

INTRODUCTION

After five years service in the United States Army Air Corp/Army Air Force, I returned home. In the fall of 1946, I was accepted as a student in the College of Engineering at the University of Arkansas in Fayetteville, Arkansas. In June 1950, I graduated with a Bachelor of Science in Mechanical Engineering degree, one of 50,000 engineers graduating from all colleges in the United States. The market was flooded! I was fortunate, for I was hired by the General Electric Company. In those days, GE hired as many of the upper ten per cent of a graduating class as possible. These new engineers entered GE's "Engineering in Training" program at a salary of \$278 per month! The new employees were required to be in this program for eighteen months. During this introduction period, they were required to move to a different facility every three months. The objective was to find the area you wished to work. My first assignment was in Evendale, Ohio working on the J-47 jet engine. As far as I was concerned, I had found the place where I wished to work. I wanted to be in gas turbine engineering.

The Engineering in Training program was similar to being in a fraternity for you were in a close knit group. Twenty new graduates working together, attending classes and lectures together and partying together. GE claimed upon finishing the eighteen months, you had the equivalent of a PhD in engineering and management. The GE philosophy was that no matter where you were employed, after finishing this program, you were always a GE man. I did not attain this level of indoctrination, for before my first three months were completed, Uncle Sam decided he required my services again for the Korean Affair.

So I put on the blue uniform of the United States Air Force. I spent a year at Kirkland Air Force Base in Albuquerque, New Mexico with a F-86 fighter squadron protecting our southern border. The squadron used the North American F-86, a beautiful aircraft. The aircraft used GE's J-47 jet engine, so I maintained my gas turbine education. After my tour of duty, I decided to go west.

Job hunting in the Los Angeles area included all of the major aircraft companies, Douglas, Hughes, North American, Northrop, etc. It was a lost cause because I just did not feel comfortable with these large companies. During one of my newspaper searches, I found a small advertisement. AiResearch Manufacturing Company of California wanted engineers and they were a small gas turbine manufacturer.

I boarded a street car, yes LA had street cars in those days, in central LA and traveled to the Inglewood/Hawthorne area where I boarded a bus. This was first trip on a bus in southern California and my first encounter with Spanish names. As I boarded the bus, I asked the driver if he would tell me when we reached Century and "Sep-la-veda". After he stopped laughing, he assured me he would let me off at Sepulveda (Sa-pul-vada) and Century

I was hired as a laboratory technician at \$278 per month! Miles Cox (my escort and interviewer for employment) informed me that all engineering personnel were hired in via the laboratory. So this was the beginning of these stories.

CHRONICLE

DATE	MODEL	CUSTOMER	AIRCRAFT	SUPERVISOR	REMARKS
1951	GTC43/44-6	U.S. NAVY	GROUND CART	CLIFF FARRELL	Dual Bleed APU
1952	GTCP85-4	GLENN L. MARTIN	XP6M	DON FURST	APU
1956	GTCP85-4	AiResearch	HUFF TRACTOR	CARL PAUL	APU
1956	105 GTCP100	U.S. NAVY NORTH AM. COLUMBUS	A-5 RA-5	CURT BRADLEY	Flight Worthy Pod
1959	CSDS200	U.S. AIR FORCE (USAF)	RESEARCH	PALMER WOOD	Constant Speed Starter & Drive (CSDS)
1960	CSDS100 ATM80	GRUMMAN LOCKHEED	A6A C5A & C130	***** *****	CSDS Air Turbine Motor (ATM)
1961	ATMC30 GTMC175	NORTHROP NORTHROP	X21 X21	***** *****	Laminar Flow Control System
1964	CSDS125	BAC	BAC111	*****	CSDS
1964	ATM20 ATM100-44 ATM100-48	LOCKHEED REPUBLIC USAF	C5A F105 F105	***** ***** *****	ATM ATM ATM
1970	JFS190-1/ AMAD	McDonnell	F-15	TOM WILLIAMS PETE ENGEL JOHN IRWIN MILT PARKER	Jet Fuel Starter and Gear Boxes
1977	PROJECT 22	NRC / DOE	X	ED STRAIN JOHN IRWIN	Enrichment Compressor
1979	GTCP331-200 GTCP331-250	MBB BOEING	A320 757&767	BOB WELLS	APU APU
1983	JFS190-10	IAI	LAVI	PHIL GARNER	Jet Fuel Starter and Gearbox
1987	RETIRED				