



Philco News

PHILCO CORPORATION

TO THE PHILCO MEN AND WOMEN IN SERVICE

Vol. 3 • No. 7



“PRODUCTS FOR
GOOD LIVING
IN A WORLD AT
PEACE”

PHILCO NEWS

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J. N. HUNSBERGER, JR., Editor



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Editorial

"What Price Freedom?"

The price of freedom is far more than the democratic ideal of eternal vigilance.

President Truman recently told Congress: "The overall costs of the war cannot be measured in dollars. They must be and have been met in blood and toil, in lives lost and men maimed, in the immeasurable wreckage of human lives and happiness and the destruction of homes and cities. These are the costs of war that can never be evaluated in monetary terms."

Throughout our whole country there is scarcely a person who has not had a relative or close friend who was a casualty in the terrible deadly war just won.

Our President is right—the war costs "have been met in blood and toil." This dark pall of grief and hatred will befog the light of Peace and Freedom for years.

If we, the survivors of this holocaust, fail to set up a lasting peace and thus bequeath to our children a better world than we have known—if we should fail in this task—then well may they say, "It was not worth the price."

Business On Upswing In Storage Battery Division

The backlog of orders of the Storage Battery Division of Philco is substantially as large as a year ago and full-time employment exceeds August last year by 12%, even after Army and Navy contract cancellations and reconversion, according to an announcement by M. W. Heinritz, vice-president in charge of the Division. The only immediate change, Mr. Heinritz said, has been to make it unnecessary to employ part-time workers whose principal occupation was elsewhere.

"We expect an increase in our incoming orders, employment, production and shipments as soon as our principal peacetime customers are able to concentrate on their post-war requirements," Mr. Heinritz stated. "Many industries, including the railroads, public utilities and communications companies, have indicated that they are going to need large quantities of heavy-duty storage batteries in the next few months. Demand from the mining industry promises to continue at a high level. Philco has received large orders also from allied governments for the rehabilitation and modernization of their coal mines."



The 200,000th War Bond sold to a Philco employee through payroll deduction is presented to Claire Kilbride. Purchasing, by John Larcombe, manager of the Company Bond Department. Through the purchase of these 200,000 bonds a total maturity value of \$5,737,250 has been deducted from employees' pay to help finance the war.

Now In Okinawa

Since the early part of August, Pfc. A. A. Damiano, Dept. 86, has been in Okinawa, "working day and night." As long as Victory was the result no one minded.

Expects To Return

Following his hospitalization in June, Sgt. Paul S. Cell, Dept. 38-52, has been told that he is to be sent back to the States at an early date.



Philco post-war refrigerators start rolling off the Company's assembly lines in volume again as Walter H. Eichelberger (left), sales manager of the refrigerator division, W. Paul Jones (center), vice-president in charge of the division, and Thomas A. Kennally, vice-president in charge of sales, inspect the first post-war assembly-line production model. Philco, which was the fastest growing company in refrigeration before the war, is doubling its production facilities to meet the pent-up demand. All current output, until Government regulations change, goes into a stockpile to meet critical needs of the Army, Navy, hospitals and other essential services.

NEW RADIO PLANT FOR PHILCO

LARGE BUILDING PLANNED ON ONTARIO AND 'C' SITE

Excavation work on a new Philco plant which will feature the longest continuous radio production line in the world has started.

The new plant will contain 300,000 square feet of floor space, and will provide parallel conveyor lines for the manufacture of console radios and radio phonographs. It will cover the entire block from Westmoreland to Ontario at C Street and will adjoin the main Philco plants in Philadelphia.

Philco engineers have designed many new features for this plant, which will include three floors and a mezzanine. All materials will flow into special receiving and inspection areas on the first floor. Production will start on mechanically conveyORIZED moving

assembly lines at the north end of the building on the third floor. Completed chassis will be assembled with cabinets and such parts as record-changers on moving lines which extend for about

500 feet along the second floor. Finished consoles and radio-phonographs loaded on freight cars at a siding beside the north end of the second floor.

Aids Atomic Bomb Output

While the sensational announcement of the coming of the Atomic bomb, the world's greatest and most deadly war weapon, has been making headlines, Philco men everywhere will be pleased to learn that all communications at the Clinton Engineering Works in Oak Ridge, Tenn., home of the Atomic bomb, are powered by Philco batteries. Here, too, over 100 Philco industrial truck batteries are helping in the materials handling job necessary to produce this greatest and most terrifying weapon of all time.

A novel U-shaped pattern for the flow of production through the top two floors of the new plant will make possible continuous movement of materials through the various assembly operations. Testing and inspection will be streamlined, with such measures as a central "cage" for piping test signals of various frequencies, AM and FM, to positions along the production lines.

New test equipment containing improvements developed by Philco engineers who did wartime radar research will assure the high quality performance and tone of new consoles and radio-phonographs manufactured by the world's largest radio manufacturer.



Philco officials look over plans for the new radio-phonograph plant just before excavation starts. Left to right: William Balderston, vice-president in charge of operations; William Peltz, general production manager; H. N. Johnston, manager of the maintenance

department; John Ballantyne, president; and Joseph H. Gillies, vice-president in charge of radio production. The new plant will cover the entire block from Westmoreland to Ontario at C Streets and adjoins the main Philco buildings in Philadelphia.



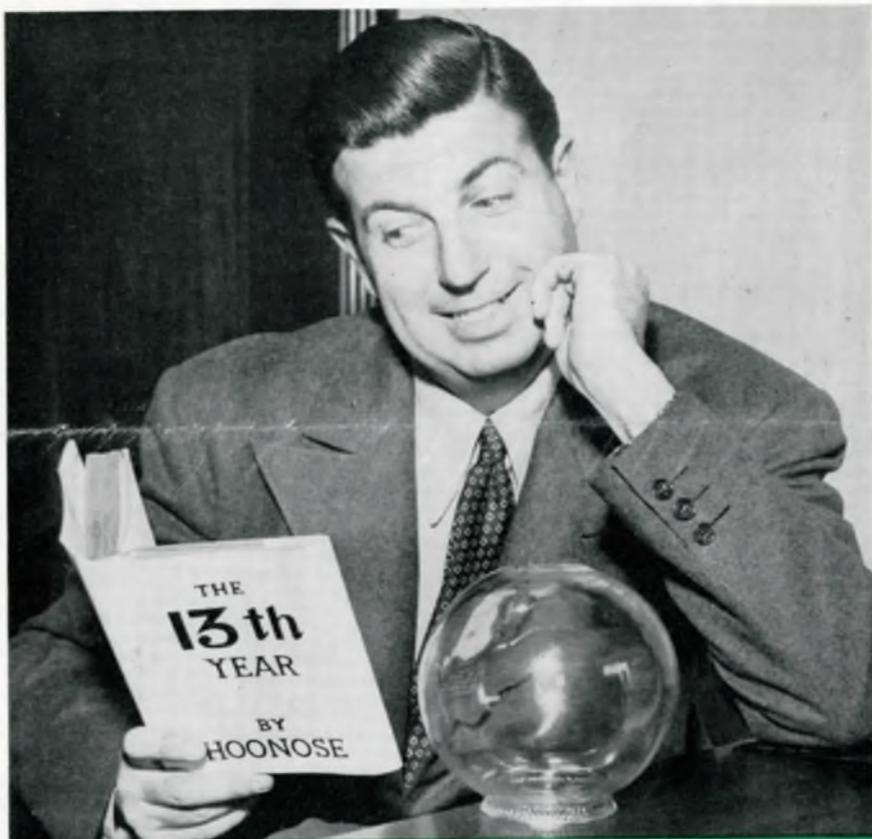
AUNT FANNY



MARION MANN



NANCY MARTIN



DON McNEILL

FUN ON THE AIR

Philco is now sponsoring Don McNeill and his effervescent morning gloom-chasing "Breakfast Club" program from 9:45 to 10 a.m., Monday through Friday, over the coast-to-coast American Broadcasting Network. This popular and lively program is heard locally over WFIL.

Now in its thirteenth year, the "Breakfast Club" presents a program of music, comedy and informal chatter under the guidance of Don McNeill, genial master of ceremonies. Jack Owens, Nancy Martin, Marion Mann and Fran Allison (Aunt Fanny) are among the headliners on this variety show.

The Breakfast Club is one of the most popular morning programs on the air with many millions of listeners. Besides this new program, Philco will continue its summer program on Sunday afternoon at 6 p.m., and again this fall will resume the "Radio Hall of Fame" at the same hour.

Although the "Breakfast Club" gets under way at 9 a.m., its comparatively early morning start has no effect on the enthusiasm of its following of 10,000,000 listeners. One reason for the program's great popularity is the friendly, breezy manner of Don McNeill, whose quipping and gags keep stay-at-home audiences and studio visitors in high good humor. Personal appearances in thirty-seven states recently on a bond selling tour netted better than \$73,000,000 in bond sales.

McNeill and his cast of "Clubbers" gave a program at Philco Field, September 6, as a personal introduction to the men and women of Philco and their families.

Now It Can Be Told . . .

Military censorship has lifted the veil from "Mickey," the famous secret "Radar Bombsight" used by the Army Air Forces to destroy Nazi industries, transportation, fuel and military installations. Details of how "Mickey" operates and what it did to defeat Germany have been released by David B. Smith, director of Research, and Palmer M. Craig, chief engineer of the Radio Division of Philco.

"Mickey" made possible successful bombing through clouds of the German coastal defenses along the Normandy beach just 30 minutes before H-hour, saving many thousands of American lives. This airborne radar guided the American bombers which destroyed 1,500,000 tons of German oil supplies in a single mission. Devastation of Hitler's aircraft and ball-bearing factories in 29 days of concentrated pinpoint bombing is another typical accomplishment credited to "Mickey" radar. General Henry H. Arnold, Commanding General, U. S. Army Air Forces, is reported to have called this airborne radar device "the most important piece of equipment used by the aerial forces in the invasion of France."

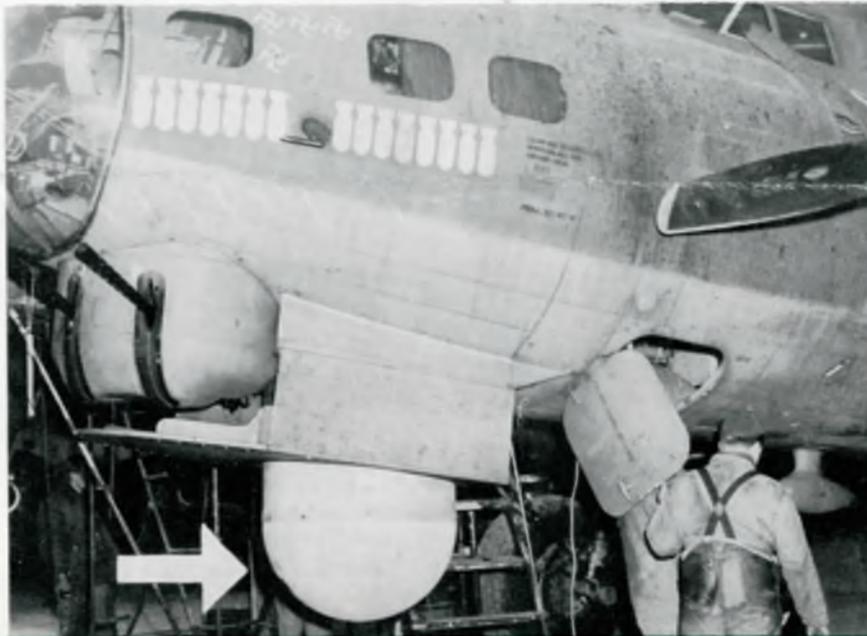
Operationally, this Philco-built radar is a quadruple-threat weapon, used in Allied bombers both for offense and defense.

Targets Spotted 100 Miles Away

Offensively, "Mickey" gives a bomber crew "eyes" that can pierce the overcast or darkest night and spot targets more than 100 miles away. When the radar-equipped bomber approaches a

selected target—a Nazi synthetic oil plant, for example—special attachments on the "Mickey" enable the bombardier to concentrate his radar picture on the specific target area and

within radar range. Thus the bomber crew is promptly warned when enemy fighters are approaching and can frequently take evasive action in time or at least be prepared to shoot down attackers.



VETERAN BOMBER EQUIPPED WITH PHILCO RADAR BOMBSIGHT—Here is one of the first B-17 Flying Fortresses equipped with Mickey, the Radar Bombsight developed and built by Philco Corporation. Note that this Fortress had used its Mickey radar to direct 15 precision bombing missions against Nazi aircraft factories, oil refineries and other vital targets, and to help shoot down four German fighter planes. Highest-ranking Army Air Forces officers are reported to have stated that pinpoint bombing with this Philco-built Radar Bombsight shortened the European war by months!

determine the precise bomb release point. As a result, the radar not only locates the target, but tells exactly where in its flight the plane must drop its bomb-load to score a direct hit. For several months, this Philco-built airborne radar has been used with the Norden bombsight in bright daylight, as well as in bad weather or at night, for improved bombing accuracy.

Defensively, "Mickey," also serves two vital purposes. Used in conjunction with land radar beacon stations near the bomber's airfield, this airborne radar provides the plane's navigator with a simple, accurate course to and from the target area. Thus a bomber can fly a direct course in bad weather or darkness, without wasting precious gasoline or time. Also, the "Mickey" picture tube immediately shows the presence of unfriendly enemy aircraft

and other objects in the terrain below the bomber. The reflected waves return to the bomber's radar receiver almost instantaneously and are translated electronically into a complete illuminated map which appears on the screen of a large tube like the picture tube in a home television receiver. By flipping a switch, the plane's radar operator can make his radar map cover a large radius. Or, if he wants to see targets in more detail, he can switch in a split second to ranges 50, 30 or even 5 nautical miles.

Typical ground targets, such as an enemy bridge or munitions plant, appear as bright spots on the radar picture tube and are easily identified by their shape and position on the radar

(Continued on page 8)

R A D

THE RADAR PANEL looks like the one in the center foreground after assembly. One girl did this job in less than 20 minutes, a tribute to Philco training methods. The Company developed the first moving production line in the radar industry.



Here is how Mickey, the Radar Bomber, destroyed German coastal fortifications and saved American lives on D-day.

Upper drawing shows bomber A, equipped with radar, flying through clouds over Normandy beach. Lower drawing shows identical radar picture from bomber B. Bombarrier studies lower (Radar) picture to determine his own bomber's position at exact center. Larger circles are signals from invasion ships—larger circles, transports; smaller dots, landing craft. Dotted circles are electronic range marks. Inner circle, 5 miles; middle circle, 10 miles; outer circle, 15 miles from bomber.

This lower radar picture, seen by the bomber B, is transmitted from the bomber's radar antenna. Radar picture shows lines, forts and towns, and the reflected signals from the radar picture.

Exactly half an hour before the invasion, Philco Radar Bombsight smashed German coastal defenses over the Normandy coast. High Army of the Air destroyed many, many thousands of American lives.



EVERY ELECTRONIC RADAR PART is pre-tested by Philco. Before any electronic part is used that part is carefully tested. Here a transformer is given a high voltage check more severe than actual battlefront service requires.

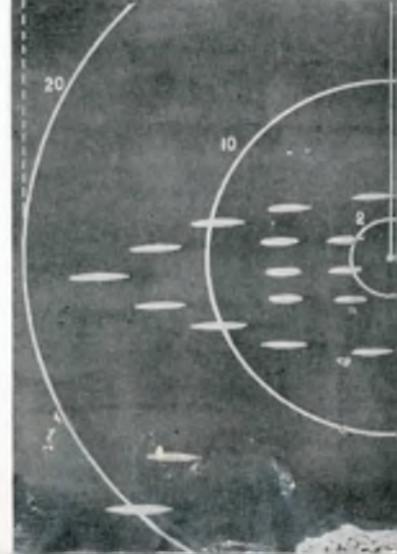
PILOT'S EYE SEES CLOUDS



SPECIAL PHILCO JIG INCREASES RADAR OUTPUT—One of the many special jigs and fixtures developed by Philco to speed the manufacture of radar is illustrated.



RADAR BOMBARDIER SEES TARGETS



PHILCO RADAR ASSEMBLY LINE—Complex units of an aircraft radar transmitter are quickly assembled by mass production methods in the plant.



D A R

Bombing—America's No. 1 Secret Weapon—
and saved tens of thousands of American

Equipped with Philco-built Radar Bombing,
each 30 minutes before actual invasion land-
ing scene on radar picture tube in
picture before releasing bombs. He notes
letter 'A' of radar picture. Bright spots at left
spots are battleships, cruisers, destroyers.
Dense bright area right is Normandy coast.
Inner circle equals 2 miles from bomber's
circle, 20 miles from bomber. Large bright
area, is the French town of Caen.

bombardier, is made by micro-waves trans-
mission. Radar waves are reflected by ships, coast-
land signals are converted electronically into

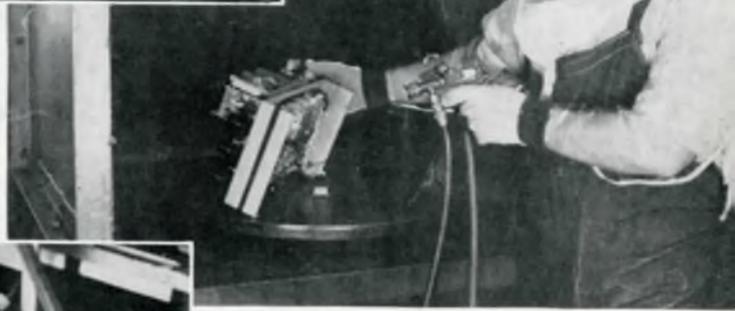
mission landings, bombers equipped with the
can coastal defenses despite heavy clouds
officers report this radar bombing "saved
es."



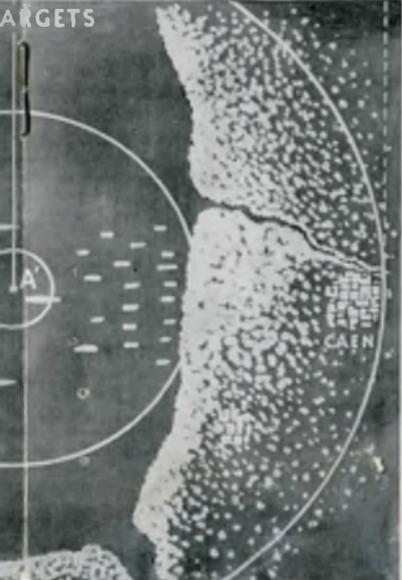
RADAR INDICATOR TUBES like tele-
vision picture tubes are assembled with
other electronic parts to form the com-
plete unit that presents vital radar in-
formation for pinpoint bombing to the
crew of an American bomber.



**PHILCO TROPICALIZES RADAR
FOR PACIFIC DUTY**—A Philco-
built radar set is sprayed with a
special varnish which prevents
both moisture absorption and fun-
gus growth in tropical climates.



**MODERN METHODS SPEED PHILCO RADAR
PRODUCTION**—The latest power tools and
convenient trays for parts and sub-assemblies
made construction of this complex radar unit
easier and quicker.



**PHILCO EXPORT PACKAGING SAFE-
GUARDS RADAR**—A Company built radar
unit, enclosed in a cardboard carton, is
placed in a moisture-vapor-proof bag lined
with aluminum foil and containing de-
humidifying silical gel.





Now It Can Be Told . . .

(Continued from page 5)

"map." Lakes, rivers or the ocean produce darker images on the radar screen.

Development of "Mickey" radar was what the Navy and Air Forces call a "crash" assignment for Philco. Tentative delivery schedules demanded round-the-clock work by research scientists and engineers to permit American bombers to smash Hitler's "festung Europa" during the winter of 1943-44, when General Arnold knew that the weather would be almost invariably bad. No previous radar could do the job with the detailed mapping and precision required for pinpoint bombing.

"Mickey" Saved Many Lives

As a result of its excellent record in manufacturing other airborne radar equipment for the Army and Navy, Philco was given the "Mickey" assignment by the Navy Department in mid-June, 1943. The Radiation Laboratory of the Massachusetts Institute of Technology had done preliminary research work on this equipment, and made it available to Philco. With the cooperation of Navy scientists, Philco and the Radiation Laboratories completed the development work. The production design of all major units of the equipment, tooling and development of highly complex special test equipment was initiated and carried to completion by Philco engineers in a remarkably short time. The speed with which the entire project was conceived and carried out was the result of the close teamwork that prevailed between the Navy, Radiation Laboratory and Philco.

Before the invasion of Normandy, "Mickey" was busy guiding the bombers that softened up Northern France. Then, just 30 minutes before H-hour, the German coastal defenses along the Normandy beaches were pulverized by bombing entirely directed by "Mickey" radars through a thick cloud cover. So accurate and effective was this "Mickey" bombing that Major General H. M. McClelland, Air Communications Officer, U. S. Army Air Forces, states that radar saved "many, many

48 Different Radar Systems

During forty-four months of World War II, Philco research scientists and engineers developed 48 different radar systems for the Army and Navy, and the Company's production of radar equipment totaled over \$250,000,000, it has been revealed by John Ballantyne, president of Philco.

"As the industry is well aware, radar is not one device, but many, with a wide variety of application," Mr. Ballantyne stated. "Philco became one of the largest producers of airborne radar equipment by expanding its research, engineering and manufacturing facilities while retaining the mass production techniques which proved so successful in pre-war radio production.

"To speed the output of urgently needed aircraft radar systems, such as the famous 'Mickey' or Radar Bombsight, Philco factory engineers developed moving conveyor lines for rapid assembly of complex units. Special training methods were devised so that operators who had formerly performed only one simple home radio assembly operation, requiring about half a minute, were trained to complete 20 minutes of high precision work on radar panels."

Mr. Ballantyne said that a most important phase of Philco work was its leadership in the design and production of several aircraft IFF (Identification, Friend or Foe) radar systems. These identification radars were urgently needed from the start of the war to prevent errors by Allied anti-aircraft in shooting down our own planes. Philco built considerably over 180,000 complete IFF radar sets for Army and Navy aircraft of all types used in combat areas.

"A further development," Mr. Ballantyne pointed out, "with important peace-time applications is the Loran aircraft radar used for long-range navigation. Loran is an invention as revolutionary as the first compass, and it will play an important part in making post-war air travel safer at the high speeds visualized by modern aircraft designers.

"It is confidently expected that the vast amount of research in microwave radar accomplished by Philco during the war will provide many other peace-time benefits to the public, including a large number of developments immediately applicable to accelerating the progress of television transmission, relaying and reception," Mr. Ballantyne concluded.

thousands of American lives during the actual invasion."

Again in the invasion of Southern France, this Philco built airborne radar equipment was used for all navigation and for bombing of more than 50% of targets, including all target areas shrouded by clouds, fog, smoke or darkness.

When Hitler rallied his forces for the Ardennes breakthrough in December, 1944, radar-equipped heavy bombers of the 8th Air Force turned swiftly from strategic to tactical objectives. Philco-built "Mickey" radar guided these bombers on 5000 sorties from December 16 to 31, most of them in extremely bad weather.

To illustrate the complexity of the "Mickey," this radar system weighs about 325 pounds when installed in a B-17 or B-24 bomber. It utilizes over 80 tubes, many of them far more intricate and expensive than ordinary radio tubes. There are 11 separate units in this airborne radar equipment, and each has to pass rigid Army-Navy specifications for high-altitude service.

Used Against Japs

Philco delivered the first "Mickey" radar sets by October, 1943, that is, in less than four months. A dozen sets assembled at Radiation Laboratory from Philco units with the help of Philco engineers were used to equip 12 special B-17G Flying Fortresses, the pioneer Pathfinders for the 8th Air Force, with six "Mickies" provided as spares. Crews of these first Pathfinders had been hand-picked and were carefully trained in radar bombing and navigation techniques both in the United States and over England.

The Philco radar bombsight did a notable job in the Pacific as well as in Europe. In 1944, patrol bombers of the Navy as well as the Army were hunting Japanese shipping—and sinking it with deadly pin-point bombing at night—thanks to "Mickey." Such a radar equipped bomber, stalking Jap ships in complete darkness, usually caught its prey unawares, and sent cruisers, destroyers and large transports to the bottom without damage to the bomber itself. The Japs never knew what hit them!

EASY TO LOOK AT HARD TO TELL APART

Do not be too astonished if you think you are seeing "double" these days—you may be encountering one or more of the Philco twins.

The alert cameraman, after being fooled by thinking he saw the same girl working in different departments, checked and found there are four sets of twins working for the Company.

The results of his research are on this page. . . .



Florence Gerhardt, Purchasing, and Ann Gerhardt, Personnel, stand in front of a mirror to prove that it isn't difficult to tell them apart if you get a profile view. 



Josephine Tamburini, Dept. 76, and Anna Tamburini, Dept. 82, are twins who say they do not look alike—but who are nevertheless often mistaken for each other. 

The Cameron twins, Ellen (left) and Sarah (right), are often confused by visitors to Dept. 76. 



Since the "Radarette" twins, Dorothy (left) and Betty Bowers, Research Division, joined Philco last year they have often caused some confusion by looking so much alike. 





YEAR OF PLANT SAFETY CELEBRATED—12 months of no lost-time accidents in Depts. 76, 83 and 88 are observed by award of war bonds to employees in a drawing conducted by Joseph M. Transue, Philco safety director; Edwin Kostro, safety committee chairman; William Mattison, gen. supt.; E. H. Kirkpatrick, production supt. In the group of winners are (l. to r., rear row) Albert Isbert, Mr. Kostro, Henry Szczebak, Edna Bohn, Terry Crispino, Albert Katz, Mr. Mattison; (2nd row) Mr. Transue, Margaret Russell; (front row) Mr. Kirkpatrick, Mary Cornes, Rose Hutchinson, Harry Keenan, Stella Zbirowska.



TWO AND A HALF YEAR RECORD—is held by Harry Keenan, shown with his Seeing-Eye Dog, Eso, as he receives a prize from Mr. Transue. Mr. Keenan not only has a perfect safety record but a perfect attendance record as well, for the two and a half years he has been working in Dept. 76.



SUMMER BOWLING LEAGUE WINNERS—Dept. 77 winners in the summer league are (center, rear) Joseph Mastny; left to right, front row: Clarence Smith; Irene Hirst, Capt.; Mary Waterfield, and M. McKee. Dept. 77 is the only department with its own league during the hot months. It has had a league for the past three years. In a close race Assembly was winner for the second year. A banquet for bowlers will be held around the middle of September.



TARGET PRACTICE—E. W. Buckley, Plant Manager of the Storage Battery Division of Philco at Trenton, and Cornelius Bradley, President, Local 108, participating in target practice with anti-aircraft equipment on a Navy LCI. Buckley and Bradley recently completed a cruise to Little Creek, Va., as guests of the U. S. Navy, for which Philco has supplied many types of storage batteries.

Serves In North Atlantic



Coast Guardsman Anthony J. Gagliardi, Jr., Dept. 5850, has been serving aboard a Coast Guard-manned frigate in the North Atlantic for the past nine months. He is a graduate of West

Philadelphia Catholic High School and attended Villanova College.

PFC. Stutzle In Italy

James F. Stutzle, Dept. 85, has been promoted to the grade of Private First Class. He has been serving as a generator serviceman with the 941st Engineer Aviation Topographic Battalion in Italy. This unit contributed greatly to the successful ending of the European campaign by supplying the 5th and 8th Armies with intricate maps, intelligence charts and models, and the 12th and 15th Air Forces with bombing and target charts. Pfc. Stutzle entered the Army in May, 1942. After assignment to a map making unit in Spokane, Washington, he was given specialized training in the reproduction of military maps under field conditions in Douglas, Ariz. In August, 1943, Pfc. Stutzle was shipped overseas with his unit and has served in Tunisia and Italy. He has received the Distinguished Unit badge, the Meritorious Service Unit Insignia, the European-African-Middle Eastern Ribbon, and the Good Conduct Medal. He also wears the 3 Battle Participation Stars for the Naples-Foggia, Rome-Arno and North Apennines Campaigns.

Escapes Sniper's Bullet



A first hand account of the invasion of Okinawa is given in a letter from Pvt. Charles A. Parsons, Dept. 63. After the island was secured there were still a few snipers uncaptured. One of these fired

a bullet which went through the tent occupied by Pvt. Parsons and shattered a clock.

PHILCO

Personals

Philco was paid a visit by T/5 Thomas Jennings, Dept. 27, while on a recent furlough from Fort Sill. He went into the armed forces in March, 1944.

Wearing seven battle stars, the Bronze Star Medal, and a Presidential Unit Citation, M/Sgt. William Meech, Dept. 85, paid a visit to friends at Philco after two years in the European theatre of war. He worked at Philco for ten years prior to going into the service in October, 1941. He goes to San Antonio for reassignment.



Another recent visitor at Philco was Pfc. Harvey Wiedemer, Dept. 88, who returned after six months in Germany. He reports to Fort Benning, Ga.

Stricken with appendicitis when his submarine was 1,000 miles out at sea on a trial run, TM 2/c Jack Fay, Dept. 75, was rushed back to port and to a hospital for an emergency appendectomy. Fay, at home on a ten-day leave from Sick Bay at his New London, Conn., base, visited friends at Philco. He is now enroute to the West Coast for assignment to the Pacific area.

"Privates' Paradise" is the name given to Camp San Antonio, France, by Pfc. George Edwards, Dept. 23, who is there being put through the redeployment process.

Returning from Okinawa Herbert A. Frank, BM 1/c, Refrig., was sent to the U. S. Naval Convalescent Hospital at Asbury Park.

In spite of the poverty in India "it seems every family must own a few cows," writes Frank Santiago, 2/c RM, Dept. 87. "Cows are everywhere and a person must be careful not to touch them or trouble will arise. They are sacred."

Congratulations to Henry Lewand, Dept. 6110, for having been promoted to Lieutenant (jg). Lt. Lewand is now stationed in the Philippines.

"I'm still in Germany 'sweating it out.'" writes Sgt. Dominic Surowicz, Dept. 82.



duty in Germany.

Following his furlough Pvt. William O. Ellis, Dept. 64, is reporting to Indian-town Gap for further assignment. He has just returned from

A few days of State-side duty is being enjoyed by Ch. Bosn. H. M. Painter, Dept. 14.

German air forces documents and secret weapons are being studied by the unit of the U. S. Strategic Air Forces of which Cpl. Henry Smith is a member. Headquarters are in London.

Seeing his family waiting for him when he returned home after his tour of duty in the Pacific is described by Charles F. Volz, A.R.M. 2/c, Serv. Sta., as being "all a fellow could ask for."

"Now that the war is all over there seems to be even more work for us radio operators," writes Sgt. John R. Craythorne, Pur., now in Italy. "When hostilities ceased that was the signal for us really to go to work."



At present M/Sgt. Paul M. Gratten, Dept. 908, is a member of the Army of Occupation. He has been overseas nineteen months and has at various times been stationed in England, France and now, Germany.



CHANGE OF ADDRESS

E. ARZT
2920 Gelena Road
Philadelphia, Pa. 19152

The following changes of addresses of Philco employees in the Service were received in the month of August.

- ★ Pvt. H. Minnich, 33951272
A.P.O. 782, c/o Postmaster, New York, N. Y.
- ★ Pfc. Frank E. James, 33772041
4000th A.A.F. Bu. Sq. S.
Wright Field, Dayton, Ohio
- ★ Pvt. George Griffith, 33988984
R.R.C. R-1, T-4, 17, Indiantown Gap, Pa.
- ★ Major Roger M. Nordby, A.P.O. 23
c/o Postmaster, New York, N. Y.
- ★ Pvt. R. C. McCully, 33947723
A.P.O. 331, c/o Postmaster, San Francisco, Cal.
- ★ Cpl. Thomas J. O'Neill, A.P.O. 129
c/o Postmaster, New York, N. Y.
- ★ Pfc. Elvin Holden, A.P.O. 234
c/o Postmaster, San Francisco, Cal.
- ★ Pvt. James Scully, A.P.O. 15987
c/o Postmaster, San Francisco, Cal.
- ★ Cpl. James McDevitt, A.P.O. 72
c/o Postmaster, San Francisco, Cal.
- ★ Pfc. Clifford Schofield, A.P.O. 83
c/o Postmaster, New York, N. Y.
- ★ James Walton, A/S
Co. 4247 Brks. 414-U
U.S.N.T.C., Bainbridge, Md.
- ★ Pvt. Paul Smyrl, Jr., 43007349
Co. B, 134 I.T.R. 83rd I.T.B.
Camp Robinson, Ark.
- ★ Pvt. Joseph R. Clark, 579540
Platoon 307, 6th Rec. Batt.
U.S.M.C., Parris Island, S. C.
- ★ Pvt. Wm. Keen, 33781051
A.P.O. 403, c/o Postmaster, New York, N. Y.
- ★ Pfc. James Owens
Squad. 0, Oxnard Strip, Oxnard, Calif.
- ★ Lt. A. Whitehair
c/o Fleet Postoffice, San Francisco, Cal.
- ★ Pvt. Alexander Patton, 33953782
Co. B, 8th Bn. 2nd Regt.
A.G.F.R.D. 4, Camp Adair, Oregon
- ★ R. T. Marshall, S.K. 3/c
c/o Fleet Postoffice, New York, N. Y.
- ★ Pfc. David Block, 33336038
A.P.O. 42-A, c/o Postmaster, New York, N. Y.
- ★ John Granger, A/S
Barracks B-4, Comp. C-66
U.S.M.S.T.S., Sheepshead Bay, Brooklyn, N. Y.
- ★ Pfc. Elmer Forgas, 33785392
A.P.O. 403, c/o Postmaster, New York, N. Y.
- ★ 2nd Lt. R. J. Cooper
Stu. Co. N. OSB SSR, Fort Belvoir, Va.
- ★ M. Lepleiter, S 1/c (SC)
Spar Barracks, Washington, D. C.
- ★ Sgt. Frank McCarron, 33310355
1926th Signal Co. (AVN)
S. Kelly Field, San Antonio, Texas
- ★ Pfc. P. Sepenthal, A.P.O. 902
c/o Fleet Postoffice, San Francisco, Cal.
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