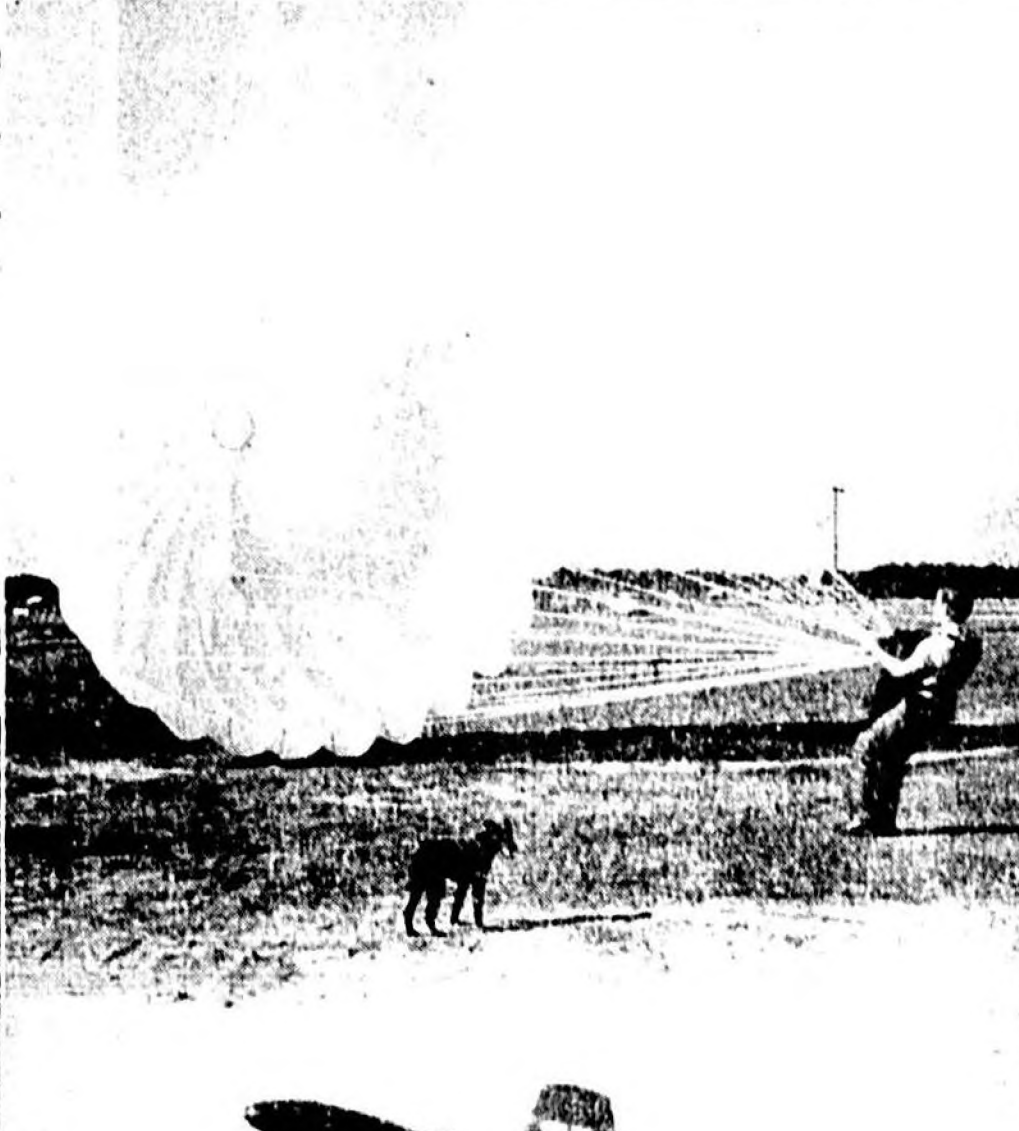
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