



HOWARD
AERO
SECTION

THE SAN ANTONIO LIGHT
SUNDAY, MAY 22, 1960

DEE HOWARD
PRESIDENT . . . HOWARD AERO, INC.

ENGINEERED AERO'S AMAZING GROWTH

Ideas, Ability Sparked Howard's Success

New Firm Success Story

Jesse & Chandler, electrical contractor for Howard Aero, maintaining highly trained crews of skilled electricians familiar with the wiring problems of private industry and military base requirements.

The seven-year old firm, owned and operated by two San Antonio men long experienced in electrical design and installation, first became acquainted with Howard Aero by repairing cords in the plant's offices. The company soon was deep in the complete operation of wiring the whole plant.

Dee U. Howard can best be described as an American success story.

For only in America could a mechanic rise to head a multi-million-dollar firm—and only in just 13 short years.

Howard Aero inc., brainchild organization of Howard, is a tribute to its determined founder.

Everything associated with Howard Aero, from its quality products to its amazing growth, has been engineered through the direct leadership of Dee Howard.

Inborn Leader

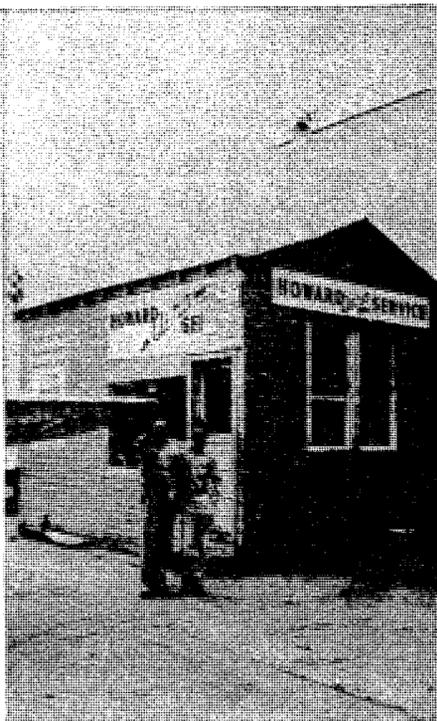
The qualities of an inborn leader exemplify the industrious self-made local airplane manufacturer.

Some people have ideas; others ability. Sometimes it takes money to put the two together to form a worthwhile combination.

When Dee U. started Howard Aero, only determination proved to be the key to success for his ideas and ability. Howard couldn't claim the money aspect as part of the magic combination until years later—he had only a pittance when he started the firm.

Only his determination, of which he still has an abundance, pushed Howard Aero to the forefront in the field of manufacturing executive airplanes.

Beginning on a shoestring, the Howard organization "just grew" and continued to grow to its present position as manufacturer of the world's most



HOWARD'S FIRST "FIXED BASE" Personnel in 1947: One employee.

versatile executive airplane.

Still Guide

The man who started it all is also the same person who guided the company through the formative years—overseeing most of everything and as his associates put it, "keeping his fingers in all the pots."

Two things about Howard stand out:

He is dedicated to producing nothing but the finest executive airplane and having the best service and maintenance facilities anywhere, and,

He is gifted with a driving force and a knowledge of mechanics that stand far out above the field.

Howard's present success as a top-flight executive airplane manufacturer and as an airplane servicer is well known in the aircraft industry.

But in 1946, Howard only had his ideas—and ability. He had a job then as foreman of the maintenance section of Slick Airways. But Slick moved its maintenance facilities and Howard decided to stay in San Antonio and go it alone.

In the fall of 1947, when Howard Aero was started, the company's assets consisted of only \$300 in cash and a box of mechanics tools. The firm consisted of only two workers—D. U. Howard and another mechanic.

Ramp 'Office'

Howard and the mechanic worked on the ramp at International airport; they had no shed, no office, practically nothing else but ability and a reputation.

Then Howard contracted for a small building out of which to work on the airplanes being brought to him for overhaul and service.

Howard's name was beginning to grow in aircraft circles. People realized that top flight airplane service was being offered by a small but quality-work firm at the San Antonio airport.

Soon the jobs began pouring in, a larger building was acquired and Howard Aero was on its way.

Often called the best redeigner in the business, Dee

Howard was born in 1920 in Los Angeles.

His family moved to San Antonio when he was still a toddler.

He spent much of his juvenile years tinkering with bicycles, autos and anything else with which he could test his natural-born mechanical ability.

He quit school in the eighth grade to support his family. He worked as an auto mechanic and at various other jobs.

At 18, Dee Howard was married to Georganna Oeffinger. The couple has two children, Dee Ann (Mrs. Ronald Bridges), and Lonnie Dean, 15.

With Braniff

Howard started in the aircraft industry as an apprentice with Braniff Airways, soon left for a job with Western Air Lines in California, became a mechanic and came back to Texas to work again with Braniff.

He spent the war years with Braniff and joined Slick shortly after.

Dee Howard's best advertisements are his own employees. They sing his praises to anyone who will listen.

Dee's associates admire the man for his many good traits. And an unusual employer-employee relationship exists in the Howard organization.

Teamwork is stressed by Howard to all employees and personal initiative is strongly encouraged. Howard employees look up to the man for his unusual ability to grasp problems dealing with aircraft manufacturing.

First Names

Dee Howard is on a first-name basis with many of the plant's workers—an unusual

thing in an organization of this size.

Tom Carmichael, Howard Aero's executive vice president and general manager, said of Howard:

"Dee has an uncanny ability to reduce most given situations to fundamental levels."

"He is the greatest at this I have ever known."

Howard workers talk also of Dee's uncanny ability to hire people who think along the same fast-pace lines as he does. Said Carmichael:

"He finds out quickly whether a person is in step with his line of reasoning and thinking. If the person is, then he usually becomes a member of the organization."

Carmichael said Howard recognizes his own limitations and "doesn't think he knows it all." He added:

"He'll listen to anybody who makes sense. However, it doesn't take him but a few minutes to tell if the person is making sense."

Master Craftsman

Associates call Howard a master craftsman who can do any job as well or better than others. This he frequently demonstrates. No Howard Aero worker is immune from having the boss come up to show him how the job should be done.

His associates say Howard is more than fair with his employees. As one put it:

"Dee's heart is as big as all outdoors."

Still youthful looking, he could sometimes be mistaken for a guard on a football team. Howard has black wavy hair and gray eyes.

Although his formal education was cut short by the need to work, Howard is a highly

self-educated man. He reads constantly.

To Dee Howard, aviation is both a business and a hobby. He'd like to do a number of things outside the aircraft business but finds little time in which to do them.

A goodly portion of Dee's time is spent away from his home office convincing other people of the merits of his company and his airplane.

A company is as good as the men who work for it and the product they produce.

D. U. Howard has tried to surround himself with men who he felt not only think along the same lines as himself but are tops in their field.

Together, they have created a phenomenon in the aircraft industry.

Ping Pongers Claim Record

HEREFORD, England (UPI)—John Pinches, Boris Valters and Alan Chance claimed a new record of 24 hours and 15 minutes for snacking a little white ball.

The ping pong players, who participated in 260 continuous games before an audience, said they broke by 15 minutes the record held by Americans.

Friendly Dip Dated by Police

TOKYO (UPI)—Kazuyoshi Tabata, 25, the "friendly pick-pocket," was arrested this week.

Tabata would lift a wallet from a young woman's purse, keep the money, personally return her weekly train pass and ask for a date, police said.

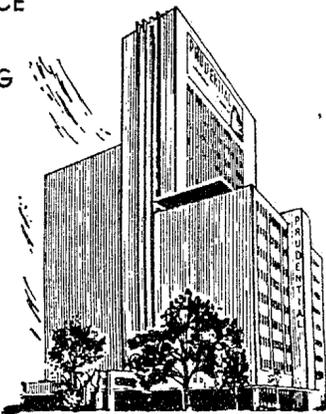
COLLINS RADIO COMPANY

SALUTES

DEE HOWARD

HOWARD AERO INC.

THE PRUDENTIAL INSURANCE COMPANY OF AMERICA SALUTES THE OUTSTANDING CONTRIBUTION MR. DEE HOWARD AND HOWARD AERO HAVE MADE TO THE GROWTH OF GREATER SAN ANTONIO



BEST WISHES TO DEE FROM: "The Wulfes" SUPPLYING HOWARD AERO WITH AIRCRAFT PARTS SINCE 1948



115 N. Comal St.

"Pioneers in the Aircraft Parts Industry"

"DO IT RIGHT"...

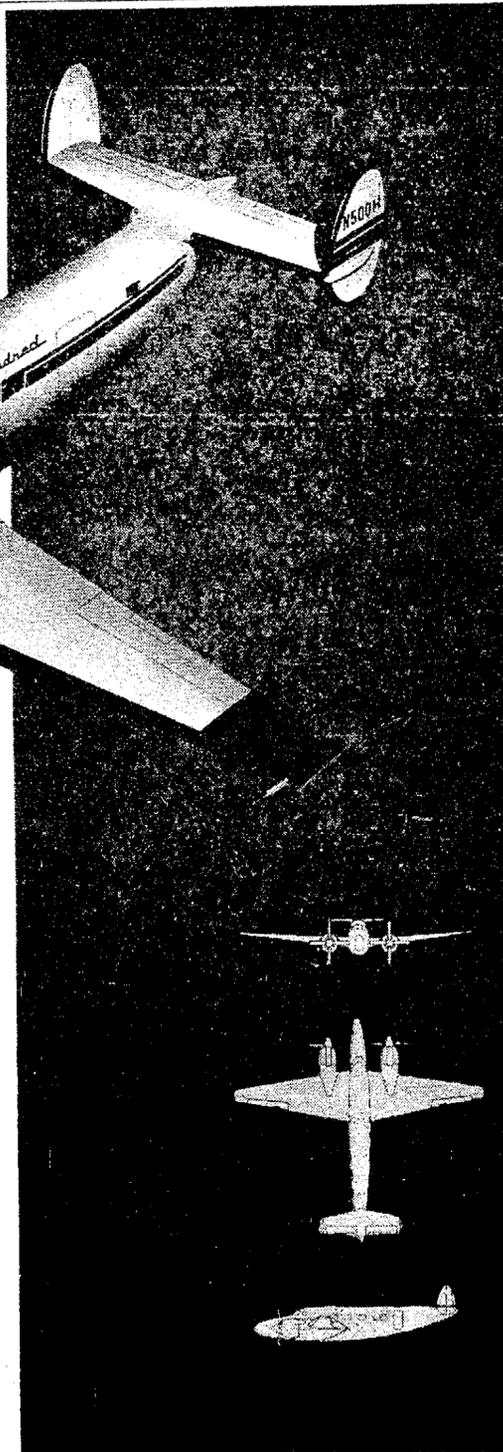
said Dee Howard

No short cuts . . . no fancy guesswork . . . this was the word given us when we started wiring Howard Aero's production lines five years ago. We are glad Dee Howard wanted it this way. With this approach, we did the job. And it became our privilege to be a part of Howard Aero's rapid growth into one of the nation's outstanding manufacturers of fine aircraft.

Jesse & Chandler from the beginning worked closely with all Howard Aero projects requiring power and lighting in shops and buildings. Tools, rigs, mill machinery, assembly line equipment—all went into operation through Jesse & Chandler wiring. As it did for Howard Aero, Jesse & Chandler is prepared to handle all types of industrial jobs—large or small. Experienced trained crews with qualified electricians are ready to provide layout, wiring and repair for plants of all sizes throughout the entire South Texas area.

Jesse & Chandler

ELECTRICAL CONTRACTORS



Eyes of Nation on Howard Aero

Aviation Giant Grew at S. A. Airport

By BEN SIEGAL

A sprawling San Antonio industrial giant engulfs International airport on two sides.

The giant is Howard Aero inc., a local multi-million dollar aircraft manufacturing and servicing plant.

Only a fledgling in the aircraft industry, Howard Aero is rapidly gaining a name for itself as builder of the world's most versatile executive aircraft.

Eyes on S. A.

And people from throughout the nation are looking to the Alamo city watching the development of the local industry.

The fabulous growth of Howard Aero has gone quietly, but speedily. Before anyone really knew it, San Antonio had a sprawling aircraft industry sitting just at the edges on two sides of International airport.

The plant's growth was due to a specific purpose — the ability to produce the world's most versatile executive airplane and to provide the most complete airplane servicing facilities.

Howard Aero is a young company in the aircraft industry. It is only celebrating its thirteenth birthday this year.

Yet the company, in this short time, has gained nationwide recognition as not only a pioneer in the executive aircraft field but also as a current leader.

Howard Aero's recognition is due to a number of things:

Its ability to manufacture a quality executive airplane — many times called the world's most versatile;

Plan Ahead

Its outstanding young work-

Mrs. Ginsburg Says Oh, Baby

LOS ANGELES (UPI)—Mrs. Elaine Ginsburg walked into her doctor's office for what she thought was an eighth month pre-natal checkup.

Mrs. Ginsburg—and her 5-pound, 4-ounce daughter—left an hour later and checked into a hospital where both are in good condition.

D. Crockett Wins Gun Case

NEW YORK (UPI)—David Crockett, 16, was found innocent of illegally possessing firearms in court when testimony showed modern bullets would not fit his 100-year-old gun.

Crockett, a New York university student, said when he was arrested he was on route to sell the gun to an antiques dealer.

When you have a house Or a room to rent, Call THE LIGHT And you will never lament.



NATIONWIDE INSURANCE CO. GETS A HOWARD 500 Howard gives keys to NIC's Bob Reniker in Columbus, O.

ing force who plan ahead as aircraft workers should in this fast-moving age;

Its outstanding service and maintenance facilities, and last, but not foremost,

D. U. Howard, the company founder, who is recognized as a whiz in aircraft building, redesigning and maintenance.

Howard is the man who took nothing but \$300 in cash and a box of mechanic's tools and parlayed them into a sprawling giant.

Currently, with over 700 workers, Howard Aero ranks close to the top among San Antonio plants with personnel in manufacturing. It is a leader among local industry in personnel numbers.

Howard's Aero organization consists of two closely related facets: Manufacturing and service divisions.

Busiest Operation Manufacturing is currently the busiest operation in the Howard organization. Here, on the northeast side of the airport, sit the buildings where the famous Howard 500 executive airplane is manufactured.

Here is also where 440 workers work in and around the "jigs" (devices used to help assemble the planes), constructing the various plane parts, manipulating the machinery and carrying out the engineering plans.

On this side of the airport is also located the executive offices, the engineering plant, the woodwork shop and hanger facilities.

The service division is the oldest function of Howard Aero. Although the manufacturing division has lately far outstripped service in importance and personnel, this segment is still a vital part of the "bread-and-butter" operation of the corporation.

260 Employees Service division currently numbers 260 employees, in-

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Howard Aero realized the need for a new type of executive aircraft—one that would fill the needs of the growing demand of a population suddenly become air-minded.

The firm, in its research, found that a reconverted military bomber would not do. Space for bombs and military armaments would not easily convert into passenger or cargo space.

Howard began searching for an airplane, based on proven designs that had potentials for conversion to passenger status.

Company personnel surveyed all the airplanes in use and found one with the necessary potential.

Ventura Choice

It was the Lockheed Ventura (used by the navy as the PV-1 and sometimes known as the B-34 when used by the army air force).

The plane was different from most military craft used in the war. Its predecessors, and this was a major point for its selection, had been designed for passenger use. The PV-1 became a military craft only because of the war.

Seven PV-1s were located in Canada. A crew from Howard Aero went up, made them flyable, and brought them to San Antonio. Later, an additional 26 were purchased.

The year was 1955. Howard Aero's manufacturing of executive airplanes was underway.

Howard completely remanufactured the plane. The fuselage was stretched, interiors were fabricated and installed.

Controls, brakes, flaps, the power plants and other functioning parts of the plane were changed and/or modified.

Far Different

In short, when Howard Aero got through redesigning the plane, nothing was the same except the looks, and even then only at a distance.

The Howard Super Ventura was born—and it was selling.

A separate manufacturing division was set up in 1955. The old maintenance quarters had become so crowded that Howard acquired a group of buildings, hangers and land, on the northeast side of the airport.

When production went on a full-scale basis, soon the "tail" was beginning to wag the "dog." Manufacturing, the newest facet of the corporation was outstripping service in employees and in money volume of business.

Full-scale production of the Super halted recently because

of the introduction of the new, pressurized Howard 500. The company has manufactured 35 Super's up to the present time.

On order, Howard will still build the Super — the company's first pride and joy. Also on order, it builds the Howard 250, a smaller unpressurized plane.

Big Change

In designing the 500, engineers stretched the center section, added new outer wing panels and new flaps, further trimmed the plane's body and, of course, added pressurization.

But the pressurization was increased from the then normal, (but currently inadequate for this type airplane) 4.16 pounds per square inch to 6.75 pounds per square inch.

This pressurization increase was a major development in executive aircraft production.

The first Howard 500 was delivered to a customer in January, 1960.

The dreams, aspirations and driving force of a man who started his firm at the lowest

rung of the business ladder and nursed it through a few short years to its present status are still the motivating forces behind the company.

Top Executives All War II AF Veterans

Top Howard Aero, inc. executives, all aviation specialists in their particular supervisory fields, share a common quality—all are World War II air force veterans.

Executive Vice President Tom Carmichael is 41. A native of Hoytsville, Utah, Carmichael has been in aviation 19 years and in San Antonio for eight years.

UTAH STATE Carmichael, who attended Utah State university, has a wife, Helen, and two daughters, Nancy, 8, and Caren, 4.

Robert L. "Bob" Robertson, vice president and general manager of the service division, is 37. He has 20 years experience in aviation and has been in San Antonio for three years.

A native of Dallas, Robertson has a wife, Evelyn, and daughter, Robin, 9.

Wolf has 17 years in aviation, is a graduate of Breckenridge High school, and attended John Tarleton Junior college and Texas university. He has a wife, Virginia, and three daughters, Barbara, 16, Carolyn, 13, and Peggy, 6.

dee-LIGHTed!...

... to join the many friends of Dee

Howard in today's special section

of the San Antonio Light

in wishing the happiest returns of the day

and extending our personal

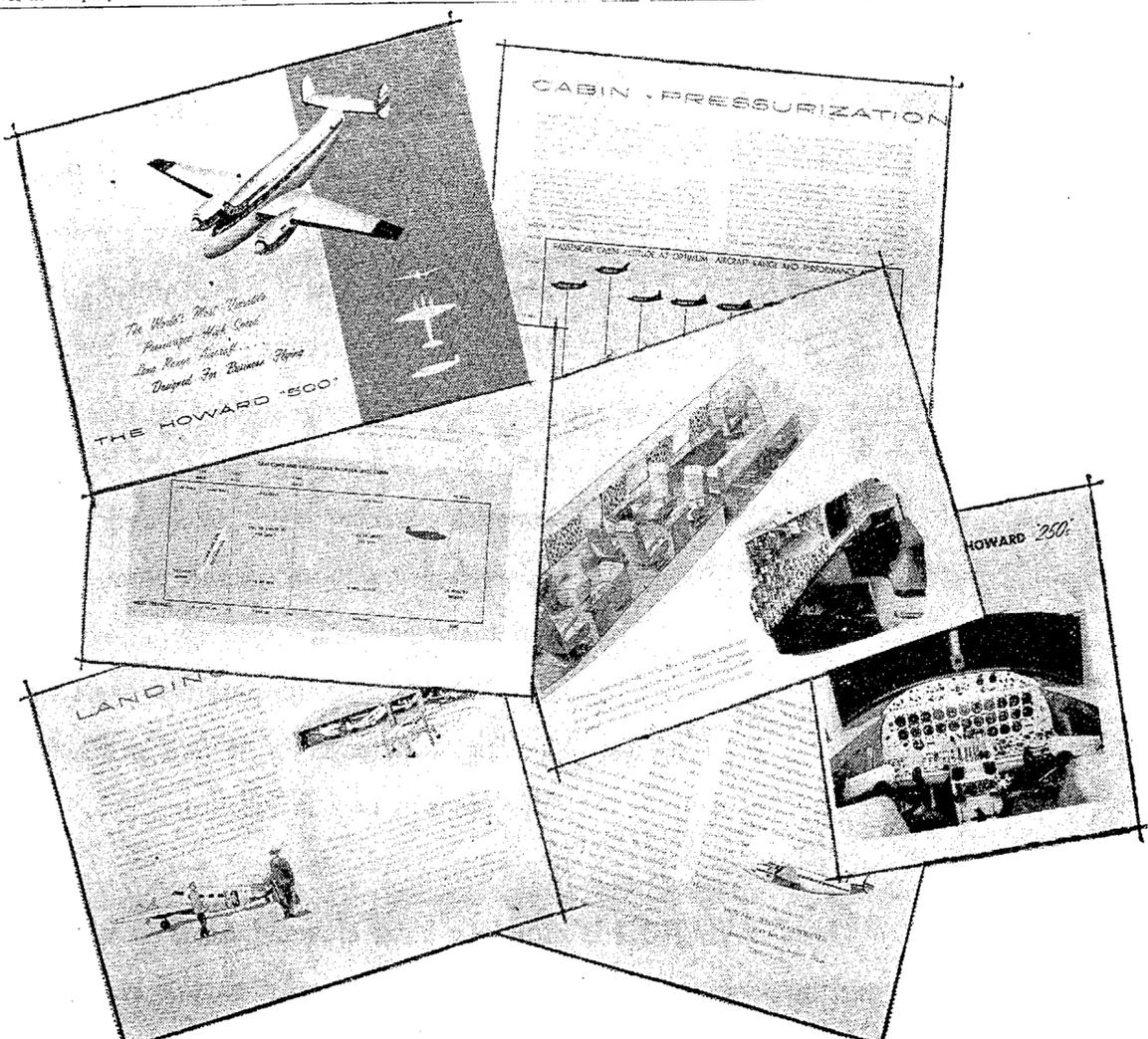
congratulations on his continuing

contribution to the community

through Howard Aero, Inc.

Catto & Catto

GENERAL INSURANCE
510 SOLEDAD Capitol 5-2935



Promotional Printing Helps Sell Howard Airplanes

CLARKE PRINTING CO.

Hall of Quality P. O. Box 1027 • SAN ANTONIO, TEXAS
THE PRINTING DIVISION OF MAVERICK-CLARKE

SALUTING
A SAN ANTONIO INDUSTRY
HOWARD AERO

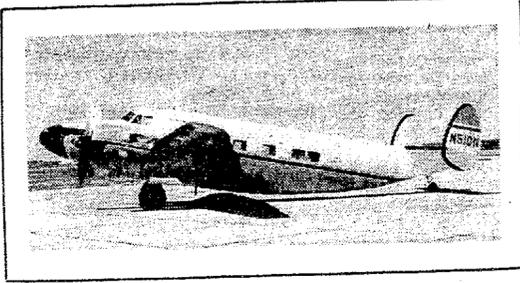
THE SIGN OF MODERN BANKING

ALAMO NATIONAL BANK
67. MARY'S AT COMMERCE

Rubber Lid Put on Noise

HARLOW, England (UPI)—ordered 100 garbage cans with rubber lids.
 Town councilmen, conducting an anti-noise campaign, have

**TEXAS-TYPE
 TEAMWORK
 DOES IT AGAIN!**



Dee Howard and his associates at Howard Aero, working as a skilled and integrated team, have established the made-in-San Antonio Howard "500" as a classic among the world's finest business aircraft.

Howard Aero of San Antonio and Southwest Airmotive of Dallas similarly have proved again that, even among the top aviation interests of two great cities, there's just no team like a Texas team for getting the job done!

We are extremely proud of our role as a supplier to Howard Aero and are happy to join the aviation industry, which Howard serves so well, in a heartfelt salute to the inimitable Dee and his brilliant Alamo City enterprise!

THE MANAGEMENT AND MEN
SOUTHWEST AIRMOTIVE CO.
 LOVE FIELD, DALLAS

Services

**'Bread
 And Butter'**

The oldest Howard Aero function is the service division—still, however, a "bread and butter" operation of the expanding local corporation.

Howard's service division, located on both sides of International airport, currently has two major functions:

Provide complete airplane service facilities, and

PLANE BUILDERS

Build the renowned Super Ventura and Howard 250 airplanes when orders are placed for them.

Howard Aero's service philosophy has been stated this way:

"Our real obligation to the aircraft owner is to supply him not only with the best aircraft for his requirements, but with the services that are necessary to make this venture a success."

Robert L. "Bob" Robertson, a Howard vice president and general manager of the service division and its auxiliary field service unit, said his operation is equipped to handle service on any type of aircraft.

INSTALLS ALL TYPES

The division, with close to 260 workers, installs all types of custom designed interiors for any type of airplane, does electronics installations, all phases of instrument, accessory and propeller overhaul and engine changes.

A major function of the division is its servicing of airline and private airplanes at International airport.

Howard trucks are expected to pump 3,500,000 gallons of aviation fuel, including 2,000,000 gallons of jet fuel, into airline and private airplanes this year.

PERFORMS CHECKS

The division also performs 100-hour and 1000-hour checks on airplanes in much the same way new cars are given 1000-mile inspection checks.

All types of modification work for private aircraft is performed at the service division hangars.

**Second Look
 In Loss of Eye**

MONTGOMERY, Ala. (UPI)—W. W. Merriman was acquitted of stealing his former wife's glass eye when Joe Verniussle sr. testified in court he found the missing eye behind chair cushions where Mrs. Merriman apparently had dropped it.

**We are proud
 to be Dee Howard's
 Airport neighbors...**

... and we
 sincerely wish
 him success

TOWN HOUSE
 MOTEL

GOLDEN DERRICK
 RESTAURANT

PETROLEUM
 CENTER

Nothing breeds success like hard work...

and Dee Howard has shown his willingness to work hard for his convictions. Dee Howard's dreams have always been so big that they might scare an average man... but to Dee they were just fuel for the fire. Turning these dreams into reality became a daily challenge that has produced one of San Antonio's largest industries. The success of this industry has strengthened everyone's faith in San Antonio's industrial climate. It gives further foundation to the fact that "the man who backs his dreams with hard work can build his own mountain." Today Howard Aero is really two companies in one. It incorporates one of America's leading major modification centers of long range high speed executive aircraft... rebuilding these aircraft from the ground up; interiors, engines, electrical systems, radar and navigation systems... everything for the performance and safety of the plane. In addition during the past few years the company has expanded into one of the nation's leading manufacturers of new pressurized 350-mph twelve-passenger executive aircraft. This plane is now in full production.

**ALAMO AVIATION is proud to have Howard Aero as a neighbor
 and in cooperation with its parent organization the H. B. Zachry
 Co. takes this opportunity to say**

HAPPY BIRTHDAY, DEE.....

ALAMO AVIATION, INC

International Airport

He's Expert, Man and Boy
 MEMPHIS, Tenn. (UPI)—through her handwriting. Earl Davenport became interested in handwriting as a small boy. At 5, he discovered that "Santa" was his mother here.

750 Personnel Work as a Team

It takes skilled workers to produce the world's most versatile, long-range executive airplane.

And Howard Aero claims a plant-load of skilled workers. From the executives down to the stock clerk, Howard personnel work and think as a team.

ONE GOAL: BEST PLANE
 And the team has one goal in mind—produce the best executive aircraft on the market and provide the utmost in airplane service.

The over 750 workers presently employed at Howard indicate a booming Alamo city industrial giant.

Workers at the expanding aircraft plant made up a nationwide list of former residents.

ALL EXPERIENCED
 A percentage of workers are San Antonio natives.

But 60 per cent of Howard employees came to the Alamo city from out-of-town—all were aircraft workers formerly employed in plants in Oklahoma, California, Kansas and other states.

All of the out-of-staters and those coming from the Dallas

Ft. Worth area were trained in some part of the aircraft building process when they were hired by the local plant.

But Howard is continually looking for local people to fill job vacancies. Presently, a high per cent of the jobs are being handled by long-time San Antonio residents.

NATIONAL RECRUITING
 Howard recruits workers from every area of the U. S. There are two reasons for this: One, the corporation is looking for the best personnel available and, two, San Antonio, not previously an aircraft building town, could hardly provide an adequate number of trained personnel.

Personnel growth has been increasing at the same fabulous rate as the corporation's success. In 1949, the service division, the first operation at Howard, could claim only 17 workers.

PROVES A BOOMER
 By 1956, this division had 155 workers performing all types of airplane service from overhauls to filling the tanks with gasoline. Presently, this division counts 260 workers.

By contrast, the manufac-

turing division, set up in 1955, proved to be the booming Howard operation. After just one year, with 122 workers it could claim almost as many people as its older partner located at the other end of the airport.

And only three months later in 1956, manufacturing's blossoming order backlog had topped the personnel figure to 262—well past the other division's number.

In July of the same year, 381 workers were crawling in over and out of the hulls of the yet-to-be-finished planes being worked on in the manufacturing plant.

440 WORKERS
 Presently, manufacturing counts some 440 workers on its portion of the payroll.

Frank Manupelli, executive assistant to the president and personnel department head, said the Howard pay rate, set on a scale with the aircraft industry in other states, is a drawing factor in recruiting workers.

Manupelli said besides the pay rates, fringe benefits such as accident and life insurance, help draw workers to Howard.

All employees at the plant are graded twice a year for pay increases. With the booming facilities, supervisory positions are continuing to open; this is also an incentive measure for getting and keeping workers.

Engineers at Howard Aero do much more in the way of practical work than pure theory.

The major reason is that Howard engineers believe that more work can be accomplished if it is done direct—on a practical basis.

The Howard Aero engineering department has 25 workers; 3 engineers, 21 draftsmen and 1 technical writer.

Chief Engineer Charles S. Ursell said his department does a lot of system design stress analysis and functional engineering.

The Howard engineering department has done hundreds of blueprints for the new Howard 500 airplane. Part of the department's job is to get these drawings to the airplane builders, purchasing department, subcontractors and sales staff.

The technical writer handles the maintenance manuals and the catalog department. He also acts as the training instructor for airplane maintenance.

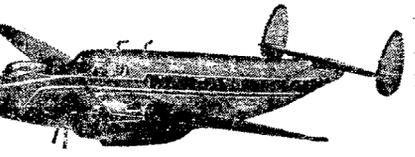
Engineers, according to Ursell, never seem to handle the same problem twice. Design and structural changes, modifications and other variations or tests always crop up.

Engineers at the plant have years of experience—some dating back to the old flying boat days.

All draftsmen at the plant are local products, most having three years drafting experience.

Hat Wearer Explains It All
 LEAMINGTON, England (UPI)—David Nash, asked why he at first refused to re-

A TRIBUTE...
 to a man... an idea and a purpose



"... As an airplane owner it is unfortunate that I have an insatiable curiosity about every detail. I appreciate the job you have accomplished to perfect your aircraft.

"You have chosen an extremely difficult mechanism to manufacture and an extremely difficult problem of educating operation and maintenance personnel. You and your associates have my high regard and full appreciation for a job well done."

John B. Hawley
 President

NORTHERN PUMP CO.
 Minneapolis, Minnesota

THE BEST...

in interior arrangement, color coordination and exterior paint design is provided for Howard Aero customers through such well-known authorities as Dave Ellies Industrial Design, Inc.

FOR THE BEST IN AIRCRAFT INTERIORS SEE HOWARD AERO, INC.

Best Wishes For Continued Success

DEE HOWARD

LAWRENCE AVIATION INDUSTRIES, Inc.

Port Jefferson Station, N. Y.

6 TO 8 YRS. AVERAGE
 The average aircraft mechanic working at Howard has had six to eight years of experience; engineers at the plant count 15-18 years of aircraft work, and all executives have had long years of experience.

The average plant worker is about 33, married, has two children, is a veteran and has, after a short time at Howard, purchased a home.

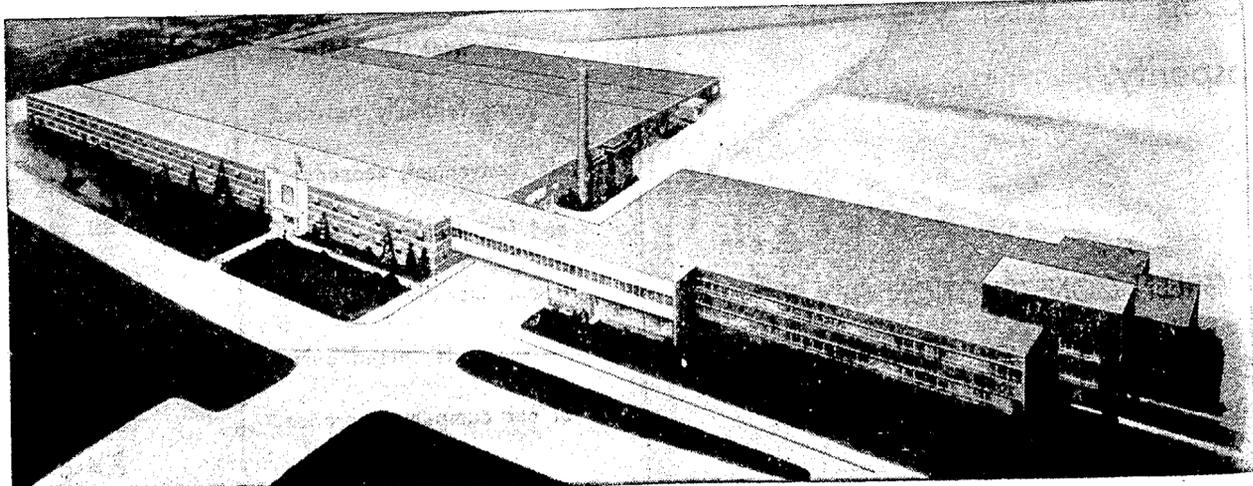
HAPPY BIRTHDAY DEE HOWARD
ELLIS GREEN MOTOR CO.
 ELLIS, HIX, HARRY

For his significant contributions to the aviation industry and to the community of San Antonio, we wish to extend to DEE HOWARD our sincerest congratulations.

A. E. Abel

A. E. ABEL
 GENERAL MANAGER

Bendix RADIO DIVISION
BENDIX AVIATION CORPORATION
 BALTIMORE 4, MARYLAND



WOODWORKERS SKILLED

Workmanship Tops

Howard Aero's woodwork and milling shop would make any cabinet-maker proud. Materials turned out by the shop have proven to be tops in quality workmanship. So much so that the woodworkers are helping gain Howard Aero another niche in its claim as a quality airplane and aircraft accessories manufacturer.

ALL 20 SKILLED
The woodwork shop employs some 20 workers—each skilled in an area of cutting, planing, trimming, fabrication and construction. New, lightweight furniture was first developed for the Howard 500 airplane in this shop. These same lightweight ma-

Congratulations to HOWARD AERO
Another Local Industry Recognized Nation-Wide for Quality Production



Compliments of
Reliable Batteries
Permalife Glass Fibers
Manufactured By
Standard Electric Co., Inc.

BEST WISHES TO DEE HOWARD

It has been a pleasure to be associated with you. We hope you will continue to have satisfied customers with our R-2800-AM10, which we originated, and our -CB engines.

L. H. LUCKEY COMPANY
AIRCRAFT ENGINES
4212 W. Lovers Lane Dallas 9, Texas FL 7-1793 FL 2-5150

Beauty Plus Utility In Interiors

It does all the inside woodwork for the Howard 500 airplane, provides custom-designed interiors for other contracted aircraft, insulates planes for soundproofing, provides trim-work in the cabin and develops new, lightweight furniture materials. Three crews work out of the shop; one does the fabricating and milling, another the installations and the third, bulkhead fabricating. Mike Briseno, shop foreman, said personnel in the shop build only those items which have been ordered for a certain plane.

EACH JOB DIFFERENT
The shop does not overstock on items since each job, being custom-made, requires a different design for every item. The lightness of the cabin furniture produced at the Howard woodwork shop is achieved by using lightweight, yet strong materials such as honeycomb cellulose and formica and backing plastics. Wood is used only in the furniture frames and for other supports. The inside of the frames is of the honeycomb, and the tops, bottoms and sides of the furniture is composed of the plastic strips. Shop employees also use an extensive amount of fiberglass in constructing the soundproofing of the cabin walls.

CABINET 50 POUNDS
As an example of the light weight of Howard furniture, a full shop constructed cabinet, including all panels, bolts, knobs and wood frames, weighs just about 50 pounds. In contrast, a comparable solid wood cabinet, not any stronger or durable, will weigh nearly three times as much as the honeycomb-plastic furniture. Employees at the shop work much the same way other woodworkers operate—but at a faster clip and with more precision. Each item constructed has to be letter-perfect; only top flight woodworkers, such as the type working at Howard Aero can accomplish this.

KEEP IT CLEAN
TRENTON, N. J. (UPI)—The state assembly passed unanimously a bill that would make it illegal to spit in a food, drug or cosmetic establishment—even if they have cuspidors.

VERY LIGHT
Pieced together, this combination of honeycomb cellulose, plastic and limited amounts of wood makes for a load three times lighter than comparable solid-wood furniture. Vic Dietzel, supervisor, woodworking shop, said this construction method, besides its lightweight characteristics also makes for a pleasing decor. And, he added: "The material is as strong or stronger than a solid piece of wood."

MADE IN SHOP
Everything for the plane's interior in the way of furniture and paneling, except for seat sections which are purchased, is made in the Howard Aero milling and woodwork shop. Even the seats are of a lighter weight material than the usual airplane chair. The entire furniture made for the Howard twin-engine executive plane has been weighed at times to just about equal that of a heavy-set man—and 250-300 pounds of furni-

ART LOVERS TO SELECT POLES
DES MOINES (UPI)—The Iowa executive council said it would determine what type light poles to erect on the statehouse grounds through the studies of a 3-man committee of disinterested art lovers. The decision on the poles will be made "purely on esthetic grounds," the council said.

A Sherwood FM-AM Radio Tuner and a Sherwood Amplifier
are used in every Howard Executive plane supplied by
VANDERGRIFT AUDIO COMPANY
The High Fidelity House
4106 San Pedro
San Antonio, Texas



OFFICIALS—Left to right are R. W. Irwin, secretary and treasurer; H. G. Wolf, general manager, manufacturing division; R. L. Robertson, vice president, and general manager of service division, and Tom Carmichael, executive vice president of Howard Aero.

ture in a 2-engine aircraft is an unusually low weight. **CUSTOM JOBS**
All cabin jobs performed by the woodwork shop, whether for a Howard 500 or for a private plane, are customized to the owner's designs. An outstanding feature of the work performed at Howard is that no two pieces of furniture are made alike because each custom job requires a different set of plans. For soundproofing of cabins, also a woodwork shop function, the main ingredient used is fiberglass — another weight saver.

HAPPY BIRTHDAY, DEE
WE HOPE TO HAVE THE PRIVILEGE OF CONTINUING TO SERVE YOU FOR MANY MORE YEARS.
AIR ASSOCIATES, Inc.
8246 Travelair
Houston International Airport
Houston 17, Texas.

Our best wishes to Dee Howard for continued success.

Delta Metals, Inc.
Dallas, Texas
Distributors of Aluminum, Stainless Steel, and Copper Mill Products
San Antonio Representative—Jack Laurence

The Pacific Lumber Co.
of San Francisco and Scotia, California...
appreciates the splendid engineering and safety built into the Super Ventura which we are using in the daily transportation of personnel in the redwood industry. Mr. Dee Howard is to be congratulated for building such a splendid product of this modern competitive air age.
A. S. MURPHY, President
Pacific Lumber Company

BEST WISHES FOR CONTINUED SUCCESS
INTERCONTINENTAL MANUFACTURING COMPANY, INC.
A SUBSIDIARY OF ANTON-IMCO ELECTRONICS CORP.
Executive Offices: Garland, Texas

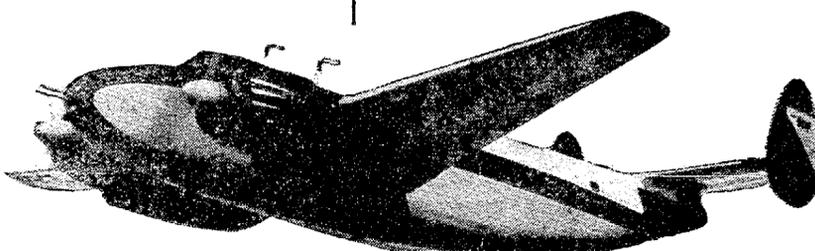
A MESSAGE TO DEE HOWARD FROM BOB GREEN

Congratulations to Howard Aero, Inc. for an outstanding contribution to both our industry and to the city of San Antonio.

We have enjoyed the benefits of your product and wish you continued prosperity.

Bob Green
GREEN CONSTRUCTION COMPANY
Oaktown, Indiana

Plymouth Oil SALUTES
Howard Aero For a Brilliant Achievement



Our Howard built aircraft has over the past five years faithfully provided safe, convenient, economical and fast transportation for our executive staff over the wide spread points of our company operation.

PLYMOUTH OIL COMPANY
Walter S. Hallanan, Pres.
Benedum-Trees Building
Pittsburgh, Pennsylvania



FOUNDER HONORED—Gerald Dubinsky (L), president of San Antonio Manufacturers assn.; Dr. James Laurie (seated) president of the chamber of commerce, and Gen. William H. Simpson, chairman of the Greater San Antonio Development committee, sign letter honoring Dee Howard on his fortieth birthday anniversary.

Get your message to the people through Light Want Ads. To sell, buy, rent, swap, recover a loss, dial CA6-1231.

Versatile Plane Pleases Executives

Top performance and versatility are the two main features which make the new Howard 500 outstanding in its field.

Commonly referred to as "the world's most versatile executive airplane," the 500 is a practical, long range, high speed, pressurized aircraft.

The Howard 500, built at Howard Aero inc. in San Antonio, was developed for one purpose—business flying.

A 2-engine, 350-m. p. h. airplane, the Howard 500 is capable of flying 2800 miles non-stop.

The Howard Aero philos-

Manufacture Division Doubles Staff

Howard Aero's manufacturing division has boomed since the day it was founded just five years ago.

Division facilities, and personnel have doubled in this short period.

The reason for this growth is obvious. This is the place, on the northeast side of International airport, where the fabulous Howard 500, the most versatile executive airplane on the market, is manufactured.

JUST 13 YEARS OLD

The entire Howard Aero operation is only 13 years old. In the short time the manufacturing division has been established, it has assumed the important spot in the corporation operation.

More than 440 workers, including machinists, sheet metal workers, mechanics, electricians and riveters, work at the plant constructing the 2-engine, high speed Howard 500.

Most of the parts for the plane, including the nose, fuselage and wing and tail sections, are manufactured here in San Antonio at the plant.

In just this 5-year period, this division has boomed itself locally into one of the top five manufacturing operations.

ASSEMBLY LINE

The Howard manufacturing division works on an assembly line basis. Currently, this division is geared to produce one Howard 500 a month. But production can be stepped up at any moment should the occasion warrant.

Although the main manufacturing division produces nothing but the Howard 500, the corporation also builds, on order, the renowned Super Ventura and the Howard 250.

Construction of these two planes takes place at the service division facilities on the other side of the airport.

Harry Wolf, general manager of manufacturing, said numerous departments work together as a team to build the 500.

MONSTER JIGS

Monstrous jigs, are used to help assemble the plane, until the basic plane shell is able to stand on its own landing gear.

Then trim and interior workers take over to smooth out the edges and construct the custom-designed interiors. Other workers install all-weather flying equipment, while others put on the two powerful engines.

As the plane continues to move down the line toward the hangar doors, another crew applies the paint while the finishers ready it for its first test flight.

ophy behind the development of the new 500 was "to build for business an airplane that would do an over-all better job with less operational problems at a price that industry could afford to pay."

Concept of 500

The concept for the 500 is based on experience gained from previous models. This model, in appearance, may sometimes be mistaken for other aircraft which had been converted or remanufactured for executive use.

Howard's 500, however, is a new airplane which uses proven designs and component parts that have a known history of service and dependability.

Business aircraft are purchased mainly for two reasons: To save company time and to solve transportation problems.

An ideal executive aircraft, like the Howard 500, must have several basic characteristics if it is to be both versatile and practical.

It must be capable of carrying enough fuel for long-range flights; be able to land and take off on all types of runways; must carry its cargo of baggage, personnel and fuel with a minimum of operational problems, and it must meet safety requirements.

Versatile Plane

The Howard 500 can do all this—and more.

Outstanding features are abundant in the Howard 500. Its cabin interiors are custom designed to the owner's specifications.

Tops in its field is the 500's cabin pressurization. The Howard 500 offers more pressurization advantages than any other aircraft in the executive field.

This plane will maintain a sea level cabin pressure (perfect cabin condition) up to 16,000 feet—more comfortable at a higher level than any other executive piston engine or turboprop powered airplane.

The 500 can carry 1550 gallons of fuel and go 2800 miles at all-out cruising range. Its gross weight is 34,000 pounds, with a full fuel load, can accommodate nine passengers, two crewmen and a full load of baggage.

Pratt & Whitneys

It is powered by two Pratt & Whitney 2500 h.p. engines—the kind used by most airline airplanes.

The 500's ideal dimensions, 70 ft., 4 in. wingspan, 57 ft., 10 inches long and 13 ft., 8 in. high, allow the plane to be hangared while other aircraft must be accommodated outside in all types of weather.

This unique plane has ground and in-flight air conditioning, is equipped for all-weather flying which includes radar, has the most favorable power to weight ratio of any business aircraft, has high pressure deicer boots and other outstanding features too numerous to mention.

When the Howard 500 is delivered, it is complete. All middlemen and third-party operations are eliminated in the process.

The Howard 500 has the lowest initial and operating cost per mile of any 350 m. p. h. airplane. Its practical landing gear makes it suitable for any type of runway, including sod fields.

Third in Series

The Howard 500 is the third model in this series. In building aircraft, past experience is a vital ingredient. Second and third models are always better products than their predecessors.

The first in the series that

CONGRATULATIONS and HAPPY BIRTHDAY Dee Howard

COMPLETE AVIATION INSURANCE SERVICE

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CONGRATULATIONS ON YOUR SUCCESS AND CONTINUED GROWTH

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Aircraft Hardware and Fittings

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Happy Birthday Dee Howard

Paul Anderson Co.

YOUR STATIONER



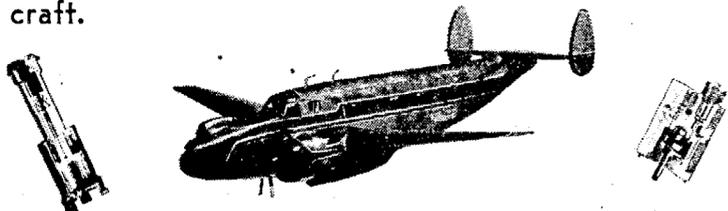
BROADWAY AT TRAVIS CA6-8101

QUALITY PLUS

In The HOWARD "500"

And "SUPER-VENTURA"

Precision-built Parts contribute to the highest standards of workmanship and quality built into these aircraft.

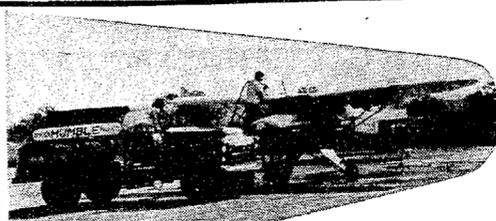


PRECISION MANUFACTURING CO.

2112 Pleasanton Road

San Antonio, Texas

Designers and Builders of special parts and assemblies, tools, dies and metal stampings of the highest quality.



• 1947

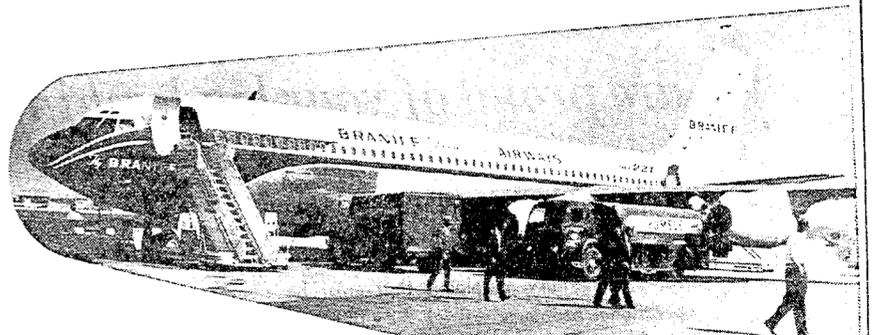
A LOT

HAS HAPPENED

IN OUR

FIRST

13 YEARS...



• 1960

Now over 1/4 million gallons of Humble aviation fuel is metered into commercial and executive aircraft each month by Howard Aero. This tremendous volume is indicative of our steady growth over the past 13 years.

Humble aircraft fuels and lubricants are in keeping with Howard Aero's policy of high quality products and services.

HAPPY BIRTHDAY DEE...



DEE HOWARD, President
Howard Aero, Inc.



The Howard "500", the world's most versatile pressurized, high speed, long range executive aircraft.

...Your theories and dreams of executive flying have pointed the way. Your analytical evaluation and practical approach have made The Howard "500" possible

We are proud of your leadership and your foresight in these observations:

UTILITY IS IMPORTANT

Many features are needed in the business aircraft, the most desirable being over-all versatility. Airplanes that must be pampered and have special operational problems restrict the utility and freedom of operation that have been responsible for the vast increase in the popularity of this type of travel.

OPERATIONAL FLEXIBILITY

While some million dollar turboprop airplanes can be sold where cost is of no concern, the careful buyer will pick the more efficient piston powered airplane with the same or better speed. He will have more range, more reserve power for single-engine operation, more flexibility in flight planning, more alternate landing places in bad weather, more places to re-fuel, more places to obtain parts and service from more trained personnel, who have more hindsight as a guide for a safer operation. And on long range operation he will have more freedom from fuel management worries.

DESIGN STANDARDS

Any presently 4b certified aircraft will definitely be a good, safe aircraft, particularly a piston-powered machine for which the FAA has the most experience and hindsight written into its regulations.

ORIGINAL COST

The requirements of today's business aircraft are separated widely from those of airline operation. In the future the development costs of business aircraft will be amortized by a smaller number of users, and any attempt to fill this need by a prime manufacturer will result in an airplane that costs well over a million dollars as does the present Gulfstream which has already had three price increases since its original introduction.

EASE OF OPERATION

Anyone can recognize many features in the Super Ventura, and many more in the "500", that indicate our feeling toward building an aircraft that not only does a superior job, but one that can be operated by pilots of average proficiency with complete safety.

CONVENIENCE

Compared to a 350 mph aircraft that can use the downtown airport, the 500 mph jet will save only 20 to 25 minutes flight time between New York and Detroit, which will more than be offset by the long auto ride from the airport from which the jet would have to operate.

From the 752 employees in the Howard Aero Family
HAPPY BIRTHDAY