The Link Collections
A Register of Papers of Edwin A. Link, Marion Clayton Link, The Link Foundation, Hughes Training, Inc.
Martha Clark and Marion Hanscom, rev. by Beth Turcy Kilmarx and Jeanne Eichelberger
Binghamton University, State University of New York
1981, rev. 1999

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Descriptive Summary
Edwin A. Link 1904-1981 by Martha Clark Revised by Jeanne Eichelberger
Edwin Albert Link A Chronological Biography
Scope and Content Note
Description of Series
- Correspondence (1939-1981)
- Enclosures (1941-1979)
- Advertising Brochures and Company Publications
- Announcements, Business Cards, and Invitations
- Biographical Data
- Bulletins and Newsletters
- Charts, Diagrams, and Maps
- Financial Records
- Legal Documents
- Legislation
- Logs and Journals
- Magazine articles
- Memorabilia
- Agendas and Minutes of Meetings
- Newspaper Articles
- News Releases
- Organizations
- Periodicals
- Photographs
- Proposed curricula
- Reports and Speeches
- Miscellaneous
- Awards
- Index
- Book Collection

Container List
- E.A. Link - Correspondence
- Aviation Correspondence
- Oceans Correspondence
- Organ and Player Pianos Correspondence
- Miscellaneous Correspondence
- E.A. Link - Enclosures
- E. A. Link - Advertising Brochures and Company Publications
- E.A. Link - Announcements, Business Cards, and Invitations
- Announcements, Business Cards, and Invitations
- E. A. Link - Biographical Data
- Biographical Data
- E. A. Link - Bulletins and Newsletters
- Bulletins and Newsletters
- E.A. Link - Charts, Diagrams, and Maps
- Charts
- Diagrams
- Maps
- E.A. Link - Financial Records
- E.A. Link - Legal Documents, Legislations, Logs and Journals
- E.A. Link - Magazine Articles
- Aviation Articles
- Oceans Articles
- E. A. Link - Memorabilia
- E. A. Link - Minutes of Meetings and Agendas
- Miscellaneous Meeting Minutes and Agendas
- General Precision Meeting Minutes
- Miscellaneous of Meeting Minutes and Agendas
- E.A. Link - Newspaper Articles
- Aviation Articles
- Ocean Articles
- E.A. Link - News Releases
- E.A. Link - Organizations By-laws, Membership Lists, Programs and Regulations
Descriptive Summary

Title
The Link Collections A Register of Papers of Edwin A. Link Marion Clayton Link The Link Foundation Hughes Training, Inc.

ID

Extent
Cubic feet of shelf space occupied 64 Approximate number of items 28,
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Abstract
The Link Collections at Binghamton University consist of the Edwin A. Link papers, the Marion Clayton Link papers, materials from the Link Foundation and from Hughes Training, Inc. as well as over 100 books donated by the Links, most of them from Edwin Link's personal library. The original collection of Edwin Link's papers was donated to the University by the Links in 1975, and the original Register of this collection was written in 1981, shortly before his death. Since then many more materials have been added to this collection, thanks to Marion Link and, in later years, Edwin's younger sister Marilyn Link. It was Marilyn who gathered Marion Link's papers and arranged to have them donated to Binghamton University in 1993. In 1996, Hughes Training Inc., microfilmed their historical archives, which contained materials relating to the Links' enterprises, and donated the originals to the University, along with the microfilm of papers donated to both Binghamton and the Smithsonian Institution. The most recent addition to Binghamton's collections are papers from the Link Foundation, donated in 1997. The Edwin A. Link papers were organized and described by Martha Clark, a graduate student in the Department of History in 1977-1979. The 1981 Register was written by Martha Clark and Marion Hanscom, Special Collections librarian. The Marion Clayton Link papers, the Link Foundation papers and the Hughes Training, inc., papers (known as the Link-Hughes Collection) were arranged and described in 1998 by Beth Turcy Kilmarx, Archival Assistant for Special Collections; Jeanne Eichelberger, Head of Special Collections and Preservation; Randall Miles, a graduate student in the Department of History; and Cindy Olbrys, Principal Preservation Assistant. This revision of the Register was written by Beth Turcy Kilmarx and Jeanne Eichelberger. The literary rights in the Link Collections have been dedicated to the public.
Edwin Link 1904-1981 by Martha Clark Revised by Jeanne Eichelberger

Ed Link's life was dominated by two vastly different mediums: air and water. His career was marked with innovative solutions to problems common in these environments. The early Link trainer, submersible decompression chamber, and lock-out submersibles all exemplify Link's ability to provide new answers to problems encountered by many other people. Ed's highly creative mind constantly pushed him to explore new interests, even while engrossed in other projects. As these interests developed and changed, so did his business career. Good timing, successful inventions, and a little luck provided Link with the financial means necessary to pursue new challenges. Working in the fields of aviation simulation, underwater archaeology, and ocean engineering, he made it possible for other people and companies to expand and complete the systems he began. Edwin Link stands as a pioneer, with the foresight to see the potentials of aviation and underwater engineering fields that could be fully developed only if solutions were found for seemingly overwhelming problems.

Edwin Albert Link, Jr., the youngest son of Katherine (Martin) and Edwin A. Link, Sr., was born on July 26, 1904, in Huntington, Indiana, where his
father was connected with the Shaff Brothers Piano Company of Chicago. In 1910, when Ed was 5 years old, Edwin Link, Sr. bought the bankrupt Binghamton Automatic Music Corporation and moved the family to Binghamton, New York. Link, Sr. renamed his new enterprise the Link Piano and Organ Company, and enjoyed a reputation as a manufacturer of reasonably priced player pianos, nickelodeons, and theater organs. The mechanical aptitude of the youngest Link was undoubtedly influenced by his father's piano business. In school he had little use for most academic subjects, but showed great interest in anything of a mechanical nature. After 1918, when his parents separated, Link's education was characterized by short stays in several different schools: Rockford (Ill.) Training High School; Los Angeles Polytechnic High School; Bellefonte Academy in Pennsylvania; and the Lindsley Institute in West Virginia. The differences between these schools reflected the disputes between Link and his parents concerning the quality of his education and his future. In 1922 Ed Link moved back to Binghamton, and after one more try at Binghamton Central High School, started working for his father at the piano company. His developing skill in organ rebuilding and repair laid the basis for Link's eventual work with the flight trainer.

Ed Link's interest in flying was originally stimulated by news accounts of World War I. His first flight took place in Los Angeles in 1920. Although theoretically he was being taught to fly, Link was never allowed to touch the controls, and could only watch as the pilot put the airplane through a series of complicated maneuvers. Neither this experience, which was the accepted method of teaching, nor the high cost of flying could dampen Ed's enthusiasm. His parents did their best to dissuade him since most barnstormers were viewed as seedy and unreliable characters, but Ed continued to take lessons and practice in friends' airplanes. In 1926 he took his first solo flight, and by 1928 was able to convince his mother to help him buy an airplane—the first Cessna Model AA. He had already received a limited rating as a pilot from the Department of Commerce and was ready to leave his job at the piano company to take on the responsibility of being a full-time pilot.
The time Link worked for his father was not wasted, for he gained a thorough understanding of the mechanisms used in building organs and the principles of compressed air. In 1924 he filed for his first patent for an invention which picked lint off player piano rolls. The basement of the shop afforded him the space he needed to work on another invention—a machine that would make it easier to learn to fly.

Link's first aviation trainer was made from parts of an organ and used compressed air to provide the motion of an airplane in flight. Ed believed that learning to fly would be less traumatic and considerably less expensive if beginning students started in a trainer while they were still on the ground. It took one-and-a-half years of experimentation before Link felt that the controls of the trainer had a response similar to that of a moving airplane. On April 14, 1929, he filed for a patent, and shortly thereafter formed the Link Aeronautical Corp. in Binghamton to market the trainer. Ed Link worked constantly, promoting the use of the trainer as an educational tool while continuing to improve it with additional instrumentation. The trainer found early acceptance in amusement parks as a coin-operated ride, but few people saw its potential for teaching flying. To this end, Ed Link organized the Link Flying School in 1930, featuring the Link Trainer as the core of the curriculum. He was so confident of its capabilities that the school offered its students a guaranteed learn-to-fly offer for $85. At first this unusual offer generated interest in the school, but as the Depression deepened, flying became a luxury few could afford.

Searching for alternatives to teaching, Link spent the early 1930s working at several small airports in towns near Binghamton. His work typically included acting as general manager of the airport, servicing airplanes, and doing any flying that might bring in extra money. In 1931 he married Marion Clayton, a reporter for a Binghamton newspaper, and she quickly took over many of the business aspects of Link's enterprises.

Another important person in Ed's career was Charles S. (Casey) Jones, a well-known aviator who maintained many connections with the military. In 1932, Jones' company, the J.V.W. Corp., became the exclusive sales
representative for the Link Trainer. Despite these changes and the increasing sophistication of the trainer, the Depression continued to hamper Link's businesses, and he was forced to find new ways of selling aviation. The most successful of these was a changeable lighted sign which Link hung below his plane to advertise for local merchants. Promoting the “electric sky sign” meant extensive night flying and trips in bad weather, and so Ed became skilled at flying on instruments. His new ability was reflected in his constant tinkering with the trainer, and new models with advanced instrumentation were introduced. By 1934 the aviation industry had become a recognized feature of American life and began to prosper. Link's fortunes followed suit, aided by events in the United States and the world which caused military personnel to recognize the potentials of the Link trainer for teaching instrument flight. The U.S. Army Air Corps, which had taken over air mail routes in February 1934 with disastrous results, placed an order for six fully-instrumented trainers. In 1935, Japan bought ten Link Trainers; four were sold to the Soviet Union, and orders were placed by many European nations. A new “C Series” Instrument Flying Trainer was introduced in 1936, and the “D Series,” which was sold mainly to European air forces, was developed in 1937. By 1940 trainers had been shipped to over thirty-five countries around the world.

The rapid acceptance of Link Trainers and their continued development, due chiefly to the threat of war in Europe and Asia, made it necessary for Link to reorganize and expand his enterprises. In 1935 Link Aviation Devices, Inc., was established to manufacture trainers and other aviation instruments. Link Aeronautical Corp., situated at the Tri-Cities Airport in Endicott, New York, maintained the flight school, an airplane repair service, and operated charter flights. A Canadian plant was established in 1937 in Gananoque, Ontario, since British contracts specified that their trainers must be manufactured within the British Commonwealth. During this time Link Trainers became increasingly sophisticated in instrumentation, the simulation of flight, and the ability of the instructor to monitor the progress of students. Many of the changes mirrored advances
in design and instrumentation of military fighter planes. The first trainer to reflect the idiosyncrasies of a particular type of airplane was the AT-6-SNJ, which was introduced in the early 1940s. Prior to this, trainers had been modeled on a composite, general airplane rather than on a particular model. Although general-type trainers continued to be manufactured, the future development of military jets dictated that trainers simulate particular planes as closely as possible.

In addition to the rapidly expanding series of trainers produced by Link Aviation, Link also oversaw the development of specialized trainers and aviation instruments. Special-use trainers included the “Aquatrainer,” a prototype which simulated a sea plane, but which was never developed; gunnery, radar, and automatic pilot trainers; and the Celestial Navigation Trainer (CNT) which was commissioned by Great Britain in 1939. The CNT, a bomber crew trainer, was designed with help from P.V.H. Weems, a noted authority on celestial navigation. Link Aviation also produced a bubble sextant, an octant, and other navigation aids.

At the end of World War II in 1945, Link was faced with cancellations of orders, complicated by a glut of surplus trainers on the market. His concern that this would occur was evident by 1942 when he attempted to prepare for it by developing new projects to diversify the company. Link tried to tap the enthusiasm of school children for aviation by developing a low-cost, general purpose trainer to be used by the School Link program. He also established a marine division to build boats and a portable, sectional canoe, called the Linkanoe.

The technology for building and designing trainers was changing rapidly, and it was hoped that these projects would fill the gap until a new line of Link Trainers could be engineered and introduced. Due to Link's early experience in his father's piano company, Link Trainers were based on pneumatic principles allowing them to move freely to approximate the motion of a moving airplane. After the war, one of Link Aviation's major competitors, Curtiss-Wright, developed an electronically-based, stationary trainer which relied on instruments to indicate movement. Link Aviation hurried to improve on this development since the electronic system
showed major advantages over trainers using air pressure. The idea that
trainers, or simulators, as they began to be called, should remain stationary
was adhered to for a while, but eventually Link Aviation returned to the
production of trainers which actually moved when instruments indicated
movement. In the early 1950s, Link Aviation was buoyed by the
acceptance of simulators by commercial airlines and an increase in military
expenditures caused by the Korean War.
By the mid-1950s Link Aviation was experiencing new financial and
managerial stability. For the first time, people other than Ed Link were
contributing to the growth of the company and projects were developed in
which he had no role at all. With the introduction of computers and
electronic-based simulators, Link found that his creative work had become
routine, while the business aspects were increasingly complicated. His
interests began to follow other paths, and he spent more time away from
Binghamton. In 1953, he stepped down as president of the company, and
took the less active position of Chairman of the Board. Link believed that
to ensure the survival of Link Aviation in an increasingly competitive
market, he should merge the company with a larger, more diverse
corporation. In 1954, he and his brother George sold Link Aviation to
General Precision Equipment Corporation, a large holding company
operating out of New York City. Although Link still maintained an active
interest in some aspects of aviation, particularly air safety, he had become
involved in an entirely new activity—sailing and underwater exploration.
Ed Link’s new career in underwater archaeology and engineering
developed from his interests in sailing and skin diving. What began as
informally organized expeditions to seek under-water treasure ultimately
resulted in systematic archaeological procedures, discoveries of great
historic value, and the invention of complex machinery to aid divers. The
eastern coast of Florida and the Keys were dotted with undiscovered and
long-forgotten shipwrecks. Of primary importance to the explorers were
wrecks of the Spanish treasure fleets which had sailed yearly to bring New
World booty back to Spain. The 1951 Looe expedition that captured Link’s
enthusiasm and imagination was one of the first in American waters,
although underwater archaeological expeditions had been common in the Mediterranean for many years.

With the end of the hectic war years at Link Aviation, the Links turned to sailing in the Bahamas and Florida for relaxation. Once they were introduced to underwater exploration, their forty-three foot yawl, the *Blue Heron*, proved to be poorly designed and inadequately equipped for the rigors of underwater searching. In May 1952, the Links bought a converted shrimp trawler which they named *Sea Diver*. Using their new boat as a base, they spent many months in the early 1950s exploring southern waters. Their two sons, William, born in 1938, and Edwin Clayton, born in 1941, joined them whenever possible. Gradually their searches became more organized and concerned with historic detail. From seeking gold and a bronze cannon made from an alloy which included platinum, the Links and their friends turned to searching for objects of historic value. Instead of dynamiting wrecks to see what objects would be exposed, the searchers learned that the position of the wreck and its contents could be vital keys in determining its identity. Much of the emphasis on historic search methods resulted from the influence of Mendel Peterson, Naval Curator of the Smithsonian Institution. Ed Link's interest in mechanical devices led to his use of sophisticated navigation instruments and the design of other equipment to aid his explorations. Among his innovations were a shallow draft search boat named *Reef Diver*, an airlift which made it possible to move bottom sand carefully, and a magnetometer which, when towed behind the boat, indicated the presence of metal on the ocean bottom.

When Link Aviation, Inc. was sold to General Precision Equipment Corp. in 1954, Ed was free to undertake more extensive archaeological expeditions. The first of these was organized for the summer of 1955 and consisted of three parts: searching for the wreck of Columbus' *Santa Maria* off Haiti; exploring the Atlantic Ocean's Silver Shoals for the remains of the Spanish treasure ship, *Nuestra Sennora de la Concepcion*; and establishing the route that Columbus might have taken on reaching the
Link's interest in Columbus was sparked by his discovery in 1953 of a sixteenth-century lombard from Burrows Cay in the Bahamas. While trying to establish the provenance of the ancient gun, the Links did extensive research on Christopher Columbus, hoping that the gun might have come from one of his ships. Although the lombard was discovered too far north to be connected with Columbus, the Links had become preoccupied with trying to verify the original landing place of Columbus and finding the lost *Santa Maria*. They spent the month of April 1955 in Cap-Haltien, Haiti, looking for the wreck of the *Santa Maria* and the village of Navidad which was established by Columbus after the ship was wrecked. The Links did discover a Columbian period anchor, but there was no way to establish conclusively that it came from the *Santa Maria*. No traces of the wreck itself were found. The second half of the Links' Columbus expedition occurred later that summer in the Bahamas when they attempted to establish the place where Columbus first landed in the New World. Using his airplane, on-site explorations, and translations from Columbus' journal, in addition to other literature and secondary sources on the subject, Link theorized that Columbus landed on the Caicos Islands, traveled through the Bahamas, and eventually reached Cuba. Ed Link's research, “A New Theory on Columbus's Voyage Through the Bahamas,” was published in 1958 by the Smithsonian Institution.

May 1955 was spent in the Silver Shoals, a forty-mile area of dangerous coral reefs in the open ocean between Hispaniola and the Bahamas. The Links and their crew were searching for the remains of the *Concepcion*, a fabled treasure ship that had already been extensively salvaged by Sir William Phipps in 1687. Link stayed at the Silver Shoals for slightly over a month, supervising the use of the magnetometer and coordinating his divers, but they could find no trace of the *Concepcion* in the maze of coral. Ed concluded that Phipps had probably salvaged most of the Spanish treasure, and the remains were so encrusted with coral that they would never be found.
The Spanish treasure ship, “Nuestra Señora de la Concepcion”, was rediscovered in 1978 by Burt Webber and contained a magnificent amount of treasure, as well as many artifacts.

In 1956, the Links planned two expeditions, both of which were far more extensive than anything they had attempted before. In May and June, Sea Diver made a preliminary expedition to Port Royal, Jamaica, in conjunction with the Institute of Jamaica. Port Royal, which had been a bustling colonial city and pirate stronghold, was almost completely destroyed in 1692 by an earthquake and tidal wave. Two-thirds of the city slipped into the sandy bay and was eventually covered with several feet of silt. During this expedition some of the major landmarks of the old city were uncovered, allowing Link to begin conducting an accurate survey of the ruined section of Port Royal. The Links were also invited by the American-Israel Society to explore some of the ports in Israel to determine if interesting underwater archaeological sites existed there. In the early fall they flew to Israel and viewed sites at Caesarea, Acre, and the Sea of Galilee. Caesarea, one of the major ports of the eastern Mediterranean during the early Roman Empire, was deemed especially interesting since it was not a natural harbor, but had been built up by Herod the Great. Ed was intrigued with the prospect of returning to Israel, but he knew that extensive plans would have to be made before such an expedition could be undertaken.

Several important changes occurred in 1957 which delayed the Israel expedition, but became the foundation for Link's future work in ocean engineering. Foremost among these were the design and construction of a new, larger boat which could cross the Atlantic. Ed now owned a boat made especially for underwater research and archaeology which he equipped with the most advanced instruments available. The boat, named Sea Diver II, was built in Quincy, Massachusetts, during 1957 and 1958 and promised to be one of the most carefully designed and well-equipped boats for any kind of diving expedition. Link had little time for diving during these years, however. In 1957, he ended his retirement and went back to work as President of General Precision Equipment Corp., a position he held until May 1959. The second expedition to Port Royal was postponed
for lack of time to organize it properly, and the old Sea Diver was sold unexpectedly in March 1957. Among the projects that Link worked on while land-bound was the development of a combination diving-bell and decompression chamber which would allow divers to work on wrecks in deeper waters than was currently possible. This device, called a submersible decompression chamber (SDC), became the focal point of Ed Link's Man-in-Sea project, and took several years to be engineered and completed, but the original concept was developed during his work in New York City at General Precision Equipment Corp.

Sea Diver II was launched in April 1959, and her shakedown cruise and first expedition took place that summer at Port Royal, Jamaica. Again, Link classified the expedition as a preliminary one, but his work on the sunken city was far more extensive than during the 1956 expedition. Link was aided by a team of Navy divers, and the expedition was sponsored jointly by the Smithsonian Institution and the National Geographic Society. Before any diving occurred, Link and Capt. P.V.W. Weems (USN, Ret.) prepared a map of the submerged portion of the city by coordinating pre-1692 maps with the location of major underwater structures found during the previous expedition. They discovered that Port Royal did not just sink, but actually slid down the bottom slope of the ocean. Using a strong airlift to remove accumulations of silt and mud, the crew of Sea Diver found hundreds of artifacts. The contents of a seventeenth-century kitchen, a ship chandler's shop, a fifteenth-century swivel gun, and a watch made in Holland in 1686 which had stopped running when the earthquake struck were among the valuable artifacts recovered by the expedition. These discoveries barely touched the surface of the historic treasure that would be found at Port Royal. Link believed that the site was one of the most important historic finds for seventeenth-century artifacts. Work done later at Port Royal by Robert Marx would prove that Link's assessment was quite accurate.

By October, Link had returned to Florida after a brief stop off the Yucatan peninsula to re-equip Sea Diver II and prepare her for the Atlantic crossing and subsequent expedition to Caesarea, Israel. Before leaving for the
Mediterranean, the Links stopped in Haiti to pick up the Columbian period anchor they had discovered in 1955, and had it transmitted to America for safekeeping. Sea Diver left Puerto Rico on May 11, 1960, and arrived in Israel about a month later. The expedition schedule called for diving at Caesarea during the summer months when the wind and waves died down. Unfortunately, bad weather plagued the Links, and after repeated trips to the shelter of the harbor at Haifa, they shifted the expedition to the Sea of Galilee. There the divers discovered the remains of a cargo of unused cooking pots approximately two thousand years old. They also located a large section of flat stone pavement which provided evidence that the Sea of Galilee has a higher shoreline now than it did in the past. Link took the crew back to Caesarea in September for a final attempt on the site before he and his wife returned to New York for the winter. The weather cooperated, and they were able to view the great stones which were part of the breakwater that surrounded the artificial port. Other Roman artifacts which were excavated included Bronze coins, carved ivory, Roman glass, and a complete second century Roman amphora buried beneath a huge beam. One of the most important finds was a small commemorative medal, struck in the first or second century AD, which portrayed the harbor, thus substantiating many of the writings of Roman historians about Caesarea.

Sea Diver spent the winter at a fishing port in Israel. The Links returned in April 1961 to prepare for their next summer of underwater exploration. They planned to operate on a more relaxed schedule than their work at Caesarea had allowed. Instead of sponsoring a concentrated expedition to work on one site, Ed anticipated cruising through the Aegean to Greece, and diving at likely sites near the Aegean islands and along the coast of Greece. The Links, in cooperation with the Greek Department of Antiquities, oversaw preliminary dives near Athens and at Voulia which resulted in the recovery of many amphorae, and at Navarino Bay, the location of a sea battle between the Turks and the combined British, French, and Russian fleets. Eventually, trouble with suspicious Greek officials persuaded Link to change his plans and continue on to Italy that
fall. A stop at Siracusa, Sicily, resulted in an agreement to dive with the Marchese Piero Gargallo, the honorary superintendent of antiquities for southeastern Sicily. The Links promised to return the following summer to dive on some important wrecks with him. *Sea Diver* eventually berthed in Monte Carlo near Jacques Cousteau's International Oceanographic Museum.

Ed's submersible decompression chamber (SDC), which had been started several years earlier, finally arrived in Monte Carlo in the spring of 1962. Its arrival signaled a gradual shift in Ed Link's interests. Although the SDC was originally designed to allow divers to work safely on deepwater wrecks, Link became intrigued with the advantages it offered to all divers. It would allow them a safe, comfortable place to decompress after a dive, and would be an aid to preventing two serious effects of deepwater diving: the bends and nitrogen narcosis. The bends are the result of the formation of bubbles in the bloodstream of a diver when he is coming back to the surface and, if not prevented, can cause paralysis or even death. Nitrogen narcosis is a state similar to drunkenness caused by the absorption of too much nitrogen in the body. The SDC would provide an artificial environment where the air pressure and gases could be carefully monitored and controlled to prevent these problems. The submersible decompression chamber became the cornerstone of Link's program to allow divers to lie and work in the ocean at depths of up to one thousand feet. His name for the program, “Man-in-Sea,” conveys the optimism he held toward the future of underwater development.

During the winter of 1961-1962, while Link was back in the States, he began laying the groundwork for Man-in-Sea. He received a grant from the National Geographic Society to help establish the project, and planned a joint venture with Jacques Cousteau in Monaco to use both the SDC and an underwater home developed by Cousteau. When Link arrived in Monaco in March 1962, the planning continued, but was interrupted by his voyage to Sicily to dive with Marchese Gargallo. Marchese had selected two wrecks which looked promising, one at Marzamemi, and the other at Ognina. The Marzamemi wreck was laden with marble, later identified as
an altar and other sections of a Byzantine church dating from around 600 AD. On days when it was too rough to dive, Link experimented with the SDC which had been placed in a cradle on the deck of Sea Diver. Preliminary work included installing cables, hoses, and a winch chain to move the SDC up and down. Link was finally able to descend in the decompression chamber and to begin coordinating a routine for its actual operation.

After a brief stop in the Lipari Islands, Sea Diver arrived back in Monaco in July. Unfortunately, it soon became obvious that Link and Cousteau would not be able to collaborate successfully, and each proceeded with his own project. Link and Sea Diver left Monaco for Villefranche-sur-Mer, headquarters of the U.S. Navy's Sixth Fleet. He had been in contact with Navy officials for several years, and had followed their diving experiments with great interest. Two of these projects were of particular concern: using a mixture of helium and oxygen, known as heliox, to replace the air normally breathed by divers; and developing standardized decompression tables for deep dives. Since both of these projects were directly related to Link's work, Navy personnel were interested in seeing his SDC operate successfully. They agreed to provide a doctor trained as a life-support specialist who would monitor the atmosphere in the SDC, a supply of helium, and the assistance of a Navy submarine rescue ship if necessary. The major preliminary dive occurred on August 28, 1962, when Ed remained in the SDC at a depth of sixty feet for eight hours. This was the first time that anyone had ever been completely saturated with the heliox mixture, and it paved the way for the important two-hundred-foot dive that took place in September. During this dive, Robert Stenuit spent twenty-six hours in the SDC at two hundred feet, and was prepared to stay longer, but the helium supply was suddenly reduced, and safety precautions indicated that Stenuit should begin decompression immediately. The two-hundred-foot dive was judged to be extremely successful: it proved that man could breathe heliox for a sustained period of time without any problems other than an inability to speak in a normal voice (helium causes the voice to become high and squeaky); and that man could live
comfortably with the pressure found at the depth of two hundred feet. Link and his back-up scientists immediately began planning the next dive—this one at four hundred feet. Before the dive could take place, however, more experimentation concerning its possible effects was necessary, and modifications and advances in the SDC and other equipment would have to be made. Link envisioned executing the dive late in 1963, but he began the testing immediately. Using several batches of mice, and later a goat in the SDC, Link studied the response of the animals to extreme pressure and their subsequent decompression. He also began designing for the divers new underwater living quarters, more spacious and providing better protection from the cold than that of which the SDC was capable. The SDC would be used as an elevator between the underwater house and a new, more spacious deck decompression chamber (DDC) where the divers would decompress. These were the component parts of Link's Man-in-Sea project as he described it to the National Geographic Society research committee. With them, and the addition of a portable shelter to cover work areas on the ocean floor, man should be able to live and work for long periods of time at depths that were heretofore unthinkable.

Ed's plans for a leisurely cruise across the Atlantic in 1963 to search for a diving site either in Bermuda or off the coast of the United States were shattered by the sinking of the *Thresher*, a large U.S. nuclear-powered submarine, in April 1963. Devastated by the loss, and eager to prevent such an accident from occurring again, the Navy formed a committee, known as the Deep Submergence Systems Review Group (DSSRG) to study the accident. Link was asked to head the industrial and civilian specialists of the group. He quickly brought *Sea Diver* back across the Atlantic and docked her at the Washington Navy Yard while he attended meetings. This stay in Washington gave Link the opportunity to conduct further pressure research with mice, watch Navy operations in the dry-pressure chambers at the Experimental Diving Unit, and consult with leaders in the field at the DSSRG meetings. By the time Link finished his work for the DSSRG in January 1964, he had subjected the mice to a
simulated depth of three thousand feet, and seen men live in the pressure found at the four-hundred-foot level without any problems. He was ready to head for the Navy Yard at Key West, and prepare for the four-hundred-foot dive in earnest.

Ed Link and other members of the Man-in-Sea group had finished designing the new equipment, and now made the necessary modifications on the SDC. Their new system included a special underwater dwelling that was submersible, portable, and inflatable, which was called by its acronym, SPID. This was joined by a similar transportable work area cover known as IGLOO. Link's plans called for the SPID to be anchored on the ocean floor, thus providing a warm, safe environment for the divers who would remain on the bottom until their work was completed. The SDC functioned as an elevator, bringing the divers to the site, providing additional supplies when needed, and eventually taking the divers to the deck decompression chamber for an extended decompression period when they finished the dive. The Man-in-Sea group prepared for the dive during the spring of 1964 at Key West along with the chosen divers, Robert Stenuit and Jon Lindbergh, son of Charles Lindbergh. That spring a dive location was found off Great Stirrup Cay in the Bahamas at 432 feet. With help from the Navy submarine tender *Nahant*, the longest, deepest dive ever attempted began on June 30, 1964. The divers spent forty-nine hours on the bottom, and ninety-two hours decompressing.

For Link, the success of the four-hundred-foot dive also pointed out some of the problems inherent with the system. In addition to the obvious need for re-machining and redesign of some of the equipment, more serious problems included the lack of suitable hoisting mechanisms, and the need for a more efficient means of handling the number of hoses and cables connecting the SDC and SPID to the mother ship for air exchange, electricity, and communication. Link began working on a hydraulic hoist to solve the first problem, and gradually his thinking veered toward a fully independent SDC, or submersible, to conquer the second.

While working on the design of these two projects, Link became involved in a new business venture that was a direct outgrowth of the
four-hundred-foot dive. In the spring of 1965 the organization of a new company was announced: Ocean Systems, Inc., composed of Union Carbide Corp., General Precision, Inc., and Edwin Link. Many of the people who helped coordinate the four-hundred-foot dive took positions with the new company. Link preferred to become a consultant to Ocean Systems, which left him the freedom to continue living on Sea Diver and designing new equipment. Ocean Systems, Inc., continued the work established by the Stenuit-Lindergh dive, and in many ways it was the appropriate conclusion to Link's own Man-in-Sea program. Starting as a concept developed and organized by an individual, the work had so expanded in both scope and organization that it was fitting it should be carried on by a company. As chief ocean engineering adviser, Link supervised many modifications of the SPID-SDC system, even while he, as an individual, was becoming increasingly committed to the use of independently operated submersibles.

During the summer of 1965, Link helped coordinate the operation of two innovative submersibles: *Alvin*, owned by the Woods Hole Oceanographic Institute; and a small Cubmarine leased to Ocean Systems, Inc. This experience confirmed his ideas concerning the utility of the vehicles, and helped him to formulate plans for the submersible he decided to design. Most submersibles were similar to submarines, except smaller. The inside pressure was kept at surface levels which eliminated the need for decompression, but also confined passengers to the interior of the vessel. Link's proposals were based on his earlier work with the SDC which allowed divers to leave the chamber to perform whatever work was necessary. This concept was incorporated into the *Perry-Link #4 (P-L#4)* which was built by Perry Submarine Company in Florida. There were two separate compartments within the hull of *P-L#4*, joined by a hatch which could seal them completely apart. The diver's compartment functioned in a manner similar to the SDC, allowing the regulation of air pressure and heliox so that divers could actually leave the submersible. When the dive was completed, the divers returned to their compartment and began
decompression immediately. The pilot's compartment stayed at surface pressure so that the pilot did not have to undergo decompression, and was free to leave the submersible when it returned to *Sea Diver*. *P-L#4* was launched in January 1966 and, although it looked like many other submersibles, it was the first pressurized diver lock-out small submersible built. The little sub was renamed *Deep Diver* and ownership was changed to Ocean Systems, Inc. As soon as the sea trials were complete, *Deep Diver* began to revolutionize procedures for deep dives. During the four years that *Deep Diver* was commissioned, she was used for contract work by Ocean Systems, Inc., and scientific work with *Sea Diver*. Most of the dives occurred in the clear water off the Bahamas, but contract work included dives in the Gulf Stream near Fort Lauderdale, Florida, and the Newfoundland Banks. Link supervised lock-out dives at 420 feet, twenty feet, and seven hundred feet, and observation dives to over one thousand feet, close to *Deep Diver*'s depth limit of 1250 feet. Scientists were particularly impressed with the submersible, since it allowed them to view marine specimens in their natural environment. Those scientists who knew how to dive had the added benefit of retrieving their own specimens, instead of relying on inexact trawling procedures from the surface. *Deep Diver* continued to make dives until 1970, when a report from the Bureau of Ships indicated that her use would have to be severely restricted due to structural problems with the hull. The submersible was decommissioned, but Link had already begun the design work on a new submersible that was even more radical in concept than *Deep Diver*.

In 1969, Ed Link moved *Sea Diver II* to a deserted mining channel between Vero Beach and Fort Pierce, Florida. He purchased the land, which he named Link Port, to provide a permanent base of operations for *Sea Diver*, and intended to develop a research facility for marine science and ocean engineering. The following year, Link invited Harbor Branch Foundation
Harbor Branch Oceanographic Institution (current name).
, established by fellow diving enthusiast J. Seward Johnson, to join him at Link Port. Permanent docking facilities were established, and long-term scientific and engineering projects were initiated by Link and Harbor Branch.

In this stimulating environment, Link completed the preliminary plans for the new submersible that would replace Deep Diver. Even before the highly successful Deep Diver was decommissioned, he realized that improvements could be made on the design. The basic layout of the new submersible, named Johnson-Sea-Link, remained unchanged, with two separate compartments so that lockout dives could be performed. To make Johnson-Sea-Link lighter, an aluminum alloy and acrylic were used instead of steel, thus eliminating the heavy frame common to most submersibles. Component parts were designed to be easily removed and replaced so that trouble in one section would not force a great delay in diving operations. The streamlined look of Deep Diver was lost completely since Ed believed it would not have any appreciable effect at the slow speeds that the submersible traveled. In its place was a huge, transparent acrylic sphere which was the pilot/observer's compartment. A tubular aluminum frame held the diver's compartment, battery pods and other component parts. In appearance the submersible closely resembled the body of a helicopter. In its finished state, Johnson-Sea-Link weighed eighteen thousand pounds, and was capable of operating to three thousand feet while locking out divers at depths of up to fifteen hundred feet. She was launched in January 1971 and commissioned to the Smithsonian Institution. Johnson-Sea-Link proved to be a most innovative and successful submersible. In 1975 JohnsonSea-Link II was launched and was now owned and operated by Harbor Branch.

With the establishment of Harbor Branch as a major oceanographic and engineering research facility, Link remained busy providing innovative ideas for the many projects Harbor Branch Foundation sponsored.

Unfortunately, one of the most important projects developed by Harbor Branch, CORD (Cabled Observation and Rescue Device), was the result
of a personal tragedy which occurred in June 1973. His younger son, Edwin Clayton Link, was killed during a routine dive in *Johnson-Sea-Link*, when it became ensnared in the wreckage of an old destroyer off the coast of Florida. Clayton and another diver, Albert Stover, died before the submersible could be rescued. Link spent the next two years helping Harbor Branch develop rescue equipment. Used in conjunction with a boat on the surface called *Sea Guardian*, the unmanned CORD is equipped with television cameras, lights, and hydraulic-powered claws and cutters to enable it to free any trapped submersible. Even in the face of overwhelming tragedy, Ed Link's unique combination of humanity and mechanical genius pushed him further in his search to make the oceans accessible and safer for humans.

At the SUNY-Binghamton Commencement Exercises in the spring of 1981, Edwin Albert Link was presented with the honorary degree, Doctor of Science, *honoris causa*. Though he had been so honored in the past by several other institutions of higher learning, this was a special occasion, for it marked the first time that the State University of New York conferred honorary degrees. The citation which accompanied the degree was read at the ceremonies:

*State University of New York*

**EDWIN ALBERT LINK**

*Inventor, industrialist, pioneer of the skies and oceans, you have opened for exploration the heights of the heavens and the depths of the seas. The fruits of your creative imagination are many: from your first flight simulator, which placed America in a paramount position in aviation, to devices and vehicles which facilitate deep-sea resource development and underwater archaeology. You have enabled humanity to stretch above and*
beyond the limits of the known world, into the unknowns of outer space and hydrospace. You believe that the greatest age of discovery for our planet lies ahead, and your avionic, astronautic, and oceanographic inventions have revealed a continuum of new frontiers for our future. For your contributions to science and industry, the State University of New York takes pride in conferring on you, Binghamton’s foremost native son, the degree of Doctor of Science.
May 31, 1981
Ed Link lived only a few months longer. On Labor Day, September 7, 1981, he died in his sleep. Although Ed had developed a number of health problems and had been undergoing treatment for cancer, his friend Harvey Roehl, visiting the Links that summer, found the patient, not languishing in bed, but up and around, in good spirits and looking forward to attending a boat show with his new steamboat, his enthusiasm for trying out new things undampened. In his energy and originality and his love of the sea, Ed Link has been compared to Jacques Cousteau. The fact that he did not attain the same level of “stardom” probably has less to do with his talent and success than with an essentially shy nature and a dislike of staying put and being pigeonholed. Despite considerable wealth and formidable achievements, Ed saw himself essentially as just another one of the guys. True genius, coupled with true humility and generosity of spirit, earned loyalty and admiration for Ed Link from people of all ages and walks of life.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1904</td>
<td>Born in Huntington, Indiana, July 26</td>
</tr>
<tr>
<td>1910</td>
<td>Moved with parents to Binghamton, New York</td>
</tr>
<tr>
<td>1920</td>
<td>Joined Link Piano Co., owned by his father</td>
</tr>
<tr>
<td>1927-1929</td>
<td>Developed first aviation trainer</td>
</tr>
<tr>
<td>1929</td>
<td>Formed Link Aeronautical Corp., Binghamton, New York, to market trainer</td>
</tr>
<tr>
<td>1930</td>
<td>Organized Link Flying School, Binghamton, New York</td>
</tr>
<tr>
<td>1931</td>
<td>Married Marion Clayton of Ilion, New York</td>
</tr>
<tr>
<td>1935</td>
<td>Founded Link Aviation Devices, Inc., Binghamton, New York, to manufacture instrument trainers; served as President until 1953</td>
</tr>
<tr>
<td>1938</td>
<td>Son, William Martin Link, born</td>
</tr>
<tr>
<td>1941</td>
<td>Son, Edwin Clayton Link, born</td>
</tr>
<tr>
<td>1947-1972</td>
<td>Served as director of Mohawk (Robinson) Airlines, Inc.</td>
</tr>
<tr>
<td>1952</td>
<td>Purchased M.V. Sea Diver I</td>
</tr>
<tr>
<td>1953-1956</td>
<td>Served as Chairman of the Board of Link Aviation, Inc.</td>
</tr>
<tr>
<td>1953</td>
<td>Established Link Foundation</td>
</tr>
<tr>
<td>1954</td>
<td>Sold Link Aviation, Inc., to General Precision Equipment Corp. of New York City</td>
</tr>
<tr>
<td>1955</td>
<td>Researched the first voyage of Columbus, and headed expeditions to Haiti, the Bahama Islands, and Silver Shoals</td>
</tr>
<tr>
<td>1958-1959</td>
<td>Served as President of General Precision Equipment Corp.</td>
</tr>
<tr>
<td>1958-1959</td>
<td>Designed and built Sea Diver II</td>
</tr>
<tr>
<td>1959</td>
<td>Headed expeditions to Port Royal, Jamaica, and Yucatan, Mexico</td>
</tr>
<tr>
<td>1960-1962</td>
<td>Commanded archaeological expedition to the Mediterranean (Israel, Greece, Sicily)</td>
</tr>
<tr>
<td>1960</td>
<td>Designed and built submersible decompression chamber (SDC)</td>
</tr>
<tr>
<td>Year</td>
<td>Event</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>1962</td>
<td>Carried out first in a series of long deep dives at Villefranche, France, using SDC</td>
</tr>
<tr>
<td>1963-1964</td>
<td>Served as consultant to U.S. Navy, Deep Submergence Systems Review Group</td>
</tr>
<tr>
<td>1964</td>
<td>Supervised 432-foot dive in the Bahamas using SDC and Submersible, Portable, Inflatable Dwelling (SPID)</td>
</tr>
<tr>
<td>1965</td>
<td>Helped found Ocean Systems, Inc.</td>
</tr>
<tr>
<td>1965-1972</td>
<td>Served as chief marine consultant to Ocean Systems, Inc.</td>
</tr>
<tr>
<td>1967</td>
<td>Launched P-L#4 (Deep Diver) 4-man lock-out submersible</td>
</tr>
<tr>
<td>1968-1972</td>
<td>Served as consultant to the Link Division, The Singer Co., Binghamton New York</td>
</tr>
<tr>
<td>1969</td>
<td>Developed Marine Science Center, Inc., at Link Port, Florida</td>
</tr>
<tr>
<td>1970</td>
<td>Invited the Harbor Branch Foundation to move to Link Port</td>
</tr>
<tr>
<td>1971</td>
<td>Launched Johnson-Sea-Link I, an innovative submersible</td>
</tr>
<tr>
<td>1973</td>
<td>Son, E. Clayton Link, died in submersible accident</td>
</tr>
<tr>
<td>1973-1974</td>
<td>Developed Cable Observation and Rescue Device (CORD) Sea Guardian</td>
</tr>
<tr>
<td>1975</td>
<td>Vice President and trustee of Harbor Branch Foundation, Inc.</td>
</tr>
<tr>
<td>1975</td>
<td>Launched the Johnson-Sea-Link II</td>
</tr>
<tr>
<td>1975</td>
<td>Semi-retired, but still actively pursued his interests at Link Port, Fla.</td>
</tr>
<tr>
<td>1981</td>
<td>Died September 7 in Binghamton, New York</td>
</tr>
</tbody>
</table>

**Scope and Content Note**

The papers of Edwin Albert Link span the years 1939 through 1981, plus a few posthumous additions through 1992, and deal primarily with Link’s interests in the air and the oceans. The collection is contained in ninety-four boxes, and includes correspondence, newspaper and magazine articles, photographs, financial records, engineering diagrams, reports, company and organization publications, and memorabilia. The bulk of the collection is concentrated between
1940 and 1970 and documents the continuing importance of E.A. Link in the field of aviation simulation, his pioneering efforts in underwater archaeology and ocean engineering, and the increasing sophistication of human interest in the oceans.

Mr. and Mrs. Link divided their collection of Link material between two institutions: the State University of New York at Binghamton (now known as Binghamton University), and the Roberson Center for the Arts and Sciences in Binghamton, New York. This division was based on the goals of each institution, and most of the items that are suitable for exhibit were given to the Roberson Center. As a result, the Binghamton University Link Collection contains mainly of photographs, duplicate or xeroxed copies of newspaper and magazine articles, and there are few artifacts. However, all the correspondence is maintained at Binghamton University, along with important company documents, such as reports and minutes of meetings, publications, and advertisements. There is an extensive collection of financial records from the Sea Diver Corp., and forms from Link Aviation, Inc., for estimates, requisitions, shipping orders, and the like. The Link Collection also includes copies of Edwin Link's original engineering diagrams for his Man-in-Sea program, invaluable for showing the evolution of this concept, and his reports on archaeological expeditions and ocean engineering developments.

The Link papers are arranged according to the different types of material included within the collection. The largest, and most important series, contains Link's correspondence. A few letters written by Ed Link's wife, Marion Clayton Link, and his half-sister, Marilyn C. Link, are also included in this series. Because Link's business interests frequently grew out of his personal interests and were usually intertwined with them, it is difficult to separate precisely his business from his personal correspondence. Therefore, the correspondence is arranged topically to indicate the evolution and diversity of Link's ideas. Using this approach, two major categories are: Aviation (1939-1976), and Oceans (1946-1979); Organs and Player Pianos (1952-1970) form a third, much smaller category. A fourth, Miscellaneous Correspondence (1944-1981), contains the remainder of the correspondence. Within these categories, continuity is maintained through the use of chronological arrangement.

A flood in the Link Aviation, Inc. offices destroyed most of the early files, so there are no papers prior to 1939, and little information on the development of the early trainers. Also, there is little personal correspondence included in the collection.

Despite these limitations, the Edwin A. Link papers are a valuable source for historians of the twentieth century. Link is one of the important figures in aviation and simulation. Cold war historians will be interested in the informal relationships between Link Aviation, Inc., and the military establishment. The history of Link Aviation, Inc. will interest local historians because of its prominent role in the Binghamton area. Those studying the history of science and technology will also find valuable information in Ed Link's pioneering developments in the oceans. Although other people and companies have further expanded and developed his projects, Link was one of the first people to view realistically the potentials of the oceans. His abilities and interests in underwater archaeology and ocean engineering were an important element in the renewed interest in the oceans that became especially pronounced in the 1960s. In addition, Edwin Link was one of Binghamton's most prominent residents, and many persons probably will be interested in documenting his fascinating career. Thus, historians with diverse backgrounds will find the Link Collection useful for the varied insights it offers in understanding the conquest and
Sources used in this biography, in addition to the unpublished papers in the Edwin A. Link Collection, Special Collections University Libraries, State University of New York at Binghamton, include:


**Description of Series**

**Correspondence (1939-1981).** Subseries consist of Aviation (1939-1976), Oceans (1946-1979), Organs and Player Pianos (1952-1970), and Miscellaneous Correspondence (1944-1981). The correspondence in each subseries is separated into incoming and outgoing and, thereunder, chronologically. Most of the outgoing correspondence consists of carbon copies, and there are frequently two copies of each letter.

1 - 39

**Enclosures (1941-1979).** Subseries consist of Aviation (1941-1970), Oceans (1947-1979), Organs and Player Pianos (1955-1968), and Miscellaneous Correspondence (1950-1970). The enclosures in each subseries are separated into incoming and outgoing and, thereunder, into Correspondence, Printed Material, and Copied Materials, such as Xeroxed, mimeographed, etc. Finally, they are organized chronologically according to the date of the letter in which the enclosure was contained. All enclosures are cross-referenced to their enclosing letter.

40 - 57
Advertising Brochures and Company Publications. Includes advertisements and informative booklets from companies and organizations. These are arranged alphabetically according to the name of the company or organization that produced them.

Announcements, Business Cards, and Invitations. Arranged in subseries according to the type of material and, thereunder, chronologically.

Biographical Data. Contains resumes, chronologies, and lists of publications. Subseries consist of data on E. A. Link and his acquaintances. Arranged alphabetically by the name of the individual.

Bulletins and Newsletters. Publications are organized alphabetically according to the originating organization and, thereunder, chronologically.

Charts, Diagrams, and Maps. Includes copies of E.A. Link's original Man-in-Sea engineering diagrams. Subseries consist of categories organized according to the type of material, thereunder alphabetically by subject, then chronologically where applicable.

Corp., and companies that were involved in producing material for Link's enterprises. In connection with Sea Diver Corp. there are petty cash account books, payrolls, bank account books, and paid bills and invoices. There are also many company forms and financial statements. These records are arranged alphabetically according to the type of material.

66 - 68

Legal Documents. Agreements, contracts, and dockets are arranged chronologically.

69

Legislation. Subseries consist of countries where the legislation originated, and are arranged alphabetically. Thereunder, the legislation is organized chronologically.

Logs and Journals. These are all related to E.A. Link's Man-in-Sea experiments, and are arranged chronologically.

Magazine articles. Separated into subseries Aviation and Oceans, and arranged alphabetically by subject, thereunder, if appropriate, they are then organized chronologically.

70 - 71

Memorabilia. Consists of small items given to Link, a copy of lessons from the Link Flying School, Link's Star Chart, "Heavenly Bodies," and blank pieces of stationery. They are arranged loosely by subject.

72
Agendas and Minutes of Meetings. Subseries consist of organizations and companies with which E. A. Link was involved. The subseries are arranged alphabetically by name, and thereunder, alphabetically by the name of the meeting. When appropriate, they are then arranged chronologically.

73 - 78

Newspaper Articles. Subseries consist of Aviation and Oceans. Within the subseries the articles are organized alphabetically by subject and, thereunder, chronologically.

79 - 80

News Releases. These are arranged chronologically.

81

Organizations. Subseries consist of By-laws and Articles of Organization, Membership Lists, Programs, and Regulations. Within each subseries the material is arranged alphabetically according to the name of the organization and, thereunder, chronologically.

82 - 83

Periodicals. Subseries consist of General, Aviation, and Oceans. Within each subseries the periodicals are arranged chronologically.

84

Photographs. These are arranged alphabetically according to subject and, thereunder, chronologically where the date could be ascertained.

85
Proposed curricula. Subseries consist of colleges and universities where the proposed courses would be taught, and are arranged alphabetically.

Reports and Speeches. Includes reports and speeches by E. A. Link, as well as by other individuals; however, folders containing Link's writing are clearly marked. The subseries consist of Aviation and Oceans. Reports and speeches within them are arranged alphabetically by subject and, thereunder, chronologically.

Miscellaneous. Ephemeral material organized according to subject, arranged alphabetically.

Awards. Subseries consist of General, Aviation, and Oceans. Material is arranged chronologically with the subseries, and includes membership announcements, citations, inscriptions, and award certificates.

Index

An item index was prepared for one section of the correspondence—Aviation, outgoing. This was done on 3 × 5 cards, and is organized alphabetically by the name of the recipient of the letter. The index includes the author of each letter, the recipient, the date, the number of pages, and whether there were any enclosures.

Book Collection

That portion of Mr. Link's personal library dealing with aviation has also been given to the
University Libraries of Binghamton University, and is housed in Special Collections, along with the papers. See Appendix.

Container List

E.A. Link - Correspondence

Boxes 1 - 39
Aviation Correspondence

Box 1

Folder 1  Outgoing correspondence - 1940-1942
Folder 2  1943
Folder 3  1944 (Jan.-June)
Folder 4  1944 (July-Dec.)
Folder 5  1945 (Jan.-May)
Folder 6  1945 (June-Dec.)
Folder 7  1946 (Jan.-July)
Folder 8  1946 (Aug.-Dec.)
Folder 9  1947 (Jan.-May)
Folder 10  1947 (July-Dec.)
Folder 11  1948
Folder 12  1949
Folder 13  1950 (Jan.-June)
Folder 14  1950 (July-Dec.)

Box 2

Folder 15  Outgoing correspondence - 1951 (Jan.-June)
Folder 16  1951 (July-Oct.)
Folder 17  1951 (Nov.-Dec.)
Folder 18  1952 (Jan.-Mar.)
Folder 19  1952 (Apr.-July)
Folder 20  1952 (Aug.-Oct.)
Folder 21  1952 (Nov.)
Folder 22  1952 (Dec.)
Folder 23  1953 (Jan.-May)
Folder 24  1953 (June-Oct.)
Folder 25  1953 (Nov.-Dec.)
Folder 26  1954 (Jan.)
Folder 27  1954 (Feb.-Mar.)

Box 3
Folder 28  Outgoing correspondence - 1954 (Apr.)
Folder 29  1954 (May)
Folder 30  1954 (June-Aug.)
Folder 31  1954 (Sept.-Oct.)
Folder 32  1954 (Nov.)
Folder 33  1954 (Dec.)
Folder 34  1955 (Jan.)
Folder 35  1955 (Feb.-Mar.)
Folder 36  1955 (Apr.-Aug.)
Folder 37  1955 (Sept.-Oct.)
Folder 38  1955 (Nov.-Dec.)
Folder 39  1956 (Jan.-Feb.)
Folder 40  1956 (Mar.-June)
Folder 41  1956 (July-Aug.)

Box 4
Folder 42  Outgoing correspondence - 1956 (Sept.-Oct.)
Folder 43  1956 (Nov.-Dec.)
Folder 44  1957 (Jan.-Feb.)
Folder 45  1957 (Mar.-Apr.)
Folder 46  1957 (May-June)
Folder 47  1957 (July-Oct.)
Folder 48  1957 (Nov.-Dec.)
Folder 49  1958 (Jan.)
Folder 50  1958 (Feb.)
Folder 51  1958 (Mar.)
Folder 52  1958 (Apr.-May)
Folder 53  1958 (June-July)

Box 5
Folder 54  Outgoing correspondence 1958 (Aug.-Sept.)
Folder 55  1958 (Oct.-Dec.)
Folder 56  1959 (Jan.-Mar.)
Folder 57  1959 (Apr.-June)
Folder 58  1959 (July-Sept.)
Folder 59  1959 (Oct.-Dec.)
Folder 60  1960 (Jan.-Apr.)
Folder 61  1960 (May-Dec.)
Folder 62  1961 (Jan.-Feb.)
Folder 63  1961 (Mar.-Apr.)
Folder 64  1961 (May-Dec.)
Folder 65  1962 (Jan.-Feb.)
Folder 66  1962 (Mar.-Dec.)
Folder 67  1963 (Jan.-Mar.)
Folder 68  1963 (Apr.-Dec.)
Folder 69  1964 (Jan.-June)
Folder 70  1964 (July-Dec.)

Box 6
Folder 71  Outgoing correspondence - 1965
Folder 72  1966
Folder 73  1967 (Jan.-Aug.)
Folder 74  1967 (Sept.-Dec.)
Folder 75  1968 (Jan.-June)
Folder 76  1968 (July-Dec.)
Folder 77  1969
Folder 78  1970-1973
Folder 78A  1974-1981
Folder 79  undated

Box 7
Folder 80  Incoming correspondence - 1939-1940
Folder 81  1941
Folder 82  1942
Folder 83  1943
Folder 84  1944 (Jan.-April)
Folder 85  1944 (May-Sept.)
Folder 86  1944 (Oct.-Dec.)
Folder 87  1945 (Jan.-Mar.)
Folder 88  1945 (April-June)
Folder 89  1945 (July-Sept.)
Folder 90  1945 (Oct.-Dec.)
Folder 91  1946 (Jan.-May)

Box 8
Folder 92  Incoming correspondence - 1946 (June-Dec.)
Folder 93  1947 (Jan.-Apr.)
Folder 94  1947 (May-Aug.)
Folder 95  1947 (Sept.-Dec.)
Folder 96  1948 (Jan.-Aug.)
Folder 97  1948 (Sept.-Dec.)
Folder #98  1949 (Jan.-June)
Folder 99  1949 (July-Dec.)
Folder 100  1950 (Jan.-Mar.)
Folder 101  1950 (April-June)
Folder 102  1950 (July-Aug.)
Folder 103  1950 (Sept.-Dec.)

Box 9
Folder 104  Incoming correspondence - 1951 (Jan.-Feb.)
Folder 105  1951 (Mar.-May)
Folder 106  1951 (June-Sept.)
Folder 107  1951 (Oct.-Dec.)
Folder 108  1952 (Jan.-Apr.)
Folder 109  1952 (May-July)
Folder 110  1952 (Aug.-Oct.)
Folder 111  1952 (Nov.-Dec.)
Folder 112  1953 (Jan.-May)
Folder 113  1953 (June-Sept.)
Folder 114  1953 (Oct.-Dec.)
Folder 115  1954 (Jan.-Feb.)

Box 10
Folder 116  Incoming correspondence - 1954 (Mar.-Apr.)
Folder 117  1954 (May-July)
Folder 118  1954 (Aug.-Oct.)
Folder 119  1954 (Nov.-Dec.)
Folder 120  1955 (Jan.-Feb.)
Folder 121  1955 (Mar.-June)
Folder 122  1955 (July-Sept.)
Folder 123  1955 (Oct.-Dec.)
Folder 124  1956 (Jan.-Feb.)
Folder 125  1956 (Mar.-Apr.)

Box 11
Folder 126  Incoming correspondence - 1956 (May-June)
Folder 127  1956 (July)
Folder 128  1956 (Aug.-Sept.)
Folder 129  1956 (Oct.-Nov.)
Folder 130  1956 (Dec.)
Folder 131  1957 (Jan.-Feb.)
Folder 132  1957 (Mar.-Apr.)
Folder 133  1957 (May-July)
Folder 134  1957 (Aug.)
Folder 135  1957 (Sept.)
Folder 136  1957 (Oct.)
Folder 137  1957 (Nov.-Dec.)

Box 12
Folder 138  Incoming correspondence - 1958 (Jan.)
Folder 139  1958 (Feb.)
Folder 140  1958 (Mar.-May)
Folder 141  1958 (June-Aug.)
Folder 142  1958 (Sept.-Dec.)
Folder 143  1959 (Jan.-May)
Folder 144  1959 (June-Aug.)
Folder 145  1959 (Sept.-Oct.)
Folder 146  1959 (Nov.-Dec.)
Folder 147  1960 (Jan.-May)
Folder 148  1960 (June-Dec.)
Folder 149  1961 (Jan.-Feb.)
Folder 150  1961 (Mar.-June)
Folder 151  1961 (July-Dec.)

Box 13
Folder 152  Incoming correspondence - 1962 (Jan.-Apr.)
Folder 153  1962 (May-Dec.)
Folder 154  1963 (July-Dec.) 1964
Folder 155  1963 (Jan.-June)
Folder 156  1964
Folder 157  1965-1966
Folder 158  1967
Folder 159  1968 (Jan.-June)
Folder 160  1968 (July-Dec.)
Folder 161  1969
Folder 162  1970-1976
Folder 163  undated
Oceans Correspondence

Box 14

Oceans Correspondence

Folder 164  Outgoing correspondence - 1946-1948
Folder 165  1949-1950
Folder 166  1951
Folder 167  1952 (Jan.-June)
Folder 168  1952 (July-Sept.)
Folder 169  1952 (Oct.-Dec.)
Folder 170  1953 (Jan.-May)
Folder 171  1953 (June-Sept.)
Folder 172  1953 (Oct.-Dec.)
Folder 173  1954 (Jan.-Mar.)
Folder 174  1954 (Apr.-May)

Box 15

Folder 175  Outgoing correspondence - 1954 (June-Sept.)
Folder 176  1954 (Oct.-Dec.)
Folder 177  1955 (Jan.)
Folder 178  1955 (Feb.)
Folder 179  1955 (Mar.-Apr.)
Folder 180  1955 (May-July)
Folder 181  1955 (Aug.-Sept.)
Folder 182  1955 (Oct.-Dec.)  
Folder 183  1956 (Jan.-Feb.)  
Folder 184  1956 (Mar.-Apr.)  
Folder 185  1956 (May-June)  
Folder 186  1956 (July)  

Box 16  
Folder 187  Outgoing correspondence - 1956 (Aug.)  
Folder 188  1956 (Sept.-Oct.)  
Folder 189  1956 (Nov.-Dec.)  
Folder 190  1957 (Jan.-Feb.)  
Folder 191  1957 (Mar.-Apr.)  
Folder 192  1957 (May)  
Folder 193  1957 (June-July)  
Folder 194  1957 (Aug.-Oct.)  
Folder 195  1957 (Nov.-Dec.)  
Folder 196  1958 (Jan.-Feb.)  
Folder 197  1958 (Mar.-Apr.)  
Folder 198  1958 (May-July)  
Folder 199  1958 (Aug.-Oct.)  
Folder 200  1958 (Nov.-Dec.)  

Box 17  
Folder 201  Outgoing correspondence - 1959 (Jan.)  
Folder 202  1959 (Feb.)  
Folder 203  1959 (Mar.)  
Folder 204  1959 (Apr.)  
Folder 205  1959 (May-June)  
Folder 206  1959 (July-Aug.)  
Folder 207  1959 (Sept.)  
Folder 208  1959 (Oct.-Nov.)  
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Folder 211  1960 (Feb.-Mar.)  
Folder 212  1960 (Apr.-May)  
Folder 213  1960 (June)  
Folder 214  1960 (July-Aug.)  

Box 18  
Folder 215  Outgoing correspondence - 1960 (Sept.-Oct.)  
Folder 216  1960 (Nov.)  
Folder 217  1960 (Dec.)  
Folder 218  1961 (Jan.)  
Folder 219  1961 (Feb.)  
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Folder 263 1965 (Mar.-Apr.)
Folder 264 1965 (May-June)
Folder 265 1965 (July)

Box 22  Outgoing Correspondence - 1965 (Aug.) - 1966 (Sept.-Oct.)
Folder 266  Outgoing correspondence - 1965 (Aug.)
Folder 267 1965 (Sept.)
Folder 268 1965 (Oct.)
Folder 269 1965 (Nov.)
Folder 270 1965 (Dec.)
Folder 271 1966 (Jan.)
Folder 272 1966 (Feb.)
Folder 273 1966 (Mar.-Apr.)
Folder 274 1966 (May-June)
Folder 275 1966 (July)
Folder 276 1966 (Aug.)
Folder 277 1966 (Sept.-Oct.)

Box 23
Folder 278  Outgoing correspondence - 1966 (Nov.)
Folder 279 1966 (Dec.)
Folder 280 1967 (Jan.-Mar.)
Folder 281 1967 (Apr.-May)
Folder 282 1967 (June-July)
Folder 283 1967 (Aug.)
Folder 284 1967 (Sept.-Oct.)
Folder 285 1967 (Nov.-Dec.)
Folder 286 1968 (Jan.-Feb.)
Folder 287 1968 (Mar.-Apr.)
Folder 288 1968 (May-June)
Folder 289 1968 (July-Aug.)
Folder 290 1968 (Sept.-Oct.)
Folder 291 1968 (Nov.-Dec.)

Box 24
Folder 292  Outgoing correspondence - 1969 (Jan.-Apr.)
Folder 293 1969 (May-Aug.)
Folder 294 1969 (Sept.-Dec.)
Folder 295 1970 (Jan.-Mar.)
Folder 296 1970 (Apr.-July)
Folder 297 1970 (Aug.-Dec.)
Folder 298 1971 (Jan.-Mar)
Folder 298A 1971 (Apr.-July)
Folder 298B 1971 (Aug.-Dec)
Folder 298C 1972
Folder 298D 1974
Folder 298E 1976-1981
Folder 299 undated

Box 25
Folder 300 incoming correspondence - 1946-1948
Folder 301 1949-1951
Folder 302 1952 (Jan.-June)
Folder 303 1952 (July-Dec.)
Folder 304 1953 (Jan.-May)
Folder 305 1953 (June-Dec.)
Folder 306 1954 (Jan.-Mar.)
Folder 307 1954 (Apr.-Aug.)
Folder 308 1954 (Sept.-Dec.)
Folder 309 1955 (Jan.)
Folder 310 1955 (Feb.)
Folder 311 1955 (Mar.-May)
Folder 312 1955 (June-Sept.)

Box 26
Folder 313 Incoming correspondence - 1955 (Oct.-Dec.)
Folder 314 1956 (Jan.-Feb.)
Folder 315 1956 (Mar.-Apr.)
Folder 316 1956 (May-June)
Folder 317 1956 (July-Aug.)
Folder 318 1956 (Sept.-Nov.)
Folder 319 1956 (Dec.)
Folder 320 1957 (Jan.-Mar.)
Folder 321 1957 (Apr.-June)
Folder 322 1957 (July-Sept.)
Folder 323 1957 (Oct.-Dec.)
Folder 324 1958 (Jan.-Mar.)
Folder 325 1958 (Apr.-July)

Box 27
Folder 326 Incoming correspondence - 1958 (Aug.-Oct.)
Folder 327 1958 (Nov.-Dec.)
Folder 328 1959 (Jan.-Feb.)
Folder 329 1959 (Mar.-Apr.)
Folder 330 1959 (May-July)
Folder 331 1959 (Aug.-Sept.)
Folder 332 1959 (Oct.)
Folder 333 1959 (Nov.)
Folder 334 1959 (Dec.)
Folder 335 1960 (Jan.)
Folder 336 1960 (Feb.)
Folder 337 1960 (Mar.)
Folder 338 1960 (Apr.)

Box 28
Folder 339 Incoming correspondence - 1960 (May-June)
Folder 340 1960 (July-Aug.)
Folder 341 1960 (Sept.-Oct.)
Folder 342 1960 (Nov.-Dec.)
Folder 343 1961 (Jan.)
Folder 344 1961 (Feb.)
Folder 345 1961 (Mar.)
Folder 346 1961 (Apr.)
Folder 347 1961 (May)
Folder 348 1961 (June)
Folder 349 1961 (July-Aug.)
Folder 350 1961 (Sept.-Oct.)
Folder 351 1961 (Nov.)

Box 29
Folder 352 Incoming correspondence - 1961 (Dec.)
Folder 353 1962 (Jan.)
Folder 354 1962 (Feb.)
Folder 355 1962 (Mar.)
Folder 356 1962 (Apr.-May)
Folder 357 1962 (June-July)
Folder 358 1962 (Aug.-Sept.)
Folder 359 1962 (Oct.)
Folder 360 1962 (Nov.)
Folder 361 1962 (Dec.)
Folder 362 1963 (Jan. 1-16)
Folder 363 1963 (Jan. 17-31)
Folder 364 1963 (Feb.)

Box 30
Folder 365 Incoming correspondence - 1963 (Mar.)
Folder 366 1963 (Apr.)
Folder 367 1963 (May)
Folder 368 1963 (June)
Folder 369 1963 (July)
Folder 370 1963 (Aug.)
Folder 371 1963 (Sept.)
Folder 372 1963 (Oct.)
Folder 373 1963 (Nov.)
Folder 374 1963 (Dec.)
Folder 375 1964 (Jan.)
Folder 376 1964 (Feb.)
Folder 377  1964 (Mar.-Apr.)

Box 31
Folder 378  Incoming correspondence - 1964 (May)
Folder 379  1964 (June)
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Folder 382  1964 (Sept.)
Folder 383  1964 (Oct.)
Folder 384  1964 (Nov.)
Folder 385  1964 (Dec.)
Folder 386  1965 (Jan.)
Folder 387  1965 (Feb.)
Folder 388  1965 (Mar.)
Folder 389  1965 (Apr.-May)
Folder 390  1965 (June-July)

Box 32
Folder 391  Incoming correspondence - 1965 (Aug.)
Folder 392  1965 (Sept.)
Folder 393  1965 (Oct.)
Folder 394  1965 (Nov.)
Folder 395  1965 (Dec.)
Folder 396  1966 (Jan.)
Folder 397  1966 (Feb.)
Folder 398  1966 (Mar.)
Folder 399  1966 (Apr.-May)
Folder 400  1966 (June)
Folder 401  1966 (July)
Folder 402  1966 (Aug.)

Box 33
Folder 403  Incoming correspondence - 1966 (Sept.)
Folder 404  1966 (Oct.)
Folder 405  1966 (Nov.)
Folder 406  1966 (Dec.)
Folder 407  1967 (Jan.-Feb.)
Folder 408  1967 (Mar.-Apr.)
Folder 409  1967 (May-June)
Folder 410  1967 (July)
Folder 411  1967 (Aug.)
Folder 412  1967 (Sept.-Oct.)
Folder 413  1967 (Nov.-Dec.)
Folder 414  1968 (Jan.)
Folder 415  1968 (Feb.)
Folder 416  1968 (Mar.)
Box 34

Folder 417  Incoming correspondence - 1968 (Apr.)
Folder 418  1968 (May)
Folder 419  1968 (June-July)
Folder 420  1968 (Aug.-Oct.)
Folder 421  1968 (Nov.-Dec.)
Folder 422  1969 (Jan.-Feb.)
Folder 423  1969 (Mar.-May)
Folder 424  1969 (June)
Folder 425  1969 (July)
Folder 426  1969 (Aug.-Sept.)
Folder 427  1969 (Oct.)
Folder 428  1969 (Nov.)
Folder 429  1969 (Dec.)

Box 35

Folder 430  Incoming correspondence - 1970 (Jan)
Folder 431  1970 (Feb.)
Folder 432  1970 (Mar.-Apr.)
Folder 433  1970 (May-July)
Folder 434  1970 (Aug.-Dec.)
Folder 435  1971 (Jan.-June)
Folder 435A  1971 (July-Dec.)
Folder 435B  1975-1979
Folder 435C  1980-1981
Folder 436  undated
Folder 437  undated

Box 36

Organ and Player Pianos Correspondence

Folder 438  Outgoing correspondence - 1952-1963
Folder 439  1964-1966
Folder 440  1967
Folder 441  1968-1970
Folder 442  Incoming correspondence - 1947-1986
Miscellaneous Correspondence

Box 37

Miscellaneous Correspondence

Folder 443  Outgoing correspondence - 1944-1948
Folder 444 1949-1951
Folder 445 1952
Folder 446 1953
Folder 447 1954
Folder 448 1955
Folder 449 1956
Folder 450 1957
Folder 451 1958
Folder 452 1959
Folder 453 1960 (Jan.-May)
Folder 454 1960 (June-Dec.)
Folder 455 1961 (Jan.-May)
Folder 456 1961 (June-Dec.)
Folder 457 1962 (Jan.-June)
Folder 458 1962 (July-Dec.)
Folder 459 1963
Folder 460 1964

Box 38
Folder 461 Outgoing correspondence - 1953
Folder 461A 1954
Folder 461B 1955
Folder 461C 1959
Folder 461D 1960
Folder 461E 1963
Folder 461F 1965
Folder 462 1966 (Jan.-July)
Folder 463 1966 (Aug.-Dec.)
Folder 464 1967
Folder 465 1968 (Jan.-June)
Folder 466 1968 (July-Dec.)
Folder 467 1969-1970
Folder 467A 1971-1981
Folder 468 undated

Box 39
Folder 469 Incoming correspondence - 1944-1952
Folder 470 1953-1957
Folder 471 1958-1960
Folder 472 1961
Folder 473 1962
Folder 474 1963
Folder 475 1964
Folder 476 1965-1966
Folder 477 1967
Folder 478 1968
Folder 479 1969-1970
Folder 479A 1971-1981
Folder 480 undated
Folder 480A 1962-1963
Folder 480B 1954-1970

**E.A. Link - Enclosures**

Boxes 40-57

**Aviation Enclosures Correspondence**

**Box 40**

Box  Folder  Contents
Folder 481  Incoming correspondence - 1941-1943
Folder 482  1944
Folder 483  1945
Folder 484  1946-1949
Folder 485  1950-1951
Folder 486  1952-1953
Folder 487  1954
Folder 488  1955-1956
Folder 489  1957
Folder 490  1958-1959
Folder 491  1960-1962
Folder 492  1963-1969

**Box 41**

Folder 493  Incoming correspondence of printed material - 1942-1953
Folder 494  1954
Folder 495  1955
Folder 496  1956
Folder 497  1957
Folder 498  1958-1960

**Box 42**

Folder 499  Incoming correspondence of printed material - 1961
Folder 500  1962-1966
Folder 501  1967-1969

**Box 43**

Folder 502  Incoming correspondence of copied material - 1941-1944
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Folder 541  1966-1969

Oceans Enclosures
Box 47
Folder 542  Incoming correspondence - 1948-1953
Folder 543  1954-1955
Folder 544  1956
Folder 545  1957
Folder 546  1958
Folder 547  1959 (Jan.-Sept.)
Folder 548  1959 (Oct.-Dec.)
Folder 549  1960
Folder 550  1961
Folder 551  1962 (Jan.-June)
Folder 552  1962 (July-Dec.)
Folder 553  1963 (Jan.-Mar.)
Folder 554  1963 (Apr.-Dec.)

Box 48
Folder 555  Incoming correspondence - 1964
Folder 556  1965 (Jan.-July)
Folder 557  1965 (Aug.-Dec.)
Folder 558  1966 (Jan.-May)
Folder 559  1966 (June-Aug.)
Folder 560  1966 (Sept.-Dec.)
Folder 561  1967
Folder 562  1968 (Jan.-July)
Folder 563  1968 (Aug.-Dec.)
Folder 564  1969 (Jan.-May)
Folder 565  1969 (June-Dec.)
Folder 566  1970 (Jan.-June)
Folder 567  1970 (July-Dec)
Folder 568  undated

Box 49
Folder 569  Incoming correspondence of printed material - 1948-1954
Folder 570  1955-1957
Folder 571  1958
Folder 572  1959
Folder 573  1960-1961
Folder 574  1962
Folder 575  1963
Box 50
Folder 576  Incoming correspondence of printed material - 1964
Folder 577  1965
Folder 578  1966
Folder 579  1967
Folder 580  1968
Folder 581  1969
Folder 582  1970-1979
Folder 583  undated

Box 51
Folder 584  Incoming correspondence of copied material - 1947-1953
Folder 585  1954-1955
Folder 586  1956-1957
Folder 587  1958
Folder 588  1959
Folder 589  1960
Folder 590  1961 (Jan.-May)
Folder 591  1961 (June-Dec.)
Folder 592  1962 (Jan.-Apr.)
Folder 593  1962 (May-Dec.)
Folder 594  1963 (Jan.-Apr.)
Folder 595  1963 (May-July)

Box 52
Folder 596  Incoming correspondence of copied material - 1963 (Aug.-Dec.)
Folder 597  1964 (Jan.-Apr.)
Folder 598  1964 (May-June)
Folder 599  1964 (July-Sept.)
Folder 600  1964 (Oct.-Dec.)
Folder 601  1965 (Jan.-Feb.)
Folder 602  1965 (Mar.-June)
Folder 603  1965 (July-Sept.)
Folder 604  1965 (Oct.-Nov.)

Box 53
Folder 605  Incoming correspondence of copied material - 1965 (Dec.)
Folder 606  1966 (Jan.-Feb.)
Folder 607  1966 (Mar.-May)
Folder 608  1966 (June-Sept.)
Folder 609  1966 (Oct.-Dec.)
Folder 610  1967 (Jan.-May)
| Folder 611 | 1967 (June-Dec.) |
| Folder 612 | 1968 (Jan.-Feb.) |
| Folder 613 | 1968 (Mar.) |
| Folder 614 | 1968 (Apr.-July) |

**Box 54**

| Folder 615 | Correspondence of copied material - 1968 (Aug.-Dec.) |
| Folder 616 | 1969 (Jan.-Mar.) |
| Folder 617 | 1969 (Apr.-June) |
| Folder 618 | 1969 (July-Oct.) |
| Folder 619 | 1969 (Nov.-Dec.) |
| Folder 620 | 1970 (Jan.-Mar.) |
| Folder 621 | 1970 (Apr.-May) |
| Folder 622 | 1970 (June-Dec.) |
| Folder 623 | 1971 |
| Folder 623A | Undated |
| Folder 624 | Correspondence of correspondence - 1953-1961 |
| Folder 625 | 1962-1964 |
| Folder 626 | 1965-1969 |

**Box 55**

| Folder 627 | Correspondence of printed material - 1955-1959 |
| Folder 628 | 1960-1967 |
| Folder 629 | 1968-1970 |

**Box 56**

| Folder 630 | Correspondence of copied material - 1952-1956 |
| Folder 631 | 1957-1959 |
| Folder 632 | 1960-1961 |
| Folder 633 | 1962 |
| Folder 634 | 1963 |
| Folder 635 | 1964 (Jan.-Aug.) |
| Folder 636 | 1964 (Sept.-Dec.) |
| Folder 637 | 1965 |
| Folder 638 | 1966 |
| Folder 639 | 1967-1968 |
| Folder 640 | 1969-1970 |

**Organ and Player Piano Enclosures**

**Box 57**

| Folder 641 | Correspondence - 1966-1967 |
| Folder 642 | Correspondence of copied material - 1955-1958 |
A. Link - Advertising Brochures and Company Publications

Boxes 58-60

Box 58  Advertising Brochures and Company Publications
Folder 650  Ackley Manufacturing Co.
Folder 650A  Air Force Museum
Folder 651  Air Trainers Ltd.
Folder 652  Air Trainers Ltd.
Folder 653  Airwork Corp.
Folder 654  Alden Electronic and Impulse Recording Equipment Co., Inc.
Folder 655  Aluminum Company of America (Alcoa)
Folder 656  American Institute of Aeronautics and Astronautics
Folder 656A  American Society of Mechanical Engineers
Folder 657  Aquasonics Engineering Co., Inc.
Folder 658  BCM/Octopus
Folder 659  Beckman, Scientific and Process Instruments Division
Folder 660  Bertram Yacht Company
Folder 661  Birns & Sawyer, Inc.
Folder 662  Bulova Watch Company
Folder 663  Canadian Pacific
Folder 664  Casey Jones School of Aeronautics/Academy of Aeronautics
Folder 665  C.E.D.A.M.
Folder 666  C.E.D.A.M. International
Folder 667  Cenco Corporation
Folder 668  Century Research Corporation
Folder 669  John Chatillan & Sons
Folder 670  Clark-Wilson Corp.
Folder 671  Compagnie pour l'Exploitation Internationale des Procedes Rebikoff
Folder 672  Conde Milking Machine Co., Inc.
Folder 673  Cornell Maritime Press
Folder 674  Corporation Aircraft Owners Association, Inc.
Folder 675  G. William Criswell Marine Electronics
Folder 676  Richard Crosby Laboratory
Folder 677  Crossley Brothers, Ltd.
Folder 678  CSF Compagnie Generale de Telegraphie Sans Fils
Folder 679  Decca Radar Limited
Folder 680  Department of Aviation, Broome County
Folder 681  Duke University Marine Laboratory
Folder 682  Durakool, Inc.
Folder 683  Duval County Marine Science Education Center
Folder 684  Ecco Products Company
Folder 685  Elmira Association of Commerce
Folder 686  Fenjohn Underwater Photo & Equipment Corp.
Folder 687  Flight Safety Foundation, Inc.
Folder 688  State of Florida, Department of Marine Sciences and Technology
Folder 689  Future Dimensions, Inc.
Folder 690  Geisse Safety Gear
Folder 691  General Mills, Electronics Group
Folder 692  General Precision Equipment Corp.
Folder 693  Gibbs Shipyards, Inc.
Folder 694  Hammond, Kennedy & Co.
Folder 695  Han-nya-en Restaurant
Folder 696  Harbor Branch Foundation, Inc.
Folder 696A General Precision Equipment Corp. (England)
Folder 697  Hill-Chase & Company, Inc.
Folder 698  The Historical Association of Southern Florida
Folder 699  Hotel Beck
Folder 700  Hotel Zapil-Ha
Box 59 Folder 701 Institut Dr. Forster
Folder 702 Institute for Aquatic Studies
Folder 703 Institute of Aviation
Folder 704 The Institute of Navigation
Folder 705 Joel Dean Associates
Folder 705A J. V. W. Corp.
Folder 706 Kearfott Company, Inc.
Folder 707 Knight Title Service
Folder 708 Irving P. Krick, Ph.D.
Folder 709 Laboratory for Electronics, Inc.
Folder 710 Lamont Geological Observatory
Folder 711 Lecture Recordings, Inc.
Folder 712 Captain Edwin P. LeMay & Association
Folder 713 Link Aviation, Inc.
Folder 714  Link Aviation, Inc.
Folder 715  Littlemore Scientific Engineering Co.
Folder 716  Lorac Service Corp.
Folder 717  Lundberg Sagen
Folder 718  J. Ray McDermott & Co., Inc.
Folder 719  Thomas H. McDonald Diving Course
Folder 720  McKee's Sunken Treasure Fortress
Folder 721  Marine Construction & Design Co.
Folder 722  MGD Research & Development
Folder 723  Mine Safety Appliances Company
Folder 724  Minneapolis Honeywell, Marine Equipment Division
Folder 725  National Academy of Engineering
Folder 726  National Academy of Sciences
Folder 727  National Youth Science Foundation
Folder 728  Naval Civil Engineering Laboratory
Folder 728A  NCR
Folder 729  Negev Biblical Excavations, Inc.
Folder 730  Niagara University, ITTT
Folder 731  Nitto Kohki Co., Ltd.
Folder 732  Norwich University
Folder 733  The Oceanic Institute
Folder 734  Outboard Marine International S.A.
Folder 735  Owen Lee Production Corp.
Folder 736  Patek Philippe & Co.
Folder 736A  Perry-Link Deep Sea Diver submarine
Folder 737  Philips Electrical, Ltd.
Folder 738  Pioneer Electronic Corporation
Folder 739  Portable Appliances, Inc.
Folder 740  Pye Limited
Folder 741  Radio Corporation of America
Folder 742  Rand McNally & Company
Folder 743  Reynolds Aluminum
Folder 743A  Roberson Center for the Arts & Sciences
Folder 744  Royal Bahamian Estates and Beach
Folder 745  Royal Ontario Museum, Council of Underwater Archaeology
Folder 746  Scott Aviation Corp.
Folder 747  Scuba Institute
Folder 748  Sea Diver Corp.
Folder 748A  Sea Surveyor
Folder 749  Service Armament Co.
Folder 750  Signatection Research, Inc.
Folder 750A  Singer Link Division
Folder 751  The Smithsonian Institution
Folder 752       S.O.S. Cinema Supply Corp.

Box 60
Folder 753       Space Technology Laboratories
Folder 754       The Spaceward Corporation
Folder 755       Spitz Laboratories, Inc.
Folder 756       Sportsman Dry Submarine, Inc.
Folder 757       Tokyo Aircraft Instrument Co., Ltd.
Folder 758       Treasure Salvors, Inc.
Folder 759       Union Carbide Corporation
Folder 760       United States Liaison Committee for Oceanographic Research, Inc.
Folder 761       University of Hawaii
Folder 762       University of Miami (Florida)
Folder 763       Varian Associates
Folder 764       Karl F. Wede, Inc.
Folder 765       Weems System of Navigation
Folder 766       Western Periodicals Co.
Folder 767       Westinghouse Electric Corp.
Folder 768       Wickes-United States Graphite
Folder 769       Windings, Inc.
Folder 770       Unidentified yacht broker

E.A. Link - Announcements, Business Cards, and Invitations

Box 61

Folder 771       Announcements 1945-1970
Folder 772       Announcements undated
Folder 773       Business cards undated
Folder 773A      Guest, cards, and gift lists 1953-1971
Folder 774       Invitations 1957-1966
Folder 775       Invitations 1967-1972
Folder 775A      Invitation, program 1992
Folder 776       Invitations undated

E. A. Link - Biographical Data

Box 61

Box       Folder       Contents
Folder 777   E.A. Link
Folder 778   Acquaintances of E.A. Link, Marilyn Link
Folder 778A  FAU, Ocean Engineering applicant 1971
E. A. Link - Bulletins and Newsletters

Box 62
Box Folder Contents
Folder 779 Academy of Aeronautics and Casey Jones School of Aeronautics
Folder 780 The Adventurers’ Club of New York
Folder 781 Aircraft Owners and Pilots Association
Folder 782 Air Force Historical Foundation
Folder 783 American Stock Exchange
Folder 784 Binghamton Chamber of Commerce
Folder 785 Cannon Hunters' Association of Seattle
Folder 786 C.E.D.A.M.
Folder 787 C.E.D.A.M. International
Folder 788 Delta Kappa Gamma
Folder 788A Dept. of Commerce
Folder 789 Edgerton, Germeshausen, & Grier, Inc.
Folder 790 Flight Safety Foundation
Folder 791 Historical Association of Southern Florida
Folder 792 Institute of Navigation
Folder 793 International Nickel Co., Inc.
Folder 794 International Underwater Explorers Society
Folder 795 Link Aviation, Inc.
Folder 796 Arthur O. Little, Inc.
Folder 797 Marine Technology Society
Folder 798 Mote Marine Laboratory
Folder 798A Musical Box Society
Folder 799 National Pilots Association
Folder 800 National Security Industrial Association
Folder 801 Nautilus Press
Folder 802 New York State Department of Commerce
Folder 802A Oceanography and Limnology
Folder 803 Southwest Research Institute
Folder 803A UST Soundings
Folder 804 Frederick F. Watson, Inc.
Folder 805 Wings Club
Folder 806 Woods Hole Oceanographic Institute

E.A. Link - Charts, Diagrams, and Maps

Boxes 63-65
Charts
Box 63
Folder 807  Aeronautic track guide and launching guide
Folder 808  Deep Submersible Navigation System
Folder 809  Depth-Pressure relationships
Folder 810  Diving suit insulation
Folder 811  Edgerton mud-pinger
Folder 812  Headquarters MATS
Folder 813  Helicopter costs
Folder 814  Man-in-the-Sea future goals
Folder 815  NIKE Training Phasing Chart

Diagrams

Box  Folder  Contents
Folder 816  Academy of Aeronautics, Logo
Folder 817  Air Lift
Folder 818  Air Lift cage
Folder 819  Air Lift, throat clearing mechanism
Folder 820  Air Lift, throat clearing mechanism
Folder 821  Air Lift, throat clearing mechanism
Folder 822  Aquarium observatory
Folder 823  Blue Heron, planking
Folder 824  Cannon, Pauk
Folder 825  Cannon, Rich
Folder 826  Cannon, Tucker
Folder 827  Cannon, Wade
Folder 828  Carbon dioxide eliminator, 1964
Folder 829  Carbon dioxide eliminator, 1964
Folder 830  Carbon dioxide removal unit, “Scrubber”
Folder 831  Carbon dioxide sensor
Folder 832  Collimator mounting
Folder 833  Deck Decompression Chamber (DDC), 1/21/64
Folder 834  DDC, bunk arrangement, 3/64
Folder 835  DDC, instrument and control cabinet
Folder 836  Deep Anchor Station
Folder 837  Deep Submergence Systems Review, submarine escape
Folder 838  Gananoque, Canada Link plant
Folder 839  Helicopter, Kellett model XR-8
Folder 840  Helicopter, Link proposed
Folder 841  Helicopter, Link proposed
Folder 842  Johnson-Sea-Link
Folder 843  Johnson-Sea-Link, diving plane mounting pad
Folder 844  Johnson-Sea-Link, hatch
Folder 845   Johnson-Sea-Link, hull penetrators
Folder 846   Johnson-Sea-Link, penetration block
Folder 847   Link School Trainer, mechanized instrument system
Folder 848   Link Trainer, rudder valve
Folder 849   Link Trainer, SNJ electronic circuits
Folder 850   Line of Position, P.V.H. Weems
Folder 851   Magnetometer
Folder 852   Man-in-Sea Project, 1961
Folder 853   Manadnock
Folder 854   Nut, proposed structure

Box 64
Folder 855   Oyster cultivation
Folder 856   Patents, Bomb sight for dive bombing
Folder 857   Patents, Diving suit (Link)
Folder 858   Patents, Driving mechanism
Folder 859   Patents, Fluid compass
Folder 860   Patents, instrument capsule (Link)
Folder 861   Patents, Power transmission device
Folder 862   Patents, Underwater capsule (SDC-Link)
Folder 863   Perry-Link Cubmarine 6/12/64
Folder 864   Perry-Link Cubmarine 6/12/64
Folder 865   Port Royal Jamaica, watch monogram
Folder 866   Port Royal Jamaica, watch monogram
Folder 866A  Port Royal, Jamaica, brass and copper items
Folder 866B  Port Royal, Jamaica, clay smoking pipes
Folder 867   Power Diver, Peter Stackpole
Folder 868   Sea Diver, new bow
Folder 869   Sea Diver, evaporator hook-up
Folder 870   Sea Diver, main deck, aft
Folder 871   Sea Lab
Folder 872   Sextant Averaging Device (Link)
Folder 873   Shark (Underwater television propulsion apparatus)
Folder 874   Submersible Decompression Chamber, early rough diagram
Folder 875   SDC 1/26/59
Folder 876   SDC 2/20/59
Folder 877   SDC 2/20/59
Folder 878   SDC 4/15/59
Folder 879   SDC 2/20/59
Folder 880   SDC 1/22/60
Folder 881   SDC, air breathing recirculation 4/2/61
Folder 882   SDC, with ballast weight 1/2/62
Folder 883   SDC, bottom crawling device 1/1/60
Folder 884  SDC, locked with deck decompression chamber 12/4/64
Folder 885  SDC, locked with DDC 12/11/64
Folder 886  SDC, haul-down and safety release 9/27/62
Folder 887  SDC, He02 mixing tank and controls
Folder 888  SDC and DDC, instrument control
Folder 889  SDC, means to navigate and self-propel 3/2/61
Folder 890  SDC, piping 1/22/60
Folder 891  SDC system
Folder 892  SDC, with winching chain 7/25/61
Folder 893  SDC, yoke hatch design 11/17/61
Folder 894  SDC, Mark II, 3/11/64 page 1
Folder 895  SDC, Mark II, 3/11/64 page 2
Folder 896  SDC, Mark II, 3/11/64 page 3

Box 65
Folder 897  SDC, Mark IIA, 3/24/64
Folder 898  SDC, Mark IIA, 3/24/64
Folder 899  SDC, Mark IIA, 3/23/64
Folder 900  SDC, Mark IIB (self-propelled), 3/23/64
Folder 901  SDC, sphere-tube design, 7/23/64
Folder 902  SDC, Ocean Systems, 1965
Folder 903  Submersible, Portable, Inflatable Dwelling (SPID), 6/3/63
Folder 904  SPID, 1964
Folder 905  SPID, 1964
Folder 906  SPID, anchoring and lowering, May 1964
Folder 907  Submarine, Link design, ca. 1916
Folder 908  Underwater device, Merz
Folder 909  Underwater habitat
Folder 910  Underwater vehicles, Bond
Folder 911  Underwater vehicles, Bowlus
Folder 912  Underwater vehicles, Brooks
Folder 913  Underwater vehicles, Crump (Am. Instrument Co.) 10/22/63
Folder 914  Underwater vehicles, Fairchild
Folder 915  Underwater vehicles, Kittredge
Folder 916  Underwater vehicles, Mabell
Folder 917  University of Pennsylvania, School of Medicine Hyperbaric Facilities
Folder 918  Water bicycle pontoon
Folder 919  Water flush out lock toilet, May 1964
Folder 920  Widgeon airplane, hydraulic system spring
Maps

Box  Folder Contents
Folder 921  Point Loma, California
Folder 922 Gananoque, Canada
Folder 923 Gananoque, Canada
Folder 924 Miami Shipyards, Florida
Folder 925 Plantation Key, Florida
Folder 925A Florida, Fort Pierce
Folder 926 Athens, Greece
Folder 927 Meridian, Idaho (pond for testing magnetometer)
Folder 928 Israel
Folder 929 Caesarea, Israel
Folder 930 Sea of Galilee, Israel
Folder 931 Tokyo, Japan
Folder 932 Tokyo, Japan
Folder 933 Lake Erie
Folder 934 Massachusetts
Folder 935 The Middle East
Folder 936 New York
Folder 937 New York
Folder 938 Pacific Ocean, Far East
Folder 939 Perch Island, Thousand Islands
Folder 940 Norman Cay, West Indies
Folder 941 Port Royal, Jamaica, West Indies
Folder 942 Santa Catalina, West Indies
Folder 943 Virgin Islands, West Indies
Folder 943A Lot annex

E.A. Link - Financial Records

Boxes 66-68

Box 66 Financial Records
Folder 944 Acknowledgement of deposits and changes in New York accounts
Folder 945 Acknowledgements
Folder 946 Advice notes
Folder 947 Appropriations
Folder 948 Bank statements, Account no. 8-72585 3 (1959-1962)
Folder 949 Bank statements, Account no. 8-72536 1 (1960-1962)
Folder 950 Bank statements, Account no. 8SCA (1959-1960)
Folder 951 Bank statements, Israel (1960-1961)
Folder 952 Bills of lading
Folder 953 Budgets
Folder 954 Cancelled checks (1959-1960)
Folder 955 Cancelled checks (1960-1961)
Folder 956  Checkbook stubs (Greek account)
Folder 957  Checkbook stubs (Israel account)
Folder 958  Checkbook stubs (New York account)
Folder 959  Credit memos
Folder 960  Customs documents
Folder 961  Delivery receipts
Folder 962  Deposit slips for New York account
Folder 963  Development costs - Octant
Folder 964  Factory shipping orders
Folder 965  Financial reports, Link Aeronautical Corp.
Folder 966  Financial reports, Link Manufacturing Co., Ltd.
Folder 967  Financial reports, miscellaneous
Folder 968  Financial reports, Mohawk Airlines, Inc.
Folder 969  Freight bills and air waybills
Folder 970  Installment note
Folder 971  Insurance policies
Folder 972  Invoices - California, Connecticut, Illinois, Indiana, Minnesota, Wisconsin
Folder 973  - Canada
Folder 974  - England
Folder 975  - Florida
Folder 976  - France
Folder 977  - Gibraltar

Box 67
Folder 978  Invoices - Israel
Folder 979  - Italy
Folder 980  - Jamaica
Folder 981  - Massachusetts and Connecticut
Folder 982  - Monaco
Folder 983  - New York and New Jersey
Folder 984  - Palma de Mallorca
Folder 985  - Pennsylvania and Ohio
Folder 986  - Puerto Rico
Folder 987  - Washington, D.C. and Maryland
Folder 988  Miscellaneous
Folder 989  On demand note
Folder 990  Packing slips and shipping documents
Folder 991  Paid bills - Bahamas
Folder 992  - Bermuda
Folder 993  - Connecticut, Hawaii, Maryland, New Jersey, and Pennsylvania
Folder 994  - England
Folder 995  - Florida
Folder 996  - Florida
Folder 997 - France
Folder 998 - Gibraltar
Folder 999 - Greece and Cyprus
Folder 1000 - Haiti and Dominican Republic
Folder 1001 - Israel
Folder 1002 - Israel
Folder 1003 - Israel
Folder 1004 - Italy and Sicily

Box 68
Folder 1005 Paid bills - Jamaica
Folder 1006 - Japan
Folder 1007 - Malta and Palina de Mallorca
Folder 1008 - Monaco
Folder 1009 - Monaco
Folder 1010 - New York
Folder 1011 - Puerto Rico
Folder 1012 - Switzerland
Folder 1013 - Washington, D.C.
Folder 1014 Payrolls (1960-1961)
Folder 1015 Petty cash expenditures (1960-1961)
Folder 1016 Petty cash expenditures books (1960-1961)
Folder 1017 Purchase orders
Folder 1018 Quotations and estimates
Folder 1019 Receipts
Folder 1020 Receiving reports (Link Aviation/General Precision)
Folder 1021 Repair orders and service reports
Folder 1022 Request for factory shipping order
Folder 1023 Requisitions
Folder 1024 Statements
Folder 1025 Travel expense report
Folder 1026 Travel requests
Folder 1027 Travel vouchers
Folder 1028 Vouchers
Folder 1029 Withholding forms (1959-1960)

**View E.A. Link - Financial Records**

Box 69 Legal Documents
Folder 1030 1944-1949
Folder 1031 1950-1955
Folder 1032 1956
Folder 1033 1957
Folder 1034 1958-1959
Folder 1035 1960-1968
Folder 1035A Ocean Systems, 1965
Folder 1036 undated
Legislation
Folder 1037 Dominican Republic, 1950
Folder 1038 Great Britain (Bahama Island), 1955
Folder 1039 United States, 1965-1968
Logs and Journals
Folder 1040 1962-1967

E.A. Link - Magazine Articles
Boxes 70-71
Aviation Articles

Box 70
Folder 1041 Air Trainers Ltd.
Folder 1042 Air Traffic Control
Folder 1043 Amphibious airplanes
Folder 1043A Aviation Week & Space Technology
Folder 1044 Civil Aviation
Folder 1045 Flight International
Folder 1045A Flight Safety
Folder 1046 Luis de Florez
Folder 1047 General Precision Equipment Corp.
Folder 1048 Helicopters
Folder 1049 Link Aviation, Inc.
Folder 1050 Link Trainer
Folder 1051 Military Aviation
Folder 1052 MATS (Military Air Transport Service)
Folder 1053 Miscellaneous
Folder 1054 Mohawk Airlines
Folder 1055 National Air Museum/Philip Hopkins
Folder 1055A Process Control and Automation
Folder 1056 Space
Folder 1057 T.V. Towers Problem
Folder 1058 Capt. P.V.H. Weems
Folder 1059 Labor Relations
Folder 1060 Massachusetts Institute of Technology
Oceans Articles

Box 70
E. A. Link - Memorabilia

Previous page View Oceans Articles
E. A. Link - Memorabilia

Box 72 Memorabilia
Folder 1095 Apollo II decal
Folder 1095A Link commemorative stamp and blank Link stationery
Folder 1095B Crooked Lake Fur, Fin, & Feather Club coat of arms
Folder 1096 Piece of hangar from Kitty Hawk
Folder 1097 The Heavenly Bodies, star charts 1-11, E.A. Link
Folder 1097B Christmas card
Folder 1098 Link Flying School Lessons, E.A. Link
Folder 1098A Link Pipe Organ brochures
Folder 1098B Link Pipe Organ (SUNY-Binghamton)
Folder 1098C Link Pipe Organ (SUNY-Binghamton)
Folder 1098D Link Theatre Organ (SUC-Cortland)
Folder 1098E Link Trainer comic
Folder 1099 Nails from shipwreck, Dorada, Puerto Rico
Folder 1100 Singer/Link pocket calendar - Fifty Years of Simulation
Folder 1100A Link childhood drawings
Folder 1100B Link aircraft license

E. A. Link - Minutes of Meetings and Agendas

Boxes 73-78
Miscellaneous Meeting Minutes and Agendas

Box 73
Folder 1101 Academy of Aeronautics - Organization Meeting of Trustees, Dec. 1963
Folder 1102 Air Training Command - Advisory Board, 1954-1959
Folder 1103 American Bureau of Shipping - Special Commission on Submersible Vehicles Nov. 1970
Folder 1104 Glenn Bartle Enterprises - Partners meeting, Oct. 14, 1969
Folder 1106 C.E.D.A.M. International - First Meeting, April 29, 1967
Folder 1107 Flight Safety Foundation Inc. - Board of Governors, April 1958; May 1968
Folder 1108 General Precision Meeting Minutes
Folder 1109 - Annual Stockholders Meeting, 1955
Folder 1109 - Annual Stockholders Meeting, 1956
Folder 1110 - Annual Stockholders Meeting, April 1960
Folder 1111 - Annual Stockholders Meeting, 1962
Folder 1112 - Annual Stockholders Meeting, 1965
Folder 1113 - Board of Directors, 1954
Folder 1114 - Board of Directors, Jan.-Feb. 1955
Folder 1115 - Board of Directors, March-May 1955
Folder 1116 - Board of Directors, June-Dec. 1955
Folder 1117 - Board of Directors, Jan.-April 1956

Box 74
Folder 1118 - Board of Directors, May-June 1956
Folder 1119 - Board of Directors, July-Aug. 1956
Folder 1120 - Board of Directors, Sept.-Dec. 1956
Folder 1121 - Board of Directors, Jan.-April 1957
Folder 1122 - Board of Directors, May-June 1957
Folder 1123 - Board of Directors, August-Dec. 1957
Folder 1124 - Board of Directors, 1958
Folder 1125 - Board of Directors, May 1959
Folder 1126 - Board of Directors, June 1959
Folder 1127 - Board of Directors, July-Sept. 1959
Folder 1128 - Board of Directors, Oct.-Nov. 1959
Folder 1129 - Board of Directors, Dec. 1959

Box 75
Folder 1130 - Board of Directors, Jan.-April 1960
Folder 1131 - Board of Directors, May-Aug. 1960
Folder 1132 - Board of Directors, Sept.-Dec. 1960
Folder 1133 - Board of Directors, Jan.-March 1961
Folder 1134 - Board of Directors, April-June 1961
Folder 1135 - Board of Directors, July-Dec. 1961
Folder 1136 - Board of Directors, Jan.-June 1962
Folder 1137 - Board of Directors, July-Dec. 1962
Folder 1138 - Board of Directors, Jan.-June 1963
Folder 1139 - Board of Directors, July-Dec. 1963
Folder 1140 - Board of Directors, Jan.-June 1964

Box 76
Folder 1141 - Board of Directors, July-Dec. 1964
Folder 1142 - Board of Directors, Jan.-May 1965
Folder 1143 - Board of Directors, June-Dec. 1965
Folder 1144 - Executive Committee, 1954
Folder 1145 - Executive Committee, Jan.-May 1955
Folder 1146 - Executive Committee, June-Dec. 1955
Folder 1147  - Executive Committee, Jan.-June 1956
Folder 1148  - Executive Committee, Aug.-Dec. 1956
Folder 1149  - Executive Committee, Jan.-June 1957
Folder 1150  - Executive Committee, July-Dec. 1957
Folder 1151  - Executive Committee, Nov. 1959
Folder 1152  - Executive Committee, 1960
Folder 1153  - Executive Committee, 1961
Folder 1154  - Executive Committee, 1962
Folder 1155  - Executive Committee, 1963
Folder 1156  - Executive Committee, 1964
Folder 1157  - Executive Committee, 1965
Folder 1158  - Executive Compensation Committee, Dec. 1959
Folder 1159  - Patent Policy Meeting, May 1954
Folder 1160  - President's Meeting, Sept. 1959
Miscellaneous of Meeting Minutes and Agendas

Box 77
Folder 1161  Governor's Conference on Oceanography - Steering Committee, Dec. 1966
Folder 1161A  Atlantis program
Folder 1162  Guided Missile Training Study Group 1958-1959
Folder 1163  Gulf Stream Conference - May 7, 1965
Folder 1164  Inst. of Navigation - Executive Committee Meeting, Oct. 7, 1954
Folder 1165  - Technical Development Committee for Air, 1946-1947
Folder 1166  - Western Regional Meeting, Jan. 23, 1954
Folder 1167  Joint Panel on Training and Training Devices - Committee on Human Resources, 1951-1952
Folder 1167A  Panel on Man-in-Sea - Committee on Ocean Engineering, 1968
Folder 1167B  Panel on Vehicles & Platforms - NAE Marine Board Explorations & Surveys
Folder 1168  Link Aviation, Inc. - Contract Meeting, 1949
Folder 1169  - Elementary Link Trainer Conference, 1945
Folder 1170  - F6F Trainer Meeting, Oct. 22, 1943
Folder 1171  - Instrument Trainer Evaluation Conferences, 1944
Folder 1172  - Mirror Octant Trainer Conferences, March 4, 1943
Folder 1173  - J.V.W. - Link Conference, May 17, 1945
Folder 1174  - Sextant Conferences, 1942-1943
Folder 1175  - Type 45 Trainer Conferences, 1944-1945
Folder 1176  - Visual Training Aids Meeting, Jan. 15, 1945
Folder 1178  - Business Meeting, June 1964
Folder 1179  - Board of Directors, July 1964 - Jan. 1965
Folder 1180  - Executive Committee, Feb. - May 1965
Folder 1181  - Finance Committee, March - April 1965
Folder 1182  - Founding Committee, Sept. 1963
Folder 1183  - Undersea Vehicle Committee, April 1964 - Jan. 1965
Folder 1184  Mohawk Airlines, Inc. - Annual Stockholders Meeting, 1950
Folder 1185  - Annual Stockholders Meeting, 1956
Folder 1186  - Annual Stockholders Meeting, 1961
Folder 1187  - Annual Stockholders Meeting, 1962
Folder 1188  - (Robinson Airlines) - Board of Directors, 1947
Folder 1189  - (Robinson Airlines) - Board of Directors, 1950
Folder 1190  - (Robinson Airlines) - Board of Directors, 1951
Folder 1191  - (Robinson Airlines) - Board of Directors, 1952
Folder 1192  - Board of Directors, 1953
Folder 1193  - Board of Directors, 1954
Folder 1194  - Board of Directors, 1955
Folder 1195  - Board of Directors, 1956

Box 78
Folder 1196  Mohawk Airlines, Inc. - Board of Directors, 1957
Folder 1197  - Board of Directors, 1958
Folder 1198  - Board of Directors, 1959
Folder 1199  - Board of Directors, 1960
Folder 1200  - Board of Directors, 1961
Folder 1201  - Board of Directors, 1962
Folder 1201A - Board of Directors, 1966-1967
Folder 1202  - Executive Committee, 1954
Folder 1203  - Executive Committee, 1956
Folder 1204  - Executive Committee, 1957
Folder 1205  - Executive Committee, 1958
Folder 1206  - Executive and Finance Committee, 1959
Folder 1207  - Executive and Finance Committee, 1960
Folder 1208  - Executive and Finance Committee, 1961
Folder 1209  - Executive and Finance Committee, 1962
Folder 1210  - Special Stockholders Meeting, 1959
Folder 1211  - Special Stockholders Meeting, 1960
Folder 1212  - Stock Option Committee, 1961
Folder 1213  Nat. Acad. of Engineering - Committee on Ocean Engineering, 1965-1967
Folder 1214  Niagara University - Inst. of Trans., Travel and Tourism Foundation, 1968-1969
Folder 1215  Off. of Naval Res. - Human Perform. Capabilities in Undersea Operations March, 1965
Folder 1216  Presidential Task Force on Oceanography, 1969
Folder 1217  Singer Co. - Plans for Apollo Eleven Launch, July 1969
Folder 1218  University of Hawaii - Ocean Engineering Lab. Advisory Group, 1966
Folder 1219  Woods Hole Oceanographic Inst. - Executive Committee of the Board of Trustees, 1969
E.A. Link - Newspaper Articles

Boxes 79-80
Aviation Articles

Box 79
Box    Folder Contents
Folder 1220  Air Traffic Control
Folder 1220A Apollo program
Folder 1221  Awards
Folder 1222  Glenn H. Curtis
Folder 1223  Education
Folder 1224  P.F.M. Fellowes
Folder 1225  General Precision/Singer
Folder 1226  Edwin A. Link
Folder 1226A Edwin A. Link, 1979, birthday tributes
Folder 1227  Link Aviation, Inc.
Folder 1228  Link Aviation Airplane crash, 1967
Folder 1229  Link Aviation Testimonial, 1945
Folder 1230  Link Aviation's Twenty-Fifth Anniversary of Simulated Flight
Folder 1231  Link Trainers
Folder 1232  Magnetometers
Folder 1233  Miscellaneous
Folder 1234  Mohawk Airlines
Folder 1235  National Air Museum/Philip S. Hopkins
Folder 1236  Niagara University, Institute of Transportation, Travel and Tourism
Folder 1237  Personages
Folder 1238  Capt. Eddie Rickenbacker
Folder 1239  Tri-Cities Airport
Folder 1240  Capt. P.V.H. Weems
Folder 1241  Charles F. Johnson, Jr.
Folder 1242  Marion C. Link
Folder 1243  Mrs. William S. Martin
Folder 1244  Dr. Leonard C. Mead/Tufts University
Folder 1245  New York State Conservation Council
Folder 1245A Obituaries
Ocean Articles

Box    Folder Contents
Folder 1246  Hawaii
Folder 1247  Japan
Folder 1248  Maine
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1249</td>
<td>Soviet Union</td>
</tr>
<tr>
<td>1250</td>
<td>Applicants for expeditions</td>
</tr>
<tr>
<td>1251</td>
<td>Awards</td>
</tr>
<tr>
<td>1252</td>
<td>Cannons salvaged</td>
</tr>
<tr>
<td>1253</td>
<td>Columbus expeditions</td>
</tr>
<tr>
<td>1254</td>
<td>Corsica search for Rommel Treasure</td>
</tr>
<tr>
<td>1255</td>
<td>Comdr. Jacques-Yves Cousteau</td>
</tr>
<tr>
<td>1256</td>
<td>Cousteau-Link joint project, 1962</td>
</tr>
<tr>
<td>1257</td>
<td>Deep Diver</td>
</tr>
<tr>
<td>1258</td>
<td>Deep diving</td>
</tr>
<tr>
<td>1259</td>
<td>Deep Submergence System Review Group</td>
</tr>
<tr>
<td>1260</td>
<td>Desalination units</td>
</tr>
<tr>
<td>1261</td>
<td>“Descent to Greatness” - film with Piccard, Perry &amp; Link</td>
</tr>
<tr>
<td>1262</td>
<td>Jay Elliott</td>
</tr>
<tr>
<td>1263</td>
<td>Florida Atlantic University/Hydra-Lab</td>
</tr>
<tr>
<td>1264</td>
<td>Government Studies</td>
</tr>
<tr>
<td>1265</td>
<td>Greek expedition</td>
</tr>
<tr>
<td>1266</td>
<td>Harbor Branch Foundation</td>
</tr>
<tr>
<td>1267</td>
<td>Israel expeditions</td>
</tr>
<tr>
<td>1268</td>
<td>Jet propulsion units</td>
</tr>
<tr>
<td>1269</td>
<td>Johnson-Sea-Link</td>
</tr>
<tr>
<td>1270</td>
<td>Henry J. Latham</td>
</tr>
<tr>
<td>1271</td>
<td>Edwin A. Link</td>
</tr>
<tr>
<td>1271A</td>
<td>Link family</td>
</tr>
<tr>
<td>1272</td>
<td>Mice experiments in Washington, D.C.</td>
</tr>
<tr>
<td>1273</td>
<td>Miscellaneous</td>
</tr>
<tr>
<td>1274</td>
<td>National Academy of Engineering</td>
</tr>
<tr>
<td>1275</td>
<td>New York State Oceanography Conference</td>
</tr>
<tr>
<td>1276</td>
<td>The Out-Island Regatta</td>
</tr>
<tr>
<td>1277</td>
<td>John Perry, Jr.</td>
</tr>
<tr>
<td>1278</td>
<td>Port Royal, Jamaica expeditions</td>
</tr>
<tr>
<td>1279</td>
<td>Power Diver and Shark</td>
</tr>
<tr>
<td>1280</td>
<td>Russian Threat in Gulf Stream</td>
</tr>
<tr>
<td>1281</td>
<td>Savannah</td>
</tr>
<tr>
<td>1282</td>
<td>Pressure research</td>
</tr>
<tr>
<td>1283</td>
<td>SDC and SPID</td>
</tr>
<tr>
<td>1284</td>
<td>Sea Guardian and CORD</td>
</tr>
<tr>
<td>1285</td>
<td>Sea Lab I, II, III</td>
</tr>
<tr>
<td>1286</td>
<td>Sharks</td>
</tr>
<tr>
<td>1287</td>
<td>Sicily expedition</td>
</tr>
<tr>
<td>1288</td>
<td>Smithsonian Institution</td>
</tr>
</tbody>
</table>
Folder 1289  Thresher accident
Folder 1290  Underwater archaeology and salvage, general
Folder 1291  Underwater archaeology, Bermuda
Folder 1292  Underwater archaeology, Florida
Folder 1293  Underwater archaeology, Mexico
Folder 1294  Underwater devices
Folder 1295  Underwater habitats
Folder 1296  Underwater research
Folder 1297  Underwater vehicles
Folder 1298  U.S. Navy
Folder 1299  University of Hawaii
Folder 1300  Organs
Folder 1301  Right to Work campaign
Folder 1302  Roberson Center for the Arts and Sciences
Folder 1303  Kurt R. Schneider
Folder 1304  Swedish alcoholism
Folder 1305  Syracuse University
Folder 1306  Vending machines
Folder 1307  G. Somers White

E.A. Link - News Releases

Box 81  News Releases
Folder 1308  1948-1960
Folder 1309  1961
Folder 1310  1962
Folder 1311  1963
Folder 1312  1964
Folder 1313  1965
Folder 1314  1966
Folder 1315  1967
Folder 1316  1968
Folder 1317  1969
Folder 1318  1970
Folder 1319  1971
Folder 1319A  1977
Folder 1319B  1979
Folder 1319C  1987
Folder 1320  undated
Folder 1320A  1977
E.A. Link - Organizations By-laws, Membership Lists, Programs and Regulations

Boxes 82-83
By-laws and Articles of Organizations

Box 82
Folder 1321 Academy of Aeronautics
Folder 1322 British Sub-Aqua Club
Folder 1323 The Explorers Club
Folder 1324 National Academy of Engineering
Folder 1325 Navy Industrial Assoc., Inc.
Folder 1326 0 x 5 Club of America
Folder 1327 Sixth National Aviation Clinic
Folder 1328 Sportsman Pilots Assoc., Inc.

Membership Lists
Folder 1329 Academy of Aeronautics Advisory Board
Folder 1330 Academy of Aeronautics Board of Trustees
Folder 1331 Air Trainers Limited, Directors and Officers
Folder 1332 Air Training Command Advisory Board
Folder 1332A Aviation Association
Folder 1333 Council on Marine Resources and Engineering Development
Folder 1334 Commission on Marine Sciences and Technology, State of Florida
Folder 1334A Commission on Marine Sciences, Engineering and Resources
Folder 1335 Deep Submergence Systems Review Group
Folder 1336 Flight Safety Foundation Board of Governors
Folder 1337 General Precision Equipment Corp. Officers
Folder 1338 Governor's Conference on Oceanography (N.Y. State)
Folder 1339 Governor's Conference on Oceanography Steering Committee
Folder 1339A Harbor Branch Foundation
Folder 1340 Headquarters MATS Key Personnel
Folder 1341 Joint Civilian Orientation Conference #14
Folder 1342 Joint Panel on Training and Training Devices
Folder 1343 Link Aviation, Inc., Fifteen Year Club
Folder 1344 Link Aviation, Inc., Twenty Year Club
Folder 1344A Link Foundation
Folder 1344B Link Steam Foundation
Folder 1345 Marine Oceanographic Luncheon for E.A. Link
Folder 1346 Marine Tech. Soc. - Meeting on small subs
Folder 1346A NACOA
Folder 1347  National Academy of Engineering
Folder 1348  NAE, Committee on Ocean Engineering
Folder 1349  NAE, Committee on Ocean Engineering, Panel on Man-in-Sea
Folder 1350  National Security Industrial Assoc. Advisory Committee
Folder 1351  Naval Advisory Research Committee, Lab. Advisory Board for Undersea Warfare
Folder 1352  Naval Weapons Center, Advisory Board (NOTS)
Folder 1353  Navy Industrial Association
Folder 1354  Ocean Engineering Conference (1st, in Washington)
Folder 1355  Ocean Engineering Consultant Panel, Marine Sciences Council
Folder 1356  Ocean Engineering Manual - authors
Folder 1356A Oceanology Editorial Advisory Board
Folder 1357  0 × 5 Club of America
Folder 1358  Panel on Test and Training Equipment, Committee on Guided Missiles
Folder 1359  President's Task Force on Oceanography
Folder 1360  Rassegna Internazionale Delle Attivita' Subacquee, Award winners
Folder 1361  R & D Board, Dept. of Defense
Folder 1362  Sea Diver Seminar
Folder 1363  Society of British Aircraft Constructors
Folder 1364  Ad Hoc Spacecraft Oceanography Advisory Group
Folder 1365  Special Project to Develop Ocean Engineering Lab
Folder 1366  Study Group on Guided Missile Training
Folder 1367  Underwater Physiology Symposium
Folder 1368  Union Carbide, Officers and Board of Directors
Folder 1369  University of Hawaii faculty in Ocean Engineering
 Programs
Folder 1370  Air Training Command Advisory Board
Folder 1371  American Institute of Aeronautics and Astronautics
Folder 1372  American Soc. for Engineering Education
Folder 1373  American Society for Oceanography
Folder 1374  Arnold Air Society
Folder 1375  Aviation Hall of Fame
Folder 1376  Binghamton Chamber of Commerce
Folder 1377  B.P.O. Elks 952
Folder 1378  Cortland County Chamber of Commerce
Folder 1379  The Explorers Club
Folder 1380  Flight Safety Foundation
Folder 1381  The Franklin Institute
Folder 1382  Governor's Conference on Oceanography (N.Y. State)
Folder 1383  Hamilton College
Folder 1384  Harlingen Chamber of Commerce
Folder 1385  Historical Association of Southern Florida
Box 83
Folder 1386 Institute of Marine Science, Univ. of Miami
Folder 1387 Institute of Navigation
Folder 1388 Man's Extension Into the Sea Symposium
Folder 1389 The Marine Historical Association, Inc.
Folder 1390 Marine Science Center, Inc. (Linkport)
Folder 1391 Mohawk Airlines, Inc.
Folder 1392 National Academy of Engineering
Folder 1393 National Assoc. of Photographic Manufacturers, Inc.
Folder 1394 National Security Industrial Association
Folder 1395 National Winter Convention on Military Electronics
Folder 1396 The Newcomer Society
Folder 1397 New York Committee of Young Audiences
Folder 1398 Northeastern States Navy R & D Clinic
Folder 1399 Office of Naval Research, 2nd Symposium on Underwater Physiology
Folder 1400 Offshore Exploration Conference
Folder 1401 0 × 5 Club of America
Folder 1402 Roberson Center for the Arts and Sciences
Folder 1403 Society of British Aerospace Companies
Folder 1404 Society of British Aircraft Constructors
Folder 1405 Society of Motion Picture and TV Engineers
Folder 1406 Syracuse University
Folder 1407 Tufts University
Folder 1408 Undersea Warfare Advisory Board
Folder 1409 Underwater Society of America
Folder 1410 U.S. Power Squadron
Regulations
Folder 1411 R & D Board, Dept. of Defense

E.A. Link - Periodicals
Box 84
General Periodicals

Box 84
Box   Folder Contents
Folder 1412 Tufts Alumni Review, Winter 1961
Folder 1413 Business in New York State, Nov.-Dec. 1968
Aviation Periodicals

Box   Folder Contents
Folder 1414  Fortune, March 1941
Folder 1415  Trainer Topics, Oct. 1944
Folder 1416  Air News with Air Tech, Dec. 1945
Folder 1417  Aviation Age, Oct. 1953
Folder 1418  Oilways, Jan. 1955
Folder 1419  Air Training, April 1955
Folder 1420  Pegasus, April 1955
Folder 1421  Education, Sept. 1955
Folder 1422  Reader's Digest, Oct. 1955
Folder 1423  Pegasus, Dec. 1955
Folder 1424  Antique Airplane News, Sept. 1956
Folder 1425  New Frontiers, Fall 1959
Folder 1426  Coronet, Sept. 1960
Oceans Periodicals

Folder 1427  Transactions of the American Philosophical Society, Dec. 1940
Folder 1428  Journal SMPTE, August 1954
Folder 1430  United States Naval Inst. Proceedings, Nov. 1954
Folder 1431  L'Aventure Sous-Marine, Juillet - Aout - Sept. 1957
Folder 1432  Tufts Alumni Review, Fall 1962
Folder 1432A National Aeronautics, Feb. 1958
Folder 1433  The Continental Magazine, Nov. - Dec. 1962
Folder 1434  Triton, March - April 1963
Folder 1435  Popular Science, July 1965
Folder 1436A The Connecting Link - A Time to Reminisce, 1973
Folder 1437  The Indian River - An American Lagoon, 1976
Folder 1437A Indian River Life - Explorers

E.A. Link - Photographs

Box 85  Photographs
Folder 1438  Academy of Aeronautics
Folder 1439  Airplanes
Folder 1440  Airports
Folder 1441  Air Training Command Advisory Board
Folder 1442  ALCOA Seaprobe
Folder 1443  Antique automobiles
Folder 1444  Applicants for expeditions
Folder 1445  Autogiro
Folder 1446  Automobile trainer
Folder 1447  Awards and honorary degrees
Folder 1448  Binghamton area aerial views
Folder 1449  Blue Heron
Folder 1450  Caesarea, Israel
Folder 1451  Celestial Navigation Trainer (CNT)
Folder 1452  CNT collimators
Folder 1453  Columbus shrine
Folder 1454  Capt. Willy Dahl
Folder 1455  Deep Diver
Folder 1456  Deep Submergence Systems Review Group
Folder 1457  Calvin A. DeViney
Folder 1458  Thomas A. Ferns
Folder 1459  R/Adm. Luis de Florez
Folder 1460  Flying Joe aeronautics toy
Folder 1461  Lester D. Gardner
Folder 1462  Helicopters
Folder 1463  Helicopter, Link test model
Folder 1464  Hunting
Folder 1465  Johnson-Sea-Link
Folder 1466  Langley aerodrome model
Folder 1467  Edwin A. Link
Folder 1468  Linkanoe and sectional boat
Folder 1469  Link Aviation's 25th Anniversary of Simulated Flight
Folder 1470  Linkport
Folder 1471  Link Trainer, model A-2 (1943-1944)
Folder 1472  Link Trainer, 1945 model
Folder 1473  Link Trainer, with wind drift mechanism
Folder 1474  McKee's Sunken Treasure Fortress
Folder 1475  Magnetometer
Folder 1476  Maritime Museum, Haifa, Israel
Folder 1477  Miami Shipbuilding Corp.
Folder 1478  Miscellaneous
Folder 1479  Mohawk Airlines, Inc.
Folder 1480  National Geographic Society
Folder 1481  Port Royal, Jamaica, pocket watch
Folder 1482  Oceans, potential use of
Folder 1483  Sailing memorabilia
Folder 1484  The Science Museum, London, England
Folder 1485  Sea Diver
Folder 1486  Simulator, commercial airlines
Folder 1487  Simulator, Lunar mission
Folder 1488  Submarine escape training tank
Folder 1489 Submersible decompression chamber (SDC)
Folder 1490 Submersible, portable, inflatable dwelling (SPID)
Folder 1491 Underwater devices (including SHARK)
Folder 1492 Underwater discoveries
Folder 1493 Underwater vehicles
Folder 1493A Negatives

**E.A. Link - Proposed University Curricula**

Proposed University Curricula

Box 86

Folder#1494 Norwich University, Aviation Education Workshop
Folder 1495 University of Hawaii, Ocean Engineering Seminar
Folder 1496 University of Illinois, Flight Experience Course
Folder 1497 University of Miami, Ocean Engineering Graduate Program

**E. A. Link - Reports and Speeches**

Boxes 87-92
Aviation Reports and Speeches

Box 87
Folder 1498 Academy of Aeronautics
Folder 1499 Air Safety 1954-1958
Folder 1500 Air Safety 1959-1960
Folder 1501 Air Safety 1961-1964
Folder 1501A Air Safety 1964-1969
Folder 1502 Air Traffic Control (E.A. Link)
Folder 1503 Air Training Command Advisory Board 1954-1956
Folder 1504 Air Training Command Advisory Board 1957-1960
Folder 1504A Collision Avoidance
Folder 1505 Civil Aeronautics Board
Folder 1506 Geisse Synthetic Flight Trainer
Folder 1507 General Aviation
Folder 1508 Guided Missile Training Study Group
Folder 1509 Joint Panel on Training and Training Devices
Folder 1509A Landing Accidents
Folder 1510 Link Aviation, Inc., Army-Navy Aeronautical Specification Trainer
Folder 1511 Link Aviation, Inc., Bubble Sextant
Folder 1512 Link Aviation, Inc., Celestial Navigation Trainer (E.A. Link)
Folder 1513  Link Aviation, Inc., Helicopter
Folder 1514  Link Aviation, Inc., High School Aviation Courses
Folder 1515  Link Aviation, Inc., Link Trainers
Folder 1516  Link Trainer Instrument Flying Instructor's Course
Folder 1517  Link Aviation, Inc., Radio Facilities Adapter
Folder 1518  Link Aviation, Inc., Radio Range
Folder 1519  Link Aviation, Inc., Sextant Timer (E.A. Link)
Folder 1520  Link Aviation, Inc., Star Globe

Box 88
Folder 1521  Link Aviation, Inc., Visual Link Trainer
Folder 1522  Link Aviation, Inc./General Precision, HIDAN System (E.A. Link)
Folder 1523  Maritime Advancement, Training, Education and Safety Program
Folder 1524  Miscellaneous
Folder 1525  Mohawk (Robinson) Airlines, Inc.
Folder 1526  Mohawk Airlines, Inc.
Folder 1527  Mohawk Airlines, R.E. Peach
Folder 1528  Niagara University, Institute of Transportation, Travel & Tourism
Folder 1529  Pilot Training Research
Folder 1530  Space Navigation - Capt. P.V.H. Weems
Folder 1530A  Use of Simulators in Accident Investigation
Folder 1531  Edwin A. Link
Folder 1531A  Aluminaut Magnetometer Operations, St. Croix, Virgin Islands, 1966
Folder 1532  Oceans Reports and Speeches
Folder 1532 The Antikythera Discoveries
Folder 1532A  Beckman Electrolung
Folder 1532B  Boston Sea Rovers
Folder 1532C  Caesarea Excavation
Folder 1533  C.E.D.A.M.
Folder 1534  Account of Flight from S. Caicos Island (E.A. Link)
Folder 1535  Excerpts from Columbus' first voyage journal
Folder 1536  Columbus Sails Again (E.A. Link)
Folder 1537  Detailed Discussion of Columbian Anchors (E.A. Link)
Folder 1538  Discussion on the 1st Landfall of Columbus (E.A. Link)
Folder 1539  Discussion on the 1st Landfall (draft) (E.A. Link)
Folder 1540  Discussion on Possible Site of Navidad (E.A. Link)
Folder 1541  Introduction - A New Theory on Columbus' Voyage
Folder 1542  Memorandum Journal of Cruises (E.A. Link)
Folder 1543  My Flights Over Columbus' Routes (E.A. Link)
Folder 1544  A New Theory on Columbus' Voyage (E.A. Link)
Folder 1544A Comments and Judgement on an Ocean Engineering Curriculum
Folder 1544B Comments on the OSI Submersible
Folder 1544C Commerce & Transportation Committee
Folder 1544D Committee on Ocean Engineering
Folder 1545 Deep Anchor Stations

Box 89
Folder 1546 “American Experiments in Deep Submergence”
Folder 1547 “Deep Submergence and the Navy” (E.A. Link)
Folder 1548 “French Experiments in Deep Submergence”
Folder 1549 “Present State of Search and Rescue” (E.A. Link)
Folder 1550 “Prolonged & Deep Submergence Study Program” (E.A. Link)
Folder 1551 untitled report (E.A. Link)
Folder 1551A Diving Expedition, 1969
Folder 1552 Diving Problems (E.A. Link)
Folder 1552A Diving Safety and Regulation
Folder 1552B Environmental Study, Control & Modifications
Folder 1552C First Macinnis Underwater Arctic Expedition, Aug. 1970
Folder 1552D Flat Disc Acrylic Plaster Windows
Folder 1552E Floatation System
Folder 1553 General Precision Equipment Corp.
Folder 1554 Govt. Reports, Our Nation and the Sea
Folder 1555 Govt. Reports, President's Panel on Oil Spills
Folder 1556 Govt. Reports, President's Task Force on Oceanography
Folder 1557 Govt. Reports, The Sea: Our Last Unexplored Frontier (R.M. Nixon)
Folder 1557A Greek expedition and arrest
Folder 1558 Institute of Navigation
Folder 1558A International Decade of Ocean Exploration
Folder 1559 Excerpts from Flavius Josephus
Folder 1560 The Link Marine Expedition to Israel, 1960
Folder 1561 Link Marine Expedition to Israel, 1960
Folder 1562 The Port of Caesarea (E.A. Link)
Folder 1563 Report of an Underwater Archeological Expedition (E.A. Link)
Folder 1564 A Report on My Trip to Israel, Spring 1959
Folder 1565 Survey Trip to Israel (E.A. Link)
Folder 1566 Johnson-Sea-Link

Box 90
Folder 1567 Hannes Keller dives
Folder 1568 Lord John Kilbracken articles
Folder 1569 Liquid breathing
Folder 1570 Magnetometer
Folder 1571 Man-in-Sea, current status
Folder 1572 Man-in-Sea, essential requirements to complete proposed program
Folder 1573 E.A. Link remarks - Man-in-Sea Program
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1574</td>
<td>Man-in-Sea, “Man-in-Sea in the 1970’s” (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1575</td>
<td>Man-in-Sea Program (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1576</td>
<td>The Man-in-Sea Project</td>
<td></td>
</tr>
<tr>
<td>1577</td>
<td>Man-in-Sea, Man-in-Sea Project Report, preliminary drafts (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1578</td>
<td>Man-in-Sea, Man in Sea Project Report (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1578A</td>
<td>Man-in-Sea Program Plan</td>
<td></td>
</tr>
<tr>
<td>1579</td>
<td>Man-in-Sea, Test Series Report No. 1, original data</td>
<td></td>
</tr>
<tr>
<td>1580</td>
<td>Man-in-Sea, Test Series Report No. 1, preliminary draft copy</td>
<td></td>
</tr>
<tr>
<td>1581</td>
<td>Man-in-Sea, Test Series Report No. 1, second draft (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1582</td>
<td>Man-in-Sea, Test Series Report No. 1, final copy (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1583</td>
<td>Man-in-Sea, unidentified rough draft (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1583A</td>
<td>Man-in-Sea, Maui Report, draft</td>
<td></td>
</tr>
<tr>
<td>1584</td>
<td>National Academy of Engineering, Committee on Ocean Engineering</td>
<td></td>
</tr>
<tr>
<td>1585</td>
<td>Navy Research and Development Clinic (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1585A</td>
<td>Need for an NAS/NAE Ocean Science and Technology Board</td>
<td></td>
</tr>
<tr>
<td>1585B</td>
<td>Ocean as a Resource</td>
<td></td>
</tr>
<tr>
<td>1586</td>
<td>Ocean Engineering (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1587</td>
<td>Ocean Systems, Inc.</td>
<td></td>
</tr>
<tr>
<td>1588</td>
<td>Oceanographic Vessel Equipment- Deck Handling Equipment</td>
<td></td>
</tr>
<tr>
<td>1589</td>
<td>Oceanographic Vessel Equipment - Oceanographic Instrument Suit</td>
<td></td>
</tr>
<tr>
<td>1590</td>
<td>Oceanography - future prospects (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1591</td>
<td>Oceanography - in New York State</td>
<td></td>
</tr>
<tr>
<td>1591A</td>
<td>OSI Navigation Package</td>
<td></td>
</tr>
<tr>
<td>1592</td>
<td>Parliamentary and Scientific Committee</td>
<td></td>
</tr>
<tr>
<td>1592A</td>
<td>Petroleum Spills</td>
<td></td>
</tr>
<tr>
<td>1592B</td>
<td>Port Royal Development</td>
<td></td>
</tr>
<tr>
<td>1593</td>
<td>Port Royal expeditions</td>
<td></td>
</tr>
<tr>
<td>1594</td>
<td>Pressure research</td>
<td></td>
</tr>
<tr>
<td>1595</td>
<td>Exposure of Mice to High Ambient (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1596</td>
<td>Hyperbaric Exposure of Mice (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1597</td>
<td>Survival of Mice in Hyperbaric</td>
<td></td>
</tr>
<tr>
<td>1598</td>
<td>untitled draft copy - Marion C. Link</td>
<td></td>
</tr>
<tr>
<td>1599</td>
<td>Problems of Sustained Deep Diving (E.A. Link)</td>
<td></td>
</tr>
<tr>
<td>1599A</td>
<td>Project for a Centre for the Scientific Application of Long Period Undersea Living</td>
<td></td>
</tr>
<tr>
<td>1599B</td>
<td>Project Submich</td>
<td></td>
</tr>
<tr>
<td>1599C</td>
<td>Proposal to Lease Deep Diver</td>
<td></td>
</tr>
<tr>
<td>1599D</td>
<td>Proposal for Marine Engineering</td>
<td></td>
</tr>
<tr>
<td>1599E</td>
<td>Report on Smithsonian Diver Project</td>
<td></td>
</tr>
</tbody>
</table>
Folder 1599F  Research, Education, and Information Dessemination
Folder 1599G  Research Proposal submitted to the Smithsonian Institution
Folder 1600  Scientific reports
Folder 1601  SDC and SPID (E.A. Link)
Folder 1602  Sea Grant ColleRes
Folder 1603  Report of Underwater Archeological (E.A. Link)
Folder 1604  Aboard the Sea Diver (E.A. Link)
Folder 1605  Journal of Capt. William Phipps
Folder 1605A  Subliminos
Folder 1605B  Torre Sقارatta Report, 1969

Box 92
Folder 1606  Submarine Technology in France
Folder 1607  Sustained 430' Dive Off Great Stirrup Cay, Bahamas (E.A. Link)
Folder 1608  Tektite project
Folder 1609  Treasure Craze (E.A. Link)
Folder 1610  Underwater Archaeological Ship, Sea Diver II (E.A. Link)
Folder 1611  Underwater archaeology
Folder 1612  Modern Equipment for Locating Wrecks (E.A. Link)
Folder 1613  The Spanish Camp Site (M.C. Link)
Folder 1614  Special Equipment for Underwater (E.A. Link)
Folder 1615  Underwater archaeology and ocean engineering reports (E.A. Link)
Folder 1616  Dable seals
Folder 1617  Deep ocean navigational beacon
Folder 1618  Dr. Harold E. Edgerton inventions
Folder 1619  E.A. Link inventions
Folder 1620  Swimmers' air breathing apparatus
Folder 1620A  Underwater Houses
Folder 1620B  Underwater Studies
Folder 1621  Underwater vehicles
Folder 1622  U.S. Naval Ordinance Test Station (NOTS)
Folder 1622A  Vehicles, Platforms, and Equipment
Folder 1622B  Wine Glasses Recovered from the Sunken City of Port Royal, Jamaica
Folder 1623  Woods Hole Oceanographic Institute (E.A. Link)

**E.A. Link - Miscellaneous**

Box 93  Miscellaneous Documents
Folder 1625  Documents relating to the Blue Heron
Folder 1626  Documents relating to the Deep Submergence Systems Review Group
Folder 1627  Documents relating to the English Channel Tunnel Study
Folder 1628  Documents relating to the English Channel Tunnel Study
| Folder 1629 | Documents relating to Submersible Safety |
| Folder 1630 | Documents relating to the Sea Diver (new and old) |
| Folder 1631 | Federal Register, Part II, Notice of Proposed Rule Making |
| Folder 1632 | Handwritten notes, mainly by E.A. Link |
| Folder 1632A | A Selected Bibliography on Underwater Physiology |
| Folder 1632B | Links' trip to England itinerary |
| Folder 1632C | My Inventor's Report for Edwin A. Link, by Meredith Clayton |

## E. A. Link - Awards

**Box 94**

**Box**  
**Folder Contents**

- Folder 1633  
  National Inventor's Day Proclamation, Feb. 11, 1974
- Folder 1633A  
  Distinguished Inventor Award, 1983; George Arents Pioneer Medal - 1962;

Charles A. Lindbergh Associates Program

**Aviation Awards**

- Folder 1634  
  Navy Orientation Course for Civilians Certificate, March 9, 1945
- Folder 1635  
  Citation from Mayor Lounsberry of Binghamton, June 1945
- Folder 1636  
  Institute of Navigation nomination notice, Oct. 11, 1945
- Folder 1637  
  Hall of Fame Congress - American Legion, Oct. 13, 1945
- Folder 1638  
  Institute of Navigation membership certificate, Oct. 24, 1945
- Folder 1639  
  Binghamton Chamber of Commerce resolution, 1945
- Folder 1640  
- Folder 1641  
  Tufts College Commencement, June 8, 1952
- Folder 1642  
  Honorary Doughboy, Fort Benning, Georgia, Oct. 2, 1952
- Folder 1643  
  National Committee to Observe 50th Anniversary of Powered Flight, Dec. 17, 1953
- Folder 1644  
  Chamber of Commerce of Binghamton citation, Feb. 3, 1954
- Folder 1645  
  Institute of Navigation certificate, 1954
- Folder 1645A  
  International Aerospace Hall of Fame, Sept. 19, 1992
- Folder 1646  
  Exceptional Civilian Service Award (Air Force), 1954
- Folder 1647  
  New York State Wing, Air Force Association, May 12, 1956
- Folder 1648  
  National Aeronautic Association, Frank G. Brewer Trophy, 1957
- Folder 1649  
  T.W.A. Ambassadors Club member, Oct. 1, 1958
- Folder 1650  
  Air Reserve Forces tribute, May 7, 1959
- Folder 1651  
  Great Navy of the State of Nebraska - Admiral, Sept. 9, 1963
- Folder 1652  
  General Precision/Link Twenty-five Year Club, Feb. 1, 1964
- Folder 1652A  
  First Annual E. A. Link Lecture at the Smithsonian Institution
- Folder 1653  
  State of Nebraska Honorary Citizen, July 29, 1964
Folder 1654  Air Force Historical Foundation member, 1966
Folder 1655  Inscription on Plaque in Cortland, Jan. 1967
Folder 1656  City of Cortland citation, Jan. 1967
Folder 1657  American Institute of Aeronautics and Astronautics, DeFlorez Training Award, 1967
Folder 1658  Monsanto Aviation Safety Award, 1968
Folder 1659  American Institute of Aeronautics & Astronautics, Appreciation, 1969
Folder 1660  0 × 5 Club of America - Aviation Hall of Fame member, Sept. 16, 1972
Folder 1661  Inscription on Plaque, MATES, Oct. 18, 1973
Folder 1662  Response of E.A. Link to MATES, 1973 (?)
Folder 1663  American Institute of Aeronautics & Astronautics, fellow, Jan. 29, 1974
Folder 1664  Flight Safety Foundation, Inc. certificate, Feb. 27, 1976
Folder 1665  25th Silver Anniversary of Broome County Airport certificate, May 30, 1976
Folder 1666  Aviation Hall of Fame award, July 24, 1976
Folder 1667  Institute of the Aeronautical Sciences, Associate Fellow, no date
Folder 1668  0 × 5 Club of America, membership, no date
Folder 1668A Lithographs of a New Series of Fighting Airplanes, no date

Oceans Awards

Folder 1669  Treasure Diver Certificates for Edwin & Marion Link, 1954
Folder 1669A International Oceanographic Foundation, Fellow, May 16, 1956
Folder 1670  International Oceanographic Foundation, Life Fellow, July 25, 1957
Folder 1671  Historical Association of Southern Florida sponsor, Sept. 23, 1957
Folder 1672  CHAOS Order of the Purple Lanyard, Feb. 10, 1959
Folder 1673  Explorers Club membership, June 5, 1961
Folder 1674  Explorers Club membership, June 5, 1961
Folder 1674A George Arents Pioneer Award, 1962
Folder 1675  Marine Technology Society Foundation member, 1963
Folder 1676  Geographical Society of Philadelphia, Elisha Kent Kane medal, Feb. 8, 1965
Folder 1677  National Academy of Engineering, Oct. 6, 1965
Folder 1678  Rassegna Internazionale Delle Attivita' Subacquee, Tridente, 1965
Folder 1679  Club de Exploracienes y Deportes Acuaticos de Mexico (CEDAM member 1965)
Folder 1679A Honorary degree, Syracuse University, 1966
Folder 1680  Dept. of Navy certificate to Ocean Systems Inc., Dec. 21, 1966
Folder 1681  Underwater Explorers Society, executive charter member, 1967
Folder 1682  History Hunters Club certificate, Jan. 16, 1968
Folder 1682A E. A. Link Hall of Engineering dedication, Syracuse University, Oct. 16, 1970
Folder 1682B E. A. Link Hall of Engineering dedication articles, 1970
Folder 1683  Harbor Branch Foundation Laboratory certificate, Aug. 18, 1972
Folder 1684  Renaming Broome County Airport to E. A. Link Field, Sept. 1, 1981
Folder 1685  Honorary degree, SUNY-Binghamton, May 31, 1981
Folder 1686  National Academy of Engineering Memorial Tribute, Feb. 19, 1982
Folder 1687  1983 Distinguished Inventors Award
Edwin A. Link Book Collection

Previous page View Oceans Awards

Edwin A. Link Book Collection

Box Folder Contents


American Council on Education. Committee on Aviation Education. Adventures in Aviation Education; A Research Report for the Use of Teachers and School Administrators. Prepared under the guidance of the Committee on Aviation Education of the American Council on Education for and in cooperation with the Civil Aeronautics Administration. H.E. Mehrens, director and editor. Washington: American Council on Education in cooperation with Civil Aeronautics Administration, 1951.


Aviation's One World. (s.l.): Pan American World Airways, 194-?


Church, G. W. New Airborne Radar System for Weather Mapping and Navigation. s.l.: s.n., 1954?
5th Region Info. s.l.: s.n., 194-?
Geier, Leo. Ten Years with Television at Johns Hopkins. Baltimore: Johns Hopkins University, 1958.
___. The Harben Course on the Link Trainer. s.l.: s.n., 1939?


New York State Aviation Council's Spring Meeting. Rye, N.Y.: May 1946.


Potter, Norman. Fundamentals of Aviation. 2d rev. ed. - by the staff of the Institute of Aviation, University of Illinois. Lincoln, Neb.: Distributed by Nebraska Air Age Education Division Headquarters, University of Nebraska, 1955.


PERIODICALS
Institute of Navigation, Los Angeles, Navigation; 1, March 1946+.

Marion Clayton Link 1907-1995 by Jeanne Eichelberger
Marion Clayton grew up in Ilion, New York, and attended Syracuse University, where she received a B.S. degree in journalism. After graduating she worked for the Utica Observer Dispatch and the Syracuse Journal American before moving to Binghamton, New York, to work as a reporter for the local paper, The Binghamton Press. Perhaps her most often-quoted statement was that she “married her best story” after she was sent to interview the young local inventor, Edwin Link. They were married in 1931. As their life together would demonstrate, they had much in common, not only in shared interests, but also in their general approach to life. In her own right, Marion was no less remarkable a person than Ed.
From the start Marion was a true partner in more ways than simply being a good wife. Their friend Dr. Joseph MacInnis in “Remembering Marion,” a short essay written upon her death, described theirs as “a unique partnership. Ideas and commitment to those ideas flowed easily between them. In a seamless way they complemented each other’s strengths and weaknesses.” Once married to Ed, Marion initially took over the business management of his fledgling enterprises, which included the Link Aeronautical Corporation, Link Aviation Devices, Inc., and the Link Flying School, featuring the Link Trainer. Over the next few years her practical business sense helped to keep things in order even as her writing talent helped publicize Ed’s inventions. In 1938 their first child, William Martin was born, followed in 1941 by their second, Edwin Clayton. By that time World War II was underway, and Link Trainers had become an important part of the Allied war effort, both in the United States and in Europe. At its peak, Link Aviation had factories in Binghamton and in Gananoque, Canada, and was able to turn out 80 Link Trainers a week. More than half a million aviators used the Trainers to learn instrument flying during the war.

Meanwhile, once their children were born, Marion became, for a time, less actively involved in Ed's professional life. She re-emerged as his partner in research in 1953, when he and his brother, George T. Link, sold the Link company to General Precision Equipment Corp. Ed then pursued his growing interest in underwater exploration and technology. The Links had taken up sailing off the coast of Florida and the Bahamas as a relaxing hobby, but in a pattern which seems to have been typical of their life together, recreation soon became meshed with new projects, inventions and inquiry, until it was impossible to tell where play ended and work began.

The shift from recreational sailing and scuba diving to serious exploration began with the discovery of an antique ship’s gun in the Bahamas. While investigating the possibility that the gun might have come from one of Columbus’ ships, the Links found themselves caught up in the whole question of where exactly Columbus landed, where he might have sailed in the New World, and what exactly had happened to his ship, the Santa Maria. Using a converted shrimp trawler, Sea Diver, as their base, the Links moved from extensive research on Columbus’ travels to exploration for the remains of other historic ships. As they refined their techniques for searching out historic artifacts while disturbing the sites as little as possible, Ed began to tinker anew, designing and redesigning equipment, instruments, vessels and diving bells. Their reputation spread, they “traded up” to a larger Sea Diver II and were invited to conduct explorations in other parts of the world, including the Middle East and Jamaica. The enthusiasm with which Marion embraced her husband’s new interest was the more remarkable because, unlike flying, which she had always loved, diving was, at least initially, terrifying to her.

The Links’ sons, William and Clayton, accompanied them on many of their explorations, and Clayton became a diver and an active participant in his parents’ research. In 1973, during a routine scientific dive in a submersible designed by Ed, the cables of the submersible became entangled in a shipwreck on the sea bottom, and Clayton and a fellow diver, Albert Stover, died before they could be rescued. Marion was on the scene, logging messages to and from the
trapped men, maintaining contact to the end. Again, describing her in Remembering Marion, Dr. Maclnnis writes, “In spite of the pain, she embraced the future with resolution, taking her husband, her family and all of us with her. We were witnesses to a triumph of will.”

During the almost 30 years of sea exploration and research, from Ed's retirement from Link Aviation until his death in 1981, Marion achieved what any woman will readily recognize as an astonishing balancing act. By most people’s standards the Links were very well-off, both in terms of money and in terms of general good fortune. Whatever they tried seemed to take off and flourish. Both socially and in the world of technology they achieved prominence at a fairly young age, and time only enhanced their success. Over the years, their efforts were recognized and appreciated. Even the tragedy of their son Clayton’s death did not deter them, but rather was turned to a positive purpose: motivation to work harder to perfect the equipment so that such accidents would be less likely to happen again. (They subsequently established the Link Foundation-Stover/Link Scholarship Fund in memory of Clayton and the friend who died with him.) They numbered among their friends and admirers people from all over the world and from all walks of life: scientists, statesmen, artists, entertainers, musicians, inventors, scholars as well as countless “ordinary” people who were not treated as ordinary by the Links. With their good fortune came responsibilities, which the Links accepted with grace. There were functions to attend, charities to support and promote, organizations to lead, records to keep, research to pursue and reports to write, lectures to give, correspondence to maintain, the Link Foundation research awards and activities to sponsor, to say nothing of a family life to hold together. Much of the credit for keeping the many facets of their eventful lives moving along smoothly must go to Marion. It is even more to her credit that, in addition to being a successful wife to Ed Link—a full-time job in itself—Marion remained very much her own person with her own achievements.

Her active interest in education was formally recognized in 1954, when the Governor of New York appointed her as one of the first members of the Harpur College Council (later the Binghamton University Council) shortly after Harpur College became part of the New York State University system. She was later made an honorary life member of both the Binghamton University Advisory Council and the Harpur Forum, was awarded the Binghamton University Alumni Association's Distinguished Service Award and, with Ed, was twice recognized for Distinguished Citizenship by the Harpur Forum Committee of the Binghamton University Foundation. She also served as a Trustee of Syracuse University and was a member of the President's Club of Indian River Community College Foundation in Ft. Pierce, Florida.

A successful scholar in her own right, Marion authored research reports for the National Geographic and the Smithsonian Institution and in 1961 was awarded the George Arents Pioneer Medal for excellence in archaeology. She also received the History Hunters Award from the Binghamton Chamber of Commerce. Her professional and honorary memberships included the Society of Women Geographers, Theta Sigma Phi, Pi Beta Phi, Phi Kappa Phi, Delta Kappa Gamma International and Zonta International.

She was an active member and enthusiastic supporter of a variety of civic and cultural groups.
She served on the Executive Board of the Roberson Museum and Science Center in Binghamton, New York, as Trustee of the Binghamton Y.W.C.A., and as Chairman of Planned Parenthood of Broome County, to name only a few. A person with many and varied interests, she was also a member of the Amaryllis Circle of the Garden Club of Indian River County, the Riomar Bay Yacht Club and The Community Church United Church of Christ in Vero Beach.

Her outstanding professional talent, though, was as a writer. Early in her marriage to Ed, her skill and training as a journalist were put to use presenting his inventions and enterprises effectively to the public. Throughout their long partnership, she kept extensive diaries and journals which provide useful insights into the development of their research and form the backbone of From Sea to Sky; A Story of Edwin A. Link, which was written by Susan van Hoek with Marion's help. The collection of her writings includes dozens of essays and articles, published and unpublished, both autobiographical and scholarly. Her first major research publication, co-authored with Ed in 1958, was A New Theory on Columbus's Voyage Through the Bahamas, in which the Links used their own exploration to support their theory regarding the location of Columbus's first landing in the New World, the direction of his subsequent voyage through the Bahamas, and what became of his ship, the Santa Maria. Marion's more personal account of their travels, Sea Diver, was published in the same year and went through several printings over the next eight years. Her second book, Windows in the Sea, was published by the Smithsonian Institution Press in 1973. With a remarkable combination of readable narrative and scientific accuracy, it describes the development of the bubble sub Johnson-Sea-Link, which made undersea exploration possible at depths of 3,000 feet.

After Ed's death, Marion remained in the house they had built in Florida, leading a much less public life, but pursuing her lifelong interests and maintaining contact with her family and many friends. Despite failing health, in 1993, just two years before her death, she collaborated with Susan van Hoek to publish From Sky to Sea, based on her diaries and logs. In the same year the family established the Marion Clayton Link Endowment in Creative Writing at Binghamton University to honor her lifelong commitment to writing.

Marion was described by her Binghamton friend Robert Best as "a vivacious, lovely lady...fiercely independent...but totally supportive of her husband." Dr. MacInnis wrote of her, "When you looked into Ed Link's eyes you saw creativity, determination, genius. When you looked into Marion's eyes you saw warmth, comfort and security, reinforced by that wonderful smile that flashed across her face like sunshine racing across water. If there is one word that comes immediately to mind when thinking of Marion Link, it is graciousness.... If there is a single quality that shines with undiminished brilliance throughout the latter half of Marion's life, it is her courage."

A better role model would be hard for women of any age to find although it is doubtful that Marion thought of herself that way. The quotations which she chose to include in her books reveal the breadth of her education and her familiarity with literature of all sorts. But the frequency with which she chose to quote the Psalms is perhaps most telling of all. From Sky to Sea begins with the quotation, "What is man, that thou art mindful of him..." from Psalm 1.
Windows in the Sea, which was dedicated to her son Clayton and his friend Albert Stover and published shortly after they died, opens with an excerpt from Psalm 107:

They that go down to the sea in ships

That do business in great waters,

These see the works of the Lord

And His wonders in the deep.

Her choice of these passages offers an indication of the genuine humility and the genuine delight with which Marion Link approached life.

Scope and Content Note

The Marion Clayton Link Collection is housed in the Special Collections Department of the Binghamton University Libraries. The collection consists of approximately 1000 items contained within 15 boxes, or the equivalent of 5 cubic feet of archival material. The papers of Marion Clayton Link are largely representative of the public and literary lives that she led with Edwin A. Link from after World War II until his death in 1981. Her collection contains nearly thirty years of correspondence, early writings, reports written in collaboration with her husband, drafts of speeches, expedition log books, and memorabilia that offer insight into her life and work.

Of special interest is the original manuscript of Sea Diver (1959), which includes many of the revisions she made; also complete in manuscript form is Edwin A. and Marion C. Link's study of Columbus's voyage through the Bahamas. There is also an original Binghamton Press clipping of Marion Clayton's initial interview with Edwin A. Link. Her extensive writings, either in literary or journal form, constitute a substantial part of the collection.

Although personal papers are largely absent from the collection, it is evident from the materials present that Marion Clayton Link was a devoted wife to Edwin and mother to their two sons: William (Bill) and E. Clayton Link. The papers clearly indicate that Edwin and Marion truly worked as a team, and shared in their achievements and tragedies together. In sum, Marion Clayton Link's papers represent her as a journalist and recorder of the Links' accomplishments.

Description of Series

Manuscripts (1924-1973). Sub-series consist of manuscripts written by Marion Clayton Link, Edwin A. and Marion C. Link, and Edwin A. Link. There is one manuscript whose authorship remains
unidentified. The manuscripts in each sub-series are arranged in alphabetical order. Some of the manuscripts are handwritten, but most are typed on bond paper or are carbon copies.

Publications and Reports (1958-1970). Sub-series consist of Publications (1958) and Reports (n.d.-1960). The Publications sub-series contains the items written by either Marion C. or Edwin A. Link and those they collaborated on together. The Reports (n.d.-1960) are related to the Caesarea expedition, and are co-written by Marion and Edwin Link, or by one of the project's archaeologists.

Speeches and Scripts. Includes numerous speeches by Marion Clayton Link, but only a handful by Edwin A Link. Overall, the speeches are limited to the Links' underwater archaeological explorations. The one script in this section is titled Sea Diver and is based upon Marion's book Sea Diver.


The correspondence within each sub-series is not separated into the typical incoming and outgoing categories as there is usually a carbon copy of an outgoing reply to an incoming letter. The letters and their replies take on the semblance of an ongoing conversation, an unusual archival occurrence. The correspondence is arranged topically, as in the Edwin A. Link Collection, and then in chronological order. For the General Correspondence sub-series, the correspondence is arranged in alphabetical
Legal Documents (1954-1974). Agreements, Assignments, contracts, and royalty statements are arranged topically and, thereunder, chronologically.

Miscellaneous Items. Sub-series consist of Book Reviews, Advertising Promotions and Displays, Awards and Honors, Endowments, and Memorabilia. The items in all the sub-series primarily relate to Marion Clayton Link and her work (including her flying license), though there are some ephemera concerning Edwin A. Link.

Photographs. These are arranged by subject.

Journals, Expedition Log Books, and Scrap Books. Arranged in sub-series according to the type of material and, thereunder, in chronological order. The sub-series, Transcripts of Marion Clayton Link's Journals, consists of typed photocopies of her original handwritten journal entries.

Expedition Research Materials. Sub-series consist of Caesarea, Port Royal, Columbus, and Silver Shoals Expedition Research Materials. The items within each sub-series are largely articles, reports, excerpts, and translations of primary sources related to their expeditions.
News (Press) Releases, Newsletters, Pamphlets, and Periodical Articles. Within each subseries, items are arranged by title in alphabetical order. The materials within each subseries were written about the Links, and were not written by either of them.

Newspaper Articles (1924-1981). The articles are organized by subject and, thereunder, chronologically. Most of the articles are original clippings, although there are several photocopies of stories. Of note is the original clipping of Marion Clayton's newspaper interview with Edwin A. Link.


**Container List**

**M.C. Link - Manuscripts**

Boxes 1 - 6  
Manuscripts written by Marion Clayton Link

<table>
<thead>
<tr>
<th>Box</th>
<th>Folder 1</th>
<th>Folder 2</th>
<th>Folder 3</th>
<th>Folder 4</th>
<th>Folder 5</th>
<th>Folder 6</th>
<th>Folder 7</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Notebook containing manuscripts (First Methodist Church Intermediate Department related), undated</td>
<td>College creative writing classes manuscripts, 1924-1929</td>
<td>Untitled manuscripts (Caesarea expedition related), undated</td>
<td>Untitled manuscript (Johnson-Sea-Link related), undated</td>
<td>Untitled manuscript (Port Royal expedition related), undated</td>
<td>Untitled manuscript (Port Royal and Columbus/Santa Maria expeditions related), undated</td>
<td>Untitled manuscript (Columbus/Santa Maria expedition related), May 16, 1960</td>
</tr>
</tbody>
</table>
Folder 8  Untitled manuscript (Silver Shoals expedition related), undated
Folder 9  About the Author, undated
Folder 10 An Airman Goes to Sea, undated
Folder 11 Andros Island in the Bahamas, undated
Folder 12 City Love Affair (A Review), undated
Folder 13 Cruising the Bahamas, undated
Folder 14 Deep Diver, undated
Folder 15 Deep Sea Diving is for Fun, undated
Folder 16 Ed Link's Man-in-Sea program, undated
Folder 17 Exploring Israel's Historic Biblical Waters, undated
Folder 18 Exploring the Drowned City of Port Royal, Oct. 1, 1959
Folder 19 Flight South, Christmas 1948
Folder 20 From Top to Bottom - the Story of a Second Career, 1962
Folder 21 National Geographic-Link-Smithsonian Expedition to Port Royal, undated
Folder 22 Port Royal, undated
Folder 23 Sea Diver, undated
Folder 24 Sea Link, undated
Folder 25 The Silver Shoals, undated
Folder 26 The Spanish Campsite and the 1715 Pirate Plate Fleet Wreck, undated
Folder 27 Thinking it Over, undated
Folder 28 Windows in the Sea book outlines, undated
Folder 29 Windows in the Sea epilogue to Russian edition, undated

Box 2
Folder 30 Sea Diver, undated

Box 3
Folder 31 Sea Diver, undated

Pre-Publication Materials of Marion Clayton Link

Box 4
Folder 32 Sea Diver specimen pages
Folder 33 Exploring the Drowned City of Port Royal proof sheets
Folder 34 Windows in the Sea proof sheets
Folder 35 Windows in the Sea illustration proof sheets
Folder 36 Windows in the Sea proof sheets (epilogue to Russian edition)

Box 5
Folder 37 Windows in the Sea galley sheets

Manuscripts written by Edwin A. Link and Marion C. Link

Box 6
Folder 38 A New Theory on Columbus’s Voyage Through the Bahamas, undated
Folder 39  Report on an Underwater Archaeological Expedition to Israel, undated
Manuscripts written by Edwin A. Link
Folder 40  Columbus Sails Again, undated
Folder 41  Detailed Discussions of Comparison of Colombian Anchors Located in Port-au-Prince and Cap Haitien, undated
Folder 42  Discussion on the First Landfall of Columbus, undated
Folder 43  Discussion on the Possible Site of Navidad and the shoal upon which the Santa Maria was Wrecked, undated
Folder 44  Dive #130-Emergency, undated
Folder 45  Man-in-Sea, undated
Folder 46  Oceanology, the Neglected Science, undated
Folder 47  Oceanology Story, undated
Folder 48  Special Equipment for Underwater Archaeology, 1962
Folder 49  Survey Trip to Israel, undated

Manuscripts by others
Folder 50  Untitled manuscript, author unknown (HC?), 3/27/46

M.C. Link - Publications and Reports

Box 7
Publications

Folder 51  City Love Affair (A Review) by Marion Clayton Link, 1958
Folder 52  A New Theory on Columbus's Voyage Through the Bahamas by Edwin A. Link and Marion C. Link, January 20, 1958
Folder 53  Underwater Archaeological Surveys of M/V Sea Diver at Siracusa, Sicily, and Vicinity by Edwin A. Link, 1970

Reports
Folder 54  Report of an Underwater Archaeological Expedition to Israel by Edwin A. Link and Marion C. Link, undated
Survey Trip to Israel by Edwin A. Link, undated
Folder 55  The Link Marine Expedition to Israel, 1960 by Charles T. Fritsch, undated
A Report on my trip to Israeli [sic], Spring, 1959 by Charles Fritsch (?), undated
A Survey of the Vessels Recovered from the Sea off the Coast of Israel? A Preliminary Study by Dan Barag, 1959

M.C. Link - Speeches and Scripts

Box 7
Speeches and Scripts
M.C. Link - Correspondence

Boxes 8-10
Caesarea Expedition Correspondence

Folder 59  General correspondence, incoming and outgoing, 1956-1961
Folder 60  Sponsor correspondence, incoming and outgoing, 1959
Folder 61  State of Israel Department of Antiquities Correspondence, incoming and outgoing, undated, 1960-1962
Columbus Expedition Correspondence
Folder 62  Fuson, Charles correspondence, incoming and outgoing, 1982-1983
Folder 63  Pedroso, Alvarez Armando correspondence, incoming and outgoing, 1955-1956
Port Royal Expedition Correspondence
Folder 64  Port Royal expedition general correspondence, incoming and outgoing, 1959-1972
Sicily and Greece Expedition Correspondence
Folder 65  Sicily and Greece expedition correspondence, incoming and outgoing, 1959-1963
Silver Shoals Expedition Correspondence
Folder 66  Driscoll, John J. (Colonel) correspondence, incoming and outgoing, 1953-1955
Folder 67  Karganoff, Alexander correspondence, incoming and outgoing, 1953 - 1955 (see Box 9 for accompanying blueprints)
Folder 68  Nesmith, Robert, incoming, 1957
Folder 69  Riesenber, Harry E. (Lieutenant), incoming, 1952-1953
Silver Shoals Expedition Correspondence

Box 9
No Folder  Benoto blueprints accompanied Karganoff's incoming letter of February 25, 1954

Publications Correspondence

Box 10
Folder 70  General publications correspondence, incoming and outgoing, 1955-1964
Folder 71  Daves, Joan correspondence, incoming and outgoing, 1955-1972
Folder 72  Lauer-Leonardi, Boris incoming and outgoing, 1947-1957
Folder 73  Port Royal expedition publication correspondence, incoming and outgoing, 1959-1963
Folder 74  Rinehart and Company correspondence, incoming and outgoing, 1955-1959
Folder 75  City Love Affair (A Review) correspondence, incoming, 1958
Folder 76  Sea Diver publication correspondence, incoming and outgoing, 1955-1966
Folder 77  The Spanish Camp Site and 1715 Pirate Plate Fleet Wreck publication
correspondence, incoming and outgoing, 1966
Folder 78  Windows in the Sea publication correspondence, incoming and outgoing, 1973-1976
General Correspondence, Incoming and Outgoing, 1957-1989, undated

Folder 79
Adams, Alto
Anderson, Eleanor
Balch, William
Bartle, Glenn
Burke, Arleigh
Carey, Hugh
Cassidy, George
Casson, Lionel
Coehen, Mussa
Coffman, F.L.
Duriaux, Anice
Eggers, Melvin
Faculty Women's Club, Harpur College
Folmer, George
Gendle, Betty
Godfrey, Arthur
Goldwater, Barry
Folder 80  Hinman, George
Hogan, Rita
Folder 81  Huston, John
Kloss, Louise
Lennon, Mary
Link, E. Clayton
Latham, Henry
McKeeby, Raymond
Mason, Dave
Peterson, Mendel
Potter, John
Quinn, Michael
Rockefeller, Nelson A.
Saluind, Victor
Segal, Leon
Sugiyama, R. Admiral
Tolley, William
Watson, Thomas J., Jr.
Uematsu, Yukiyo (see Folder 104 for accompanying photo)
Ziebolz, H.
M.C. Link- Legal Documents
Box 11
Legal Documents

Folder 82  Memo Agreements, between Edwin A. Link and Alexander Karganoff, 1954-1955
Folder 83  Memorandum of Agreement, Deep Diver, 1969
Folder 84  Assignment (of Sea Diver rights, title, and interest), 1958 Memorandum of Agreement, Publication Agreement, and Copyright Agreement, Sea Diver, 1972
Folder 85  Letter of Understanding from Sea Diver Corporation, (1961?)
Folder 86  Royalty statements, Windows in the Sea, 1973-1974
Folder 87  Notes on contract with the Smithsonian Press, undated

M.C. Link - Miscellaneous Items
Box 11
Book Reviews, Advertising Promotions, and Displays

Folder 88  Windows in the Sea book reviews
Folder 89  Sea Diver advertising promotions
Folder 90  Windows in the Sea advertising promotions
Folder 91  Abercrombie & Fitch window display
Awards and Honors Presented to Marion Clayton Link
Folder 92  Awards and honors, 1927-1993
Marion Clayton Link Endowments
Folder 93  Marion Clayton Link Endowment in Creative Writing at Binghamton University materials
Folder 93A  Marion C. Link electronic library
Memorabilia
Folder 94  Marion C. Link's flying permit, college activity pamphlets, commencement pamphlet, Christmas cards sent by the Links, lists of addresses, post cards from trip to Japan, miscellaneous items from Japan, song written for Purser Siessen, letterhead from the Link Exhibit, 1993 Link trip itinerary to Binghamton University, FIT's Library LINK brochure, Marion C. Link's obituary and list of files in Link Collections
Folder 95  Expedition notes
Folder 96  Sea Diver Corporation brochure
Folder 97  Conference flyers
Folder 98  Link Organ materials
M.C. Link - Photographs

Box 11
Photographs

Folder 99  Link family
Folder 100  Caesarea expedition
Folder 101  Columbus expedition
Folder 102  Port Royal expedition
Folder 103  Silver Shoals expedition
Folder 104  Miscellaneous (includes Charles Lindbergh, the Uematsu family)

M.C. Link - Journals, Expedition Log Books, and Scrapbooks

Boxes 12-13
Journals, Expedition, Log Books, Scrapbooks

Book 1   1926 Ready Reference Diary
Book 2   1929 Diary
Book 3   My Trip Abroad, 1936-1938 expedition log books
Book 4   Columbus/Santa Maria expedition log book, 1955
Book 5   Columbus/Silver Shoals expedition log book, 1955
Book 6   Bermuda/Port Royal expedition log book, 1959
Book 7   Caesarea expedition log book, 1960
Book 8   Caesarea expedition log book, 1961
Book 9   Sicily expedition logbook, undated
Book 11  Greece expedition log book, undated scrapbooks
Book 12  College scrapbook
Book 13  Trip to Japan scrapbook (see Folder 104 for photographs)
Book 14  Autograph book

Transcripts of Marion Clayton Link's Journals

Box 13
Folder 105  My Trip Abroad, 1936-1938 journal entries, 1952-1955
Folder 106  Journal entries, 1956-1962
Folder 107  Journal entries, 1963-1973

M. C. Link - Expedition Research Materials
Box 14
Caesarea, Port Royal, and Columbus Expedition Research Materials

Folder 108 Articles, maps, and reports
Folder 109 Translations of biblical references, bibliographies, and notes
Folder 110 Exhibit brochures and articles, post card, and Port Royal expedition research materials
Folder 111 Excerpts from 17th and 18th century books about Port Royal/Columbus expedition research materials
Folder 112 Translations of excerpts from Columbus's first voyage journal
Folder 113 Miscellaneous notes

Silver Shoals Expedition Research Materials
Folder 114 Articles, bibliographies, maps, and miscellaneous notes

M. C. Link - News Releases, Newsletters, Pamphlets, and Periodical Articles

Box 14
News (Press) Releases

Folder 115 National Geographic News Bulletin, May 1, 1959
Smithsonian Institution, April 18, 1955
University of Miami, February 15, 1965
Newsletters
Folder 116 title unknown, 1959
Binghamton Chamber of Commerce, 1959
Friends of the Miami Dade Library, 1982
Historical Association of Southern Florida, 1959
Link Field Service, 1960
Syracuse University Alumni, Spring 1959
Pamphlets
Folder 117 Link: The Story of the Link Orchestral Organ, Roberson Center for the Arts and Sciences: Binghamton, N.Y., no date
Folder 118 Linkanoe, by Philip Carey. Roberson Center for the Arts and Sciences: Binghamton, N.Y. 1986
Periodical Articles
Folder 119 The Busiest Link. Time, September 1958
Divers and Diggers Uncover Treasures in the Holy Land. Life, no date
Diving for Shipwrecks is this Family's Hobby. Family Weekly Magazine, January 29, 1956
Ed Link¾The 'Pilot' Maker. Gazette, Summer 1985
Edwin Link: the Triumphs and Tragedies in One Man's Quest to Launch Man-in-Sea. Skin Diver, November 1973
M.C. Link - Newspaper Articles

Box 15
Newspaper Articles

Folder 120 Articles written by Marion Clayton Link
Folder 121 Sea Diver articles
Folder 122 Window in the Sea
Folder 123 Awards and honors bestowed on Marion Clayton Link
Folder 124 Family related articles
Folder 125 Expedition related articles
Folder 126 Israeli related articles
Folder 127 Edwin A. Link aviation related articles
Folder 128 Edwin A. Link exploration and invention articles

The Link Foundation Collection

The collage on the preceding page is representative of the titles found in the Link Foundation Collection. Of special interest is the piece on fellowships, and the 20th Anniversary Annual Report.

Scope and Content Note

The Link Foundation Collection is housed in the Special Collections Department of the Binghamton University Libraries. The collection consists of over 2000 items contained within 20 boxes or the equivalent of 6 cubic feet of archival material.

The Link Foundation was established as a charitable trust by Edwin A. and Marion C. Link in 1953. Most of the first grants were awarded in the field of aeronautic research. In 1963 the Link Foundation began awarding grants and fellowships in the field of oceanographic research. The Link Energy Fellowship Program was established in 1983 as a memorial to Edwin A. Link. This program funds research in energy and its conservation.

Grants from the Link Foundation are not awarded to individuals. They are awarded only to non-profit organizations. Since its establishment the Foundation has awarded over $3,000,000 to colleges, universities, and other non-profit organizations. These organizations then disburse the funds to individuals in the form of grants, fellowships, and scholarships.

The papers in the Link Foundation Collection are largely concerned with the administration of grants to organizations and tracking the disbursement of funds to individuals. Also contained
within the collection are documents concerning the administration of the Foundation itself. A volume with two books by Stephen Hambalek, Harpur College in the Bartle Era, and Alma Mater: a Popular History of Harpur College, 1946-1964, was also donated to the collection along with nine pamphlets published by the Smithsonian Institute.

**Description of Series**

**Correspondence (1991-1994).** Sub-series consist of outgoing general correspondence of Marilyn C. Link, Secretary-Treasurer of the Link Foundation. The correspondence in each sub-series is arranged in chronological order by date and, thereunder, alphabetically by recipient. Most of the correspondences are carbon copies, though some are photocopies.

**Scholarship and Fellowship Correspondence.** Sub-series consist of General Correspondence (1975-1981) and Fellowship Mailing Lists (1956-1978).

The General Correspondence sub-series consists of photocopies of incoming and outgoing correspondence related to scholarships and fellowships. These are arranged chronologically. The Fellowship Mailing Lists sub-series consists of the names and addresses of past fellowship recipients. Some lists are alphabetical, some are chronological, and there are specific lists for Ohio State University recipients and Arnold Air Society recipients. Also contained within this sub-series is a partial copy of Marilyn C. Link's mailing list.

**Grant Inquiries.** Sub-series consist of incoming letters of interest, or inquiry, asking for information on grants. These are the original documents, usually annotated with the action taken by the Foundation at the time of receipt, occasionally with a carbon copy of the return correspondence. The documents are arranged chronologically.
Scholarships and Fellowships. Sub-series consist of Scholarships, Graduate Student Fellowship Recipients, Graduate Institution Fellowship Recipients, Energy Fellowship Recipients, and Institution Energy Fellowship Recipients.

3-5
The Scholarship sub-series consists of chronological lists of the recipients of the Angel Flight Scholarships and the Galen Edney Scholarships. The Graduate Student Fellowship Recipients and the Energy Fellowship Recipients sub-series consist of biographical information on the fellowship recipients, including the Link Foundation Personal Data Forms. These are arranged alphabetically within each fellowship. The Graduate Institution Fellowship Recipients and the Institution Energy Fellowship Recipients sub-series consist of applications, progress reports, and correspondence arranged chronologically for each institution.

Grants. Sub-series consist of Lists of Grants Paid and Grant Recipients. The Lists of Grants Paid are arranged chronologically. Grants Paid (1957) consists of a United States map showing the locations of all Link Foundation funded projects. Grants Paid (1984-1988) is in tabular form. Grants Paid (1989-1991) is also in tabular form with copies of the 1991 grant applications arranged alphabetically. The Grant Recipients sub-series consist of the grant applications and grant progress reports for each grant arranged chronologically by year and, thereunder, alphabetically by recipient.

6-8

The Link Foundation. Sub-series consist of Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes; Audits and Financial Statements; Annual Reports; and Board of Trustees and Technical Assistance Board (TAB).

9-18
Board of Trustees and Technical Assistance Board Supplemental Meeting Minutes consists of meeting agendas and supplements to the minute books, arranged chronologically by meeting. Audits and Financial Statements consists mostly of the annual financial statements of the
Foundation, though later years include some other materials. The statements are arranged chronologically.
Annual Reports are arranged chronologically.
Board of Trustees and Technical Assistance Board sub-series consist of the Foundation's insurance policies and invoices arranged chronologically, materials related directly to the board itself, and foundation brochures. The board materials are letters of resignation and press releases announcing board changes, arranged chronologically; short biographies of board members, arranged alphabetically; and photographs of Richard Couper, Stuart McCarty, and Brian Thompson. The brochures consist of the Link Foundation Graduate Fellowships brochure and the Link Foundation brochure. The Graduate Fellowships brochure has photographs of the fellows through 1963 and a brief description of the program (6 copies). The Link Foundation brochure contains a brief history of the foundation, its policies, programs, and application procedure (15 copies).


19
Tax Status (1955) sub-series consists of IRS correspondence confirming Link Foundation tax exempt status.
Withholding (1954, 1982-1991) sub-series consists of correspondence, returns, and forms pertaining to employee tax withholding. Documents are arranged chronologically.


20
Checking Account Statements (July 1986 - June 1991) sub-series consists of statements and cancelled checks for the Link Foundation Board of Trustees checking account. Documents are arranged chronologically.
Investment Portfolios (31 March - 30 June 1995) sub-series consists of investment portfolio statements for three investment accounts with the Chase Manhattan Bank, N. A.
Paid Invoices (July 1987 - June 1991) sub-series consists of invoices for office expenses for the Link Foundation. Documents are arranged chronologically.
Container List

Link Foundation - Correspondence

Box 1-2
Correspondence

Folder 1 General correspondence, 1953
Folder 1A General correspondence, 1970
Folder 2 General correspondence, 1991
Folder 2A General correspondence, 1992
Folder 3 General correspondence, 1993
Folder 4 General correspondence, 1994
Folder 4A General correspondence, 1995
Folder 4B General correspondence, 1998

Scholarship and Fellowship Correspondence

Folder 5 General correspondence, 1975-1994
Folder 6 Fellowship mailing lists, 1956-1978

Grant Inquiries

Folder 7 1990
Folder 8 1991 (June-August)
Folder 9 1991 (September-December)
Folder 10 1992 (January-April)
Folder 11 1992 (May-August)
Folder 12 1992 (September-December)
Folder 13 1993 (January-May)
Folder 14 1993 (June-December)
Folder 15 1994 (January-March)
Folder 16 1994 (April-December)

Link Foundation - Scholarships and Fellowships

Boxes 3-5
Scholarships

Folder 17 Angel Flight Scholarship recipients
Folder 18 Galen Edney Scholarship recipients
Graduate Student Fellowship Recipients
Folder 19
Allen, Catherine
Allen, Vernon
Aquadro, Charles
Arnn, Edward
Auerbach, Jerome
Barlett, Hale
Barlett, Stephen
Baisley, George
Benson, Furdon
Bernal, Luis
Biddulph, John
Billings, Charles
Bissey, Charles
Blomseth, Richard
Bley, John
Bowen, Stuart
Brawley, William
Brown, Donald
Burgett, August

Folder 20
Candel, Sebastien
Care, Chester
Carpentier, William
Cass, Thomas
Catterson, Allen
Clarke, Robert
Cullman, Ralph
Dixon, William

Folder 21
Edgar, John
Edney, Galen
Elkin, Edwin
Evans, William

Folder 22
Feehrer, Carl
Fredrick, Michael
Gibbons, Nolan
Giraldo, Julian
Gladstones, William
Gregory, Anthony

Folder 23
Haelsig, Richard
Hall, John
Hancock, James
Hanten, Edward
Hass, Philip
Herrelko, David
Heward, Lynn
Hinckley, Thomas
Hoffman, Keith
Holm, Jan
Howell, John

Folder 24
Irwin, Robert
Jones, Julian
Kamlet, Arthur
Kauffman, Charles William (Bill)
Kindle, James
Kitchin, David
Knoke, Gerald
Konrad, John
Koenig, Henry
Kripowicz, John
Kristianson, Bryant
Kyriakides, Stelios

Box 4
Folder 25
Larimer, Stanley
Lee, James
Leonelli, Leo
Liechti, Kenneth
Macinnes, Joseph
Matthew, George
McDonell, John
McGill, Emmett
Miller, Alan
Miller, G. Kirby
Moeller, Kelvin
Mummert, Vernon

Folder 26
Noll, Christopher
Ohlendorf, Robert
Oppenheim, Lee
Pierson, Bion
Plotkin, Louis
Pollard, David
Randall, Bruce
Randall, Robert
Rankin, John (Joanna)
Richardson, Gordon
Rizk, Madgi
Rizzo, Joel
Robinson, Alfred
Ross, John

Folder 27
Sander, Ronald
Sarohia, Virendra
Scharf, Daniel
Schlee, Frank
Schummers, John
Sharkey, James
Simmons, Warren
Simpson, James
Smith, Glenn
Sotrin, Barbara
Suarez, Robert
Sullivan, Donald

Folder 28
Tasker, Peter
Taylor, Robert
Teague, Joel
Thompson, Judy
Thomsen, Michelle
Timmons (Faison), Karen
Torvik, Peter
Travis, Robert
Valdonio, Giulio
Vetuschi, Phillip
Walden, Joseph
Walsh, George
Wargo, Michael
Weisberg, Joel
Willmes, Henry
Wolf, Robert
Wyman, David
Ziegschmid, John

Graduate Institution Fellowship Recipients

Folder 29  Embry-Riddle Aeronautical University
Folder 30  University of Rochester
Energy Fellowship Recipients

Box 5
Folder 31
Almasan, Carmen
Beike, Dieter
Betts, Douglas
Beyerlein, Steven
Brandow, Susan
Breger, Dwayne
Brooks, Clarence
Cavaliere, Ralph
Chapman, William
Chatterjee, Kuntal
Chen, John
Crandall, Warren

Folder 32
Deckert, Alice
Frank, Gregory
Hamilton, Robert
Hankins, Nicholas
Hansen, Allen
Hess, Barry
Hogsett, David
Jia, Quanxi
Kersey, D. Sean
Knapp, Jeffrey
Kyser, Dale

Folder 33
Liu, Bin
Loewenberg, Michael
Logsdon, Boyce
Logmire, Ellen
Lynd, Lee
Majumder, Sabir
Marsh, John
Mattern, Duane
McKown, Jeffrey
Mullins, Charles

Folder 34
Richards, Robert
Rosen, Marc
Rovnyak, Steven
Saumon, Didier
Segar, Peter
Sel linger, Robin
Selvidge, Maureen
Schlosser, Paul
Smith, C. Michael
Tobiason, John
Wang, William
Zarkanitis, Solon
Institution Energy Fellowship Recipients

Folder 35 University of Rochester

**Link Foundation - Grants**

Boxes 6-8
List of Grants Paid

Folder 36 Grants paid (1957)
Folder 37 Grants paid (1984-1988)
Folder 38 Grants paid (1990-1991)

Grant Recipients for 1983
Folder 39 Pilot Club of Indian River County, Vero Beach
Folder 40 University of Rochester

Grant Recipients for 1984
Grant Recipients for 1985
Folder 59 Florida Atlantic University
Folder 60 Florida Foundation for Future Scientists
Folder 61 Florida Institute of Technology
Folder 62 Hamilton College
Folder 63 Harbor Branch Foundation, Inc.
Folder 64 Oregon State University
Folder 65 Pilot International Foundation, Inc.
Folder 66 Roberson Center for the Arts & Sciences
Folder 67 Thousand Islands Shipyard Museum
Folder 68 Undersea Medical Society, Inc.
Folder 69 United Way of Broome County, Inc.
Folder 70 University of Illinois
Folder 71 University of Illinois, Institute of Aviation
Folder 72 University of Rochester
Folder 73 University of Rochester (student grant)
Folder 74 Woodrow Wilson National Fellowship Foundation

Grant Recipients for 1986

Box 7
Folder 75 Florida Atlantic University
Folder 76 Florida Foundation for Future Scientists
Folder 77 Florida Institute of Technology
Folder 78 Hamilton College
Folder 79  Harbor Branch Foundation, Inc.
Folder 80  Pilot International Foundation, Inc.
Folder 81  Roberson Center for the Arts & Sciences
Folder 82  Thousand Islands Shipyard Museum
Folder 83  Undersea Medical Society, Inc.
Folder 84  United Way of Broome County, Inc.
Folder 85  University of Rochester
Folder 86  University of Rochester (student grant)
Folder 87  Woodrow Wilson National Fellowship Foundation

Grant Recipients for 1987
Folder 88  Florida Foundation for Future Scientists
Folder 89  Florida Institute of Technology
Folder 90  Harbor Branch Oceanographic Institution
Folder 91  Harbor Branch Oceanographic Institution (Marine Sciences)
Folder 92  Hamilton College
Folder 93  Mare Nostrum Foundation
Folder 94  Pilot Club of Indian River County, Vero Beach
Folder 95  Thousand Islands Shipyard Museum
Folder 96  Undersea and Hyperbaric Medical Society, Inc.
Folder 97  United Way of Broome County, Inc.
Folder 98  University of Rochester (fellowship program)
Folder 99  University of Rochester (conference)
Folder 100 Woodrow Wilson National Fellowship Foundation

Grant Recipients for 1988
Folder 101 Antique Boat Museum (formerly The Thousand Island Shipyard Museum)
Folder 102 Florida Foundation for Future Scientists
Folder 103 Florida Institute of Technology
Folder 104 Hamilton College
Folder 105 Harbor Branch Oceanographic Institution
Folder 106 Harbor Branch Oceanographic Institution (summer intern program)
Folder 107 Undersea and Hyperbaric Medical Society, Inc.
Folder 108 United Way of Broome County, Inc.
Folder 109 University of Rochester
Folder 110 Vero Beach High School Student Scholarship
Folder 111 Woodrow Wilson National Fellowship Foundation

Grant Recipients for 1989
Box 8
Folder 112 Florida Foundation for Future Scientists
Folder 113 Harbor Branch Oceanographic Institution
Grant Recipients for 1989
Folder 118  United Way of Broome County, Inc.
Folder 119  University of Michigan
Folder 120  Vero Beach High School Student Scholarship

Grant Recipients for 1990
Folder 121  Florida Foundation for Future Scientists
Folder 122  Harbor Branch Oceanographic Institution
Folder 123  Harbor Branch Oceanographic Institution (fellowships)
Folder 124  Harbor Branch Oceanographic Institution (summer intern program)
Folder 125  Harbor Branch Oceanographic Institution (research grant)
Folder 126  Harbor Branch Oceanographic Institution (science fair)
Folder 127  Roberson Center for the Arts & Sciences
Folder 128  United Way of Broome County, Inc.
Folder 129  University of Michigan
Folder 130  University of Rochester
Folder 131  Vero Beach High School Student Scholarship

Grant Recipients for 1991

Folder 132  Harbor Branch Oceanographic Institution
Folder 133  Harbor Branch Oceanographic Institution (student scholarships)
Folder 134  Roberson Center for the Arts & Sciences
Folder 135  Roberson Center for the Arts & Sciences (supplement)
Folder 136  University of Central Florida
Folder 137  University of Central Florida (simulation grant)
Folder 138  University of Rochester (TAB)
Folder 139  University of Rochester (conference)

Grant Recipients for 1995
Folder 140  Roberson Museum and Science Center
Folder 141  University of Central Florida

**Link Foundation - Board of Trustees and Technical Assistance Board**
Boxes 9 - 15
Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1954 - 1959

Folder 142  Board of Trustees, Feb. 4, 1954
Folder 143  Board of Trustees, May 5, 1954
Folder 144  Board of Trustees, May 12, 1954
Folder 145  Board of Trustees, Oct. 4, 1954
Folder 146  Board of Trustees and Technical Assistance Board, Dec. 18, 1954
Folder 147  Technical Board of Assistance, Jan. 6, 1955
Folder 148  Board of Trustees and Technical Assistance Board, Aug. 1, 1955
Folder 149  Board of Trustees and Technical Assistance Board, Dec. 17, 1955
Folder 150  Board of Trustees, Investment Committee, Aug. 9, 1956
Folder 151  Board of Trustees, Investment Committee, Aug. 16, 1956
Folder 152  Board of Trustees and Technical Assistance Board, Oct. 22, 1956
Folder 153  Board of Trustees and Technical Assistance Board, Dec. 17, 1956
Folder 154  Board of Trustees, Sept. 16, 1957
Folder 155  Board of Trustees, Dec. 17, 1957
Folder 156  Board of Trustees, Dec. 17, 1958

Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1960 - 1969

Folder 157  Board of Trustees (?), May 11, 1960
Folder 158  Board of Trustees and Technical Assistance Board, Dec. 17, 1960
Folder 159  Technical Assistance Board, May 20, 1961
Folder 160  Board of Trustees and Technical Assistance Board, Dec. 18, 1961
Folder 161  Technical Assistance Board, March 31, 1962
Folder 162  Board of Trustees and Technical Assistance Board, Dec. 1, 4, 1962
Folder 163  Technical Assistance Board, Dec. 6, 1963
Folder 164  Technical Assistance Board, Dec. 17, 1964
Folder 165  Technical Assistance Board, April 13, 1965
Folder 166  Board of Trustees and Technical Assistance Board, Dec. 6, 1965
Folder 167  Technical Assistance Board, Feb. 17, 1966
Folder 168  Board of Trustees, June 16, 1966
Folder 169  Board of Trustees and Technical Assistance Board, Dec. 4-5, 1966
Folder 170  Board of Trustees, June 22, 1967
Folder 171  Board of Trustees and Technical Assistance Board, Dec. 3-4, 1967
Folder 172  Board of Trustees June 20, 1968
Folder 173  Board of Trustees and Technical Assistance Board, Dec 8-10, 1968
Folder 174  Board of Trustees June 19, 1969
Folder 175  Board of Trustees and Technical Assistance Board, Dec. 7-9, 1969

Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1970 - 1979
Board of Trustees, June 17, 1970
Folder 176

Board of Trustees and Technical Assistance Board, Dec. 6, 9, 1970
Folder 177

Board of Trustees, June 17, 1971
Folder 178

Board of Trustees and Technical Assistance Board, Dec. 5, 1971
Folder 179

Board of Trustees and Technical Assistance Board, Dec. 2, 1972
Folder 180

Technical Assistance Board, Sept. 16, 1973
Folder 181

Board of Trustees and Technical Assistance Board, Dec. 1-2, 1973
Folder 182

Board of Trustees, June 20, 1974
Folder 183

Board of Trustees and Technical Assistance Board, Dec. 15, 1974
Folder 184

Board of Trustees, June 18, 1976
Folder 185

Board of Trustees and Technical Assistance Board, Dec. 12, 1976
Folder 186

Board of Trustees, June 16, 1977
Folder 187

Board of Trustees and Technical Assistance Board, Dec. 11, 1977
Folder 188

Board of Trustees, June 15, 1978
Folder 189

Board of Trustees and Technical Assistance Board, Dec. 9, 1978
Folder 190

Board of Trustees, June 21, 1979
Folder 191

Board of Trustees and Technical Assistance Board, Dec. 15, 1979
Folder 192

Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1980 - 1984

Box 11

Folder 193

Board of Trustees, June 19, 1980
Folder 194

Board of Trustees and Technical Assistance Board, Jan. 10, 1981
Folder 195

Board of Trustees and Technical Assistance Board, Jan. 18, 1981
Folder 196

Board of Trustees, June 23, 1982
Folder 197

Board of Trustees and Technical Assistance Board, Jan. 15, 1983
Folder 198

Technical Assistance Board, June 22, 1983
Folder 199

Board of Trustees, June 23, 1983
Folder 200

Board of Trustees and Technical Assistance Board, Jan. 21, 1984
Folder 201

Board of Trustees, June 22, 1984
Folder 202

Technical Assistance Board, June 22, 1984
Folder 203

Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1985 - 1986

Box 12

Folder 204

Board of Trustees and Technical Assistance Board, Jan. 26, 1985
Folder 205

Board of Trustees and Technical Assistance Board, June 20, 1985
Folder 206

Board of Trustees and Technical Assistance Board, Jan. 18, 1986
Folder 207

Board of Trustees, June 20, 1986
Folder 208
1987 - 1988

Box 13
Folder 208  Board of Trustees and Technical Assistance Board, Jan. 16-17, 1987
Folder 210  Board of Trustees, Sept. 18, 1987
Folder 211  Technical Assistance Board, Jan. 21 -?, 1988
Folder 212  Board of Trustees, Jan. 23, 1988
Folder 213  Board of Trustees, June 15, 1988
Folder 214  Technical Assistance Board, June 15, 1988
Board of Trustees and Technical Assistance Board (TAB) Supplemental Meeting Minutes for 1989 - 1990

Box 14
Folder 215  Board of Trustees and Technical Assistance Board, Jan. 20-21 1989
Folder 216  Board of Trustees, Jan. 21, 1989
Folder 217  Board of Trustees and Technical Assistance Board, June 14, 1989
Folder 218  Board of Trustees, June 14, 1989
Folder 219  Board of Trustees, Jan. 20, 1990
Folder 220  Board of Trustees, Jan. 20, 1990
Folder 221  Board of Trustees and Technical Assistance Board, June 29, 1990
Board of Trustees, 1953-1983

Box 14A
Board of trustees, 1953 - 1983
Board of Trustees and Technical Assistance Board (TAB) Membership

Box 15
Folder 222  Board of Trustees and Technical Assistance Board, general liability and non-auto insurance, 1988 - 1994
Folder 223  Trustees and TAB liability insurance, 1988-1991
Folder 224  Trustees and TAB liability insurance, 1992-1994
Folder 225  Trustees and TAB honesty bond insurance, 1988-1993
Folder 226  Membership acceptances and resignations
Folder 227  Biographies
Folder 227A  Marilyn C. Link biographical materials
Folder 228  Photographs

Link Foundation - Audits and Financial Statements
Boxes 16-17

Box 16

Folder 229  Audit and financial statements, June 30, 1955
Folder 230  Audit and financial statements, June 30, 1956
Folder 231  Audit and financial statements, Dec. 31, 1956
Folder 232  Audit and financial statements, June 30, 1957
Folder 233  Audit and financial statements, Dec. 31, 1957
Folder 234  Audit and financial statements, June 30, 1958
Folder 235  Audit and financial statements, March 31, 1959
Folder 236  Audit and financial statements, June 30, 1959
Folder 237  Audit and financial statements, June 30, 1960
Folder 238  Audit and financial statements, June 30, 1961
Folder 239  Audit and financial statements, June 30, 1962
Folder 240  Audit and financial statements, June 30, 1963
Folder 241  Audit and financial statements, June 30, 1964
Folder 242  Audit and financial statements, June 30, 1965
Folder 243  Audit and financial statements, June 30, 1966
Folder 244  Audit and financial statements, June 30, 1967
Folder 245  Audit and financial statements, June 30, 1968
Folder 246  Audit and financial statements, June 30, 1969
Folder 247  Audit and financial statements, June 30, 1970
Folder 248  Audit and financial statements, June 30, 1971
Folder 249  Audit and financial statements, June 30, 1972
Folder 250  Audit and financial statements, June 30, 1973
Folder 251  Audit and financial statements, June 30, 1974
Folder 252  Audit and financial statements, June 30, 1975
Folder 253  Audit and financial statements, June 30, 1976
Folder 254  Audit and financial statements, June 30, 1977
Folder 255  Audit and financial statements, June 30, 1978
Folder 256  Audit and financial statements, June 30, 1979
Folder 257  Audit and financial statements, June 30, 1980

Audit and Financial Statements 1981 - 1993

Box 17

Folder 258  Audit and financial statements, June 30, 1981
Folder 259  Audit and financial statements, June 30, 1982
Folder 260  Audit and financial statements, June 30, 1983
Folder 261  Audit and financial statements, June 30, 1984
Folder 262  Audit and financial statements, June 30, 1985
Folder 263  Audit and financial statements, June 30, 1986
Folder 264  Audit and financial statements, June 30, 1987
Folder 265  Audit and financial statements, June 30, 1988
Folder 266  Audit and financial statements, June 30, 1989
Folder 267  Audit and financial statements, June 30, 1990
Folder 268  Audit and financial statements, June 30, 1991
Folder 269  Audit and financial statements, June 30, 1992 - June 30, 1993

Link Foundation - Annual Reports (1954-1973)

Box 18
Annual Reports

Box 18
Box  Folder  Contents
Folder 270  Annual Report, 1954
Folder 271  Annual Report, 1955
Folder 272  Annual Report, 1956
Folder 273  Annual Report, 1957
Folder 274  Annual Report, 1958
Folder 275  Annual Report, 1959
Folder 276  Annual Report, 1960
Folder 277  Annual Report, 1961
Folder 278  Annual Report, 1962
Folder 279  Annual Report, 1963
Folder 280  Annual Report, 1964
Folder 281  Annual Report, 1965
Folder 282  Annual Report, 1966
Folder 283  Annual Report, 1967
Folder 284  Annual Report, 1968
Folder 285  Annual Report, 1969
Folder 286  Annual Report, 1970
Folder 287  Annual Report, 1971
Folder 288  Annual Report, 1972
Folder 289  Annual Report, 1973

Link Foundation - Brochures, Newspaper Clippings, and Publications

Box 18
Brochures

Folder 290  Link Foundation Graduate Student Fellowships brochures
Folder 291  Link Foundation brochures

Newspaper Clippings and Press Releases
Folder 291A  Editorials about Sea Link tragedy
Folder 291B  Press releases
Folder 291C  Stover-Link Memorial fund press release

Publications
Folder 291D  The Story of the link Foundation; LINK

**Link Foundation - Taxes**

Box 19
Taxes

Folder 292  Tax Status, 1955
Folder 293  Income Taxes, Returns and correspondence, 1954-1959
Folder 294  Income Taxes, Returns and correspondence, 1960-1969
Folder 295  Income Taxes, Returns and correspondence, July 1, 1974 - June 30, 1975
Folder 296  Income Taxes, Returns and correspondence, July 1, 1983 - June 30, 1984
Folder 297  Income Taxes, Returns and correspondence, July 1, 1984 - June 30, 1985
Folder 298  Income Taxes, Returns and correspondence, July 1, 1985 - June 30, 1986
Folder 299  Income Taxes, Returns and correspondence, July 1, 1986 - June 30, 1987
Folder 300  Income Taxes, Returns and correspondence, July 1, 1987 - June 30, 1988
Folder 301  Income Taxes, Returns and correspondence, July 1, 1988 - June 30, 1989
Folder 302  Income Taxes, Returns and correspondence, July 1, 1989 - June 30, 1990
Folder 303  Income Taxes, Returns and correspondence, July 1, 1990 - June 30, 1991
Folder 304  Income Taxes, Returns and correspondence, July 1, 1992 - June 30, 1993
Folder 305  Income Taxes, Returns and correspondence, July 1, 1993 - June 30, 1994
Folder 305A  Income Taxes, Returns and correspondence, July 1, 1994 - June 30, 1995
Folder 306  Withholding, Returns and correspondence, 1954
Folder 307  Withholding, Returns and correspondence, 1983 - 1984
Folder 308  Withholding, Returns and correspondence, 1984 - 1985
Folder 309  Withholding, Returns and correspondence, 1985 - 1986
Folder 310  Withholding, Returns and correspondence, 1986 - 1987
Folder 311  Withholding, Returns and correspondence, 1987 - 1988
Folder 312  Withholding, Returns and correspondence, 1988 - 1989
Folder 313  Withholding, Returns and correspondence, 1989 - 1990
Folder 314  Withholding, Returns and correspondence, 1990 - 1991

**Link Foundation - Banking**
Box 20
Banking

Box 20
Folder Contents
Folder 315 Checking Account Statements, July 1986 - June 1987
Folder 316 Checking Account Statements, July 1987 - June 1988
Folder 317 Checking Account Statements, July 1988 - June 1989
Folder 318 Checking Account Statements, July 1989 - June 1990
Folder 319 Checking Account Statements, July 1990 - June 1991
Folder 320 Investment Portfolios, March 31, 1995 - June 1995
Folder 321 Paid Invoices, July 1987 - June 1988
Folder 322 Paid Invoices, July 1988 - June 1989
Folder 323 Paid Invoices, July 1989 - June 1990
Folder 324 Paid Invoices, July 1990 - June 1991
Folder 325 General Ledger, June 30, 1955 - June 30 1962

The Link-Hughes Collection
The photos on the preceding page (clockwise from top) show testing of model helicopters during World War II, as well as a variety of early Link enterprise sites.

The Link-Hughes Collection

**Scope and Content Note**

The collection referred to as the Link-Hughes Collection was acquired in 1996 after Hughes Training, Inc., decided to microfilm its historical records and retain only the microfilm copy. The originals of the microfilmed documents relevant to Binghamton's Link collections were offered to Binghamton University Libraries and accepted with gratitude.

The Link-Hughes Collection occupies 26 boxes, or approximately 9 cubic feet, and consists of 5,000 pieces. Categories of business-related documents include records of business transactions, minutes of meetings, contracts, certificates of incorporation, company photographs, correspondence (1943-1946) relating to the Canadian plant, and newspaper clippings. Documents and newspaper clippings pertaining to the Link family are also included.

Hughes Training, Inc. also provided copies of the microfilm and one diskette of all the documents that it donated to both Binghamton University, and the Smithsonian Institution. However, it should be noted that the substantial photographic collection consisting of early Link trainers, manufacturing plants, and employees was not microfilmed by Hughes Training, Inc.

**Description of Series**

Army and U.S. Navy contracts for trainers, along with pertinent correspondence. The sub-series contains the contractor's copies of the contracts. The incoming correspondence is mostly originals and the outgoing correspondence consists mostly of carbon copies. The documents are arranged chronologically.

1
Contracts, Walsh-Healey Labor Act (1937-1938). Sub-series consists of original contract documents for trainers and the correspondence pertaining to the elimination of the stipulations of the Walsh-Healey Labor Act from contract NOs-58968. The correspondence in this sub-series is primarily carbon copies.

Contracts, U.S. Civilian (1935-1941). Sub-series consists of original purchase orders for trainers from U.S. airlines and aviation schools. The purchase orders in this sub-series are arranged alphabetically by airline, or school and, thereunder, chronologically. There is a carbon copy of one contract in this sub-series.

2
Contracts, Foreign Government/Military (1934-1941). Sub-series consists of original purchase orders and copies of contracts for trainers from foreign governments. The documents in this sub-series are arranged alphabetically by nation and, thereunder, chronologically.
Contracts, Foreign Civilian (1937-1941). Sub-series consists of original purchase orders for trainers from foreign airlines. The documents in this sub-series are arranged alphabetically by airline, or purchasing agent and, thereunder, chronologically.
Correspondence. Sub-series consists of Canadian Plant Correspondence (1938-1944), British Correspondence (1937-1942), and Service Department Correspondence (1938-1944). The correspondence in these sub-series is mostly originals of incoming and carbon copies of outgoing correspondence. The documents are arranged chronologically.

Correspondence, Spare/Replacement Parts. Sub-series consists of General (1938-1943), Contract DA W 535 ac-626 (1941-1942), Conversion of French Trainers to British (1939-1941), Contract F-669 Ex-French 66 (1941-1942), Contract F-217 Ex-French 76 (1941-1942), and Contract F-233 Ex-French 96 (1942). These sub-series consist of correspondence, contracts, shipping orders,
and bills of lading. The correspondence in these sub-series is mostly originals of incoming and carbon copies of outgoing correspondence. The other documents are mostly carbon copies. The documents are arranged chronologically.

3-4

Instruments (1937-1954). Sub-series consists of specifications and correspondence pertaining to navigational instruments and trainer components manufactured by Link Aviation Devices, Inc. The sub-series is arranged alphabetically by instrument, sub-divided into specifications and correspondence and, thereunder, arranged chronologically. Most documents in this subseries are carbon copies, with some originals and some handwritten design notes.

5

Trainers (1940-1967). Sub-series consists of correspondence, specifications, and manuals for Link Trainers. The sub-series is arranged alphabetically by trainer, sub-divided into specifications, correspondence, and manuals and, thereunder, arranged chronologically. Most documents in this sub-series are carbon copies, with some originals and some handwritten design notes.

6


7-8

Proofs of Patent (P.W. Jensen). Sub-series consists of specifications and registered mail cancellations proving originality of patents held by P. W. Jensen.

Infringement Indemnity Clause (1943). Sub-series consists of correspondence relating to Link Aviation Devices's objections to this clause in government contracts. The correspondence is arranged chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence.
Royalties (1943-1945). Sub-series consists of correspondence relating to royalties due Edwin A. Link, and others, for patents held. The correspondence is arranged chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon copies of out-going correspondence.

Royalty Adjustment (1943-1944). Sub-series consists of correspondence, legal arguments, and hearing proceedings relating to the adjustment of royalties due Edwin A. Link, and others. With the exception of the legal arguments, which are filed separately, the documents in this sub-series are arranged chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence.

Licensing (1942-1962). Sub-series consists of correspondence and carbon copies of licenses relating to patents used in Link trainers. The licensing agreements with individuals are arranged chronologically. The agreements with other companies are arranged alphabetically by company and, thereunder, chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence.

Contract Renegotiation. Sub-series consists of Correspondence (1942-1947), Miscellaneous, Publications (Government), and Publications (Industry and Media).

Correspondence (1942-1947). Sub-series consists of incoming and outgoing correspondence relating to the renegotiation of government war contracts. The correspondence is arranged chronologically. The correspondence in this sub-series is primarily originals of incoming and carbon copies of outgoing correspondence.

Miscellaneous. Sub-series consists of essays on contract renegotiation by various authors. These are mostly carbon copies and are arranged alphabetically by title, and thereunder chronologically.

Publications (Government). Sub-series consists of articles published on behalf of the U.S. government mostly supporting contract renegotiation. These original copies are arranged alphabetically by title.

Publications (Industry and Media). Sub-series consists of articles published on behalf of industry mostly against contract renegotiation. These original copies are arranged alphabetically by title and, thereunder, chronologically.

Excess Profits Tax Relief (1943-1950). Sub-series consists of correspondence relating to Link Aviation Devices, Inc. and Link Aviation, Inc. attempting to recoup tax moneys paid. The correspondence is arranged chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon
copies of outgoing correspondence.

Cost Comparison. Sub-series consists of Military (1946), Commercial Aviation (1944), American Flyers (1943-1944), and Spartan School of Aeronautics (1944). Military (1946). Sub-series consists of copies of an army press release. Also contained in this sub-series is an essay from the Navy Research Center.

Commercial Aviation (1944). Sub-series consists of correspondence with several aviation schools. The correspondence is arranged alphabetically by school, and thereunder chronologically. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence. Also contained in this sub-series are copies of the forms sent to the schools and an issue of Civil Aeronautics Journal.

American Flyers (1943-1944). Sub-series consists of correspondence and cost comparison records of the American Flyers aviation school. The documents are arranged chronologically. The records are mostly carbon copies. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence.

Spartan School of Aeronautics (1944). Sub-series consists of correspondence and cost comparison records of the Spartan School of Aeronautics. The documents are arranged chronologically. The records are mostly carbon copies. The correspondence in this sub-series is mostly originals of incoming and carbon copies of outgoing correspondence.


Accounting System (1948). Sub-series consists of correspondence relating to proposed changes in Link Aviation, Inc.’s accounting system. Original and carbon copy documents are arranged chronologically.

Brochures. Sub-series consists of original copies of company brochures for Link Aviation, Inc. products arranged alphabetically.

Industrial Relations (1943-1969). Consists of documents relating to Link employees. Contained in this sub-series are employee handbooks and brochures for various employee benefits. Documents in this sub-series are arranged alphabetically and, thereunder, chronologically.


Plant Appraisal (1952-1953). Sub-series consists of carbon copies of plant appraisals arranged alphabetically by plant and, thereunder, chronologically.

Trainers and Simulators (1929-1973) sub-series consists of lists of trainer deliveries and descriptions of Link trainers and simulators.
Board of Directors, Executive Committee and Stockholders (Minutes of Meetings, 1935-1954) sub-series consists of photo- and mimeograph copies of the Link Aviation Devices, Inc. and the Link Aviation, Inc. Minute Book arranged chronologically.

General Precision, Inc., Board of Directors and Executive Committee (1960-1967). Subseries consists of mimeograph and carbon copies of meeting minutes arranged chronologically.

Subsidiary Boards of Directors. Sub-series consists of mimeograph and carbon copies of meeting minutes arranged alphabetically by company name and, thereunder, chronologically.

Company Histories. Sub-series consists of histories of the development of Link Aviation and related companies. The sub-series is arranged alphabetically by company and, thereunder, alphabetically by subject. Also contained in this sub-series is Factory Shipping Order No. 1 (03 January 1941).

Events. Sub-series consists of documents and correspondence relating to planned Link Aviation, Inc. events. The sub-series is arranged chronologically. The correspondence in this sub-series is largely originals of incoming and carbon copies of outgoing correspondence arranged chronologically and, thereunder, alphabetically; incoming by writer, outgoing by recipient. Contained within this sub-series are envelopes bearing the 50th Anniversary of Simulated Flight postal cancellation stamp.

Biographical Data. Sub-series consists of vital statistics, biographies, and biography related documents. The documents are arranged alphabetically by person and, thereunder, alphabetically by title, except for the biographies of Edwin A. Link which are
arranged chronologically.

16
Miscellaneous. Sub-series consists of a copy of Navy security procedures, a list of artwork used on Link Division calendars from 1973-1993, a packet of information on photographic color printing, and anonymous handwritten notes found in a copy of Edwin A. and Marion C. Link's monograph, A New Theory On Columbus's Voyage Through The Bahamas.

Photographs. Photographs are arranged by subject.

17-19

Ledgers. Ledgers are arranged chronologically.

20-21

Scrapbooks. Scrapbooks are arranged chronologically.

22-25

Newspaper Clippings. Newspaper clippings are arranged by subject, and thereunder alphabetically by title. This sub-series also contains drawings pertaining to the Crooked Lake Fur, Fin, and Feather Club and blueprints of the workstation layout of the Hillcrest plant (Plant 1) and oversized photographs.

26


Microfilm

The computer diskette contain lists of the documents Hughes Training donated to Binghamton University and the Smithsonian Institution.
Container List

**Link-Hughes - Contracts**

Boxes 1-2
Contracts

Box 1
Folder Folder 1
U.S. Army Air Corp: Trainers, 1934
Reel Microfilm Reel HD 003
Folder Folder 2
U.S. Army Air Corp: Trainers, 1935
Reel HD 003
Folder Folder 3
U.S. Army Air Corp: Trainers, 1936
Reel HD 003
Folder Folder 4
U.S. Army Air Corp: Instruments, 1937
Reel HD 003
Folder Folder 5
U.S. Army Air Corp: Trainers, 1937
Reel HD 003
Folder Folder 6
Reel HD 003
Folder Folder 7
U.S. Army Air Corp: Trainers, 1938
Reel HD 003
Folder Folder 8
U.S. Army Air Corp: Trainers, 1939
Reel HD 003
Folder Folder 9
Reel HD 003
Folder Folder 10
U.S. Army Air Corp: Instruments, 1940
Reel HD 003
Folder Folder 11
U.S. Army Air Corp: Trainers, 1940
Reel HD 003
Folder Folder 12
U.S. Army Air Corp: Instruments, 1941
Reel HD 003
Folder Folder 13
U.S. Army Air Corp: Trainers, 1941
Reel HD 003
Folder Folder 14
U.S. Navy: Trainers, 1935
Reel HD 003
Folder Folder 15
U.S. Navy: Trainers, 1936
Reel HD 003
Folder Folder 16
U.S. Navy: Trainers, 1937
Reel HD 003
Folder Folder 17
U.S. Navy: Trainers, 1938
Reel HD 003
Folder Folder 18
U.S. Navy: Trainers, 1939
Reel HD 003
Folder Folder 19
U.S. Navy: Trainers, 1941
Reel HD 003
Folder Folder 20
Walsh-Healey Labor Act, Nov. 21, 1937 - Oct. 4, 1938
Reel HD 003
Box Box 2
Folder Folder 21
U.S. civilian, 1935-1941
Reel HD 003
Folder Folder 22
Foreign government/military: Argentina-Estonia
Reel HD 003
Folder Folder 23
Foreign government/military: Finland-Yugoslavia
Reel HD 003
Folder Folder 24
Foreign civilian, 1937-1941
Reel HD 003
Folder Folder 24A
General Precision work authorization, 1963
Reel ------*
Folder Folder 24B
-Snedlow work quotations & warranty, 1971
Reel ------*

**Link-Hughes - Correspondence**

Boxes 2 - 4
Correspondence

Box 2
Folder Folder 25
Canadian plant, July 27, 1937 - Aug. 9, 1944
Reel HD 002
Folder Folder 26
British, 1937-1939
Reel HD 003
Folder Folder 27
British, 1941
Reel HD 003
Folder Folder 28
British, 1942
Reel HD 003
Folder Folder 29
Service Department, 1938
Reel HD 003
Folder Folder 30
Service Department, 1939
Reel HD 003
Folder Folder 31
Service Department, 1940
Reel HD 003
Folder Folder 32
Service Department, 1941
Reel HD 003
Folder Folder 33
Service Department, 1944
Reel HD 003
Box Box 3
Folder Folder 34
Spare/replacement parts: General, 1938
Reel HD 003
Folder Folder 35
Spare/replacement parts: General, 1939
Reel HD 003
Folder Folder 36
Spare/replacement parts: General, 1940
Reel HD 003
Folder Folder 37
Spare/replacement parts: General, 1941
Reel HD 003
Folder Folder 38
Spare/replacement parts: General, 1942-1943
Reel HD 003
Folder Folder 39
Spare/replacement parts: Contract DA W-535-ac-626, 1941-1942
Reel HD 003
Box Box 4
Folder Folder 40
Spare/replacement parts: Conversion of French Trainers to British Trainers, Dec. 21, 1939 - Dec. 22, 1941
Reel HD 003
Folder Folder 41
Spare/replacement parts: Contract F-669 Ex-French 66 1941-1942
Reel HD 003
Folder Folder 42
Spare/replacement parts: Contract F-217 Ex-French 76, 1941
Reel HD 003
Folder Folder 43
Spare/replacement parts: Contract F-217 Ex-French 76, 1942
Reel HD 003
Folder Folder 44
Spare/replacement parts: Contract F-233 Ex-French 96, 1942
Reel HD 003

**Link-Hughes - Instruments**

Box 5
Instruments

Box 5
Folder Folder 45
Air Position Indicator: Correspondence, Oct. 9, 1940 - Sept. 15, 1941
Reel HD 002
Folder Folder 46
Air Trainers Limited: List of feedback and amplifier drawings
Reel HD 003
Folder Folder 47
Automatic Radio Direction Finding: Specifications, Feb. 12, 1943
Reel HD 002
Folder Folder 48
Automatic Rangers: Specifications, 1945 HD 002
Folder Folder 49
Ball Bank Indicators: Specifications, 1945
Reel HD 003
Folder Folder 50
Bombsight and Flight Control: Correspondence January 15, 1941 - November?, 1943
Reel HD 002
Folder Folder 51
Celestial Dome Positioning (Automatic): Specifications, 1942
Reel HD 002
Folder Folder 52
Celestial Navigation Dome Stars: Specifications/patent application, June 18, 1943
Reel HD 002
Folder Folder 53
Collimator set-up in CNT buildings: Specifications, Jan. 4, 1944 - Jan. 7, 1944
Reel HD 002
Folder Folder 54
Constant altitude control for helicopters, Oct. 22, 1943
Reel HD 002
Folder Folder 55
Reel HD 002
Folder Folder 56
Reel HD 003
Folder Folder 57
“Sense” antenna on CNT radio: Specifications, Sept. 29, 1941
Reel HD 002
Folder Folder 58
Sextant Averaging Devices: Specifications, March 6, 1943
Reel HD 002
Folder Folder 59
Sextant Test Collimators: Correspondence, Oct. 26, 1940 - Sept. 11, 1941
Reel HD 002
Folder Folder 60
Sextants (Octants) and Collimators: Correspondence, June 5, 1941 - Sept. 13, 1946
Reel HD 002
Folder Folder 61
Sextants (Octants) and Collimators: Correspondence, June 6, 1951 - May 11, 1954
Reel HD 002
Folder Folder 62
Sextants: Sales records (commercial), December 15, 1944
Reel HD 002
Folder Folder 63
Shand and Jurs Telepulse II Transmitter: press release
Reel HD 002
Folder Folder 64
Star Globe: Correspondence and patent application, Nov. 1, 1939 - Oct. 28, 1940
Reel HD 002
Folder Folder 65
Wind Drift Device: Correspondence, July 26, 1940 - Nov. 19, 1941
Reel HD 002
Folder Folder 66
Wind Drift Device (Auxiliary): Specifications
Reel HD 002

**Link-Hughes - Trainers**

Box 6
Trainers

Box 6
Folder Folder 67
A-7 Bombing Trainer: Specifications, April 6, 1945
Reel HD 002
Folder Folder 68
Aerial Gunnery Trainer: Correspondence, Oct. 7, 1940 - Jan.16, 1942
Reel HD 002
Folder Folder 69
Aerial Gunnery Trainer (Types E-8 and E-8A): Manuals, May 10, 1945
Reel HD 002
Folder Folder 70
Aerial Gunnery Trainer (Types E-14 and E-14A): Manuals, July 10, 1945
Reel HD 002
Folder Folder 71
Celestial Navigation and Bombing Trainer: Correspondence, July 17, 1940-Oct. 26 1940
Reel HD 002
Folder Folder 72
Celestial Navigation Trainer: Correspondence, June 6, 1942 - Nov. 17, 1943
Celestial Navigation Trainer (Type AN-T-34): Specifications, Technical Order 28-5B-18, June 6, 1945

Celestial Navigation Trainer (Type AN-T-34): Specifications, Technical Order 28-5B-23, Sept. 1, 1945

Celestial Navigation Trainer: Service Trial Report, Canadian, Sept. 1, 1941

Celestial Navigation Trainer: Reports, U.S., July 21, 1944

Crew Coordinating Trainer: Specifications, March 6, 1943

Flight Performance System X-1: Test data and correspondence April 26, 1946 - Aug. 30, 1946

Link Instrument Flying Trainers: Model descriptions, 1950

Link Trainers at the Smithsonian Institution: Correspondence, March 27, 1967

Office of Naval Research: Special Devices Guide

---

**Link-Hughes - Patents**

Boxes 7-8
Patents

Box 7
Folder Folder 82
Radio Range Trainer: Proofs of Patent, Philip W. Jensen
Reel HD 003
Folder Folder 83
Infringement Indemnity Clause: Correspondence, Jan. 15, 1943 - Feb. 24, 1943
Reel ----*
Folder Folder 84
Royalties: Correspondence, Jan. 19, 1943 - April 9, 1945
Reel HD 002
Folder Folder 85
Royalty Adjustments: Legal arguments and precedents
Reel HD 002
Folder Folder 86
Royalty Adjustments: Correspondence, May 24, 1943 - June 30, 1943
Reel HD 002
Folder Folder 87
Royalty Adjustments: Hearing proceedings and patents, July 2, 1943
Reel HD 002
Folder Folder 88
Royalty Adjustments: Correspondence, July 3, 1943 - Dec. 31, 1943
Reel HD 002
Folder Folder 89
Royalty Adjustments: Correspondence, Jan. 1, 1944 - June 30, 1944
Reel HD 002
Patents

Box 8
Folder Folder 90
Licensing, 1945
Reel HD 002
Folder Folder 91
Licensing, 1946
Reel HD 002
Folder Folder 92
Licensing, 1950
Reel HD 002
Folder Folder 93
Licensing, 1951
Reel HD 002
Folder Folder 94
Licensing: Air Trainers, Ltd., Correspondence, 1946
Reel HD 003
Folder Folder 95
Licensing: Air Trainers, Ltd., Correspondence, 1947
Reel HD 003
Folder Folder 96
Licensing: Air Trainers, Ltd., Correspondence, 1948
Reel HD 003
Folder Folder 97
Licensing: Air Trainers, Ltd., Correspondence, 1949
Reel HD 003
Folder Folder 98
Licensing: Air Trainers, Ltd., Correspondence, 1950-1958
Reel HD 003
Folder Folder 99
Licensing: Character Recognition Corp., 1954-1962
Reel HD 003
Folder Folder 99A
Link - GPS License Agreements, 1959
Reel -----*
Folder Folder 100
Licensing: Rhodes and Yeager, 1942-1944
Reel HD 002

**Link-Hughes - Contract Renegotiation**

Box 9
Folder Folder 101
Correspondence, May 29, 1942 - Dec. 31, 1942
Reel HD 002
Folder Folder 102
Correspondence, Jan. 8, 1943 - Dec. 27, 1943
Reel HD 002
Folder Folder 103
Correspondence, Feb. 22, 1944 - Nov. 2, 1944
Reel HD 002
Folder Folder 104
Correspondence, Jan. 11, 1945 - March 7, 1947
Reel HD 002
Folder Folder 105
Miscellaneous
Reel HD 002
Folder Folder 106
Publications: Government, Aug. 6, 1940 - June 30, 1943
Reel HD 002
Folder Folder 107
Publications: Industry and media, May 22, 1942 - Sept. 16, 1948
Link-Hughes - Excess Profits Tax Relief
Link-Hughes - Excess Profits Tax Relief

Box 10
Excess Profits Tax Relief

Box 10
Folder Folder 108
Correspondence, 1943
Reel HD 002
Folder Folder 109
Correspondence, 1944
Reel HD 002
Folder Folder 110
Correspondence, Jan. 1945 - May 1945
Reel HD 002
Folder Folder 111
Correspondence, June 1945 - Oct. 1945
Reel HD 002
Folder Folder 112
Correspondence, 1946-1947
Reel HD 002
Folder Folder 113
Correspondence, 1949-1950
Reel HD 002
Folder Folder 114
Cost Comparison: Military, press release, April 4, 1946
Reel HD 002
Folder Folder 115
Cost Comparison: Commercial Aviation, Correspondence, Jan. 15, 1944-March 14, 1944
Reel HD 002
Folder Folder 116
Cost Comparison: American Flyers, Correspondence, Feb. 16, 1943 April 6, 1944
Reel HD 002
Folder Folder 117
Cost Comparison: Spartan School of Aviation, Correspondence, Feb. 1, 1944 - March 22, 1944
Reel HD 002
Link-Hughes - Link Aviation, Inc.

Boxes 11 - 12
Link Aviation, Inc.

Box 11
Folder Folder 118
Accounting system: Proposed changes, 1948
Reel HD 003
Folder Folder 119
Brochures: Apollo and Lunar Module Simulator
Reel HD 003
Folder Folder 120
Brochures: Link boats
Reel HD 003
Folder Folder 121
Brochures: Link trainers and instruments
Reel HD 003
Folder Folder 122
Industrial relations: Employee Handbook, 1943
Reel HD 003
Folder Folder 123
Industrial relations: Your Job at Link Aviation, 1953
Reel HD 003
Folder Folder 124
Industrial relations: Employee orientation, 1955
Reel HD 003
Folder Folder 125
Industrial relations: Knapp vs. Link Aviation Inc., release of responsibility legal document, April 11, 1947
Reel HD 003
Folder Folder 126
Industrial relations: Link Athletic Club, (1959)
Reel HD 003
Folder Folder 127
Industrial relations: A Link In Your Future, 1951
Reel HD 003
Folder Folder 128
Industrial relations: The Link Log, Nov. - Dec. 1969
Reel HD 003
Folder Folder 129
Industrial relations: Pension plan, 1960
Reel HD 003
Folder Folder 130
Insurance: 1953 Report for Insurance Coverage
Reel HD 003
Folder Folder 131
Plant appraisal: Hillcrest, NY plant, 1953, preliminary
Reel HD 003
Folder Folder 132
Plant appraisal: Hillcrest, NY plant, 1953, final
Reel HD 003
Folder Folder 133
Plant appraisal: Kabyrd Corp; Frederick Street, Binghamton, NY, 1952
Reel HD004
Folder Folder 134
Trainers and simulators: Delivery lists
Reel HD 003
Folder Folder 135
Trainers and simulators, 1929-1973
Reel HD 003
Box Box 12
Folder Folder 136
Reel HD 003
Folder Folder 137
Board of Directors, Minutes of Meetings, 1935
Reel HD 003
Folder Folder 138
Board of Directors and Stockholders, Minutes of Meetings, 1936
Reel HD 003
Folder Folder 139
Board of Directors and Stockholders, Minutes of Meetings, 1937
Reel HD 003
Folder Folder 140
Board of Directors and Stockholders, Minutes of Meetings, 1938
Reel HD 003
Folder Folder 141
Board of Directors and Stockholders, Minutes of Meetings, 1939
Reel HD 003
Folder Folder 142
Board of Directors and Stockholders, Minutes of Meetings, 1940
Reel HD 003
Folder Folder 143
Board of Directors and Stockholders, Minutes of Meetings, 1941
Link-Hughes - General Precision, Inc.

Box 13
General Precision, Inc.

Box 13
Folder Folder 157
Board of Directors and Executive Committee, Minutes of Meetings, 1960
Reel HD 003
Folder Folder 158
Board of Directors and Executive Committee, Minutes of Meetings, 1961
Reel HD 003
Folder Folder 159
Board of Directors and Executive Committee, Minutes of Meetings, 1962
Reel HD 003
Folder Folder 160
Board of Directors and Executive Committee, Minutes of Meetings, 1963
Reel HD 003
Folder Folder 161
Board of Directors and Executive Committee, Minutes of Meetings, 1964
Reel HD 003
Folder Folder 162
Board of Directors and Executive Committee, Minutes of Meetings, 1965
Reel HD 003
Folder Folder 163
Board of Directors and Executive Committee, Minutes of Meetings, 1966
Reel HD 003
Folder Folder 164
Board of Directors and Executive Committee, Minutes of Meetings, 1967
Reel HD 003

Link-Hughes - Subsidiary Boards of Directors

Box 14
Subsidiary Boards of Directors

Box 14
Folder Folder 165
Electrofab, Inc.: Board of Directors, Minutes of Meetings, Jan. 22, 1962 - Aug. 9, 1965
Reel HD 003
Folder Folder 166
GPE Controls, Inc.: Board of Directors, Minutes of Meetings, and Correspondence, Oct. 1, 1960
- Dec. 11, 1967
Reel HD 003
Folder Folder 167
Shand and Jurs Co.: Board of Directors, Minutes of Meetings, May 25, 1964 - Nov. 29, 1965
Reel HD 003

**Link-Hughes - Company Histories**

Box 14
Company Histories

Box 14
Folder Folder 168
Advanced Product Operation
Reel HD 004
Folder Folder 169
Electrofab, Inc.: Articles of Incorporation and Bylaws, 1961-1964
Reel HD 003
Folder Folder 170
General Precision, Inc. 1967
Reel HD 004
Folder Folder 171
Reel HD 003
Folder Folder 172
Houston Simulation Operations
Reel HD 004
Folder Folder 173
Link Aviation, Inc.: Factory shipping order No. 1, Jan. 3, 1941
Reel HD 003
Folder Folder 174
Link Aviation, Inc.: Flight simulation
Reel HD 003
Folder Folder 175
Link Aviation, Inc.: Genealogy
Reel HD 003
Folder Folder 176
Link Aviation, Inc.: The Link Story, 1953
Reel HD 003
Folder Folder 177
Link Aviation, Inc.: Now Digital Flight Simulation
Reel HD 003
Link-Hughes - Events

Box 15
Events

Box 15
Folder Folder 186
Reel HD 004
Folder Folder 187
25th Anniversary of Simulated Flight: Program, schedules, and speeches
Reel HD 004
Folder Folder 188
Groundbreaking: Broome Industrial Park, 1965
Folder Folder 189
Mohawk Airlines, Inc.: Edwin A. Link Training Center dedication, April 20, 1967
Reel ________*
Folder Folder 190
Link Foundation: Recognition Luncheon, April 25, 1967
Reel ________*
Folder Folder 191
Edwin Albert Link’s 75th Birthday, Binghamton Sun-Bulletin special edition
Reel HD 004
Folder Folder 192
50th Anniversary of Simulated Flight, Postal cancellation
Reel HD 004
Folder Folder 193
50th Anniversary of Simulated Flight, Arena Event, June 15, 1979
Reel HD 004
Folder Folder 194
50th Anniversary of Simulated Flight, Correspondence, April 4, 1978 - Nov. 19, 1979
Reel HD 004
Folder Folder 195
50th Anniversary of Simulated Flight, Chamber of Commerce Dinner, Oct. 6, 1979
Reel HD 004
Folder Folder 196
Groundbreaking, Kirkwood plant, 1981
Reel HD 004
Folder Folder 197
Memorial concert for Edwin A. Link, 1981
Reel HD 004
Folder Folder 198
Building dedication, Kirkwood plant, 1983
Reel HD 004

**Link-Hughes - Biographical Data**

Box 16
Biographical Data

Box 16
Folder Folder 199
Reel HD 004
Folder Folder 200
Edwin Albert Link
Reel HD 004
Folder Folder 201
Edwin Albert Link, Awards and citations
Reel HD 003
Folder Folder 202
Edwin Albert Link, Biographies
Reel HD 004
Folder Folder 203
Edwin Albert Link, Articles about EAL
Reel HD 004
Folder Folder 204
Edwin Albert Link, Notes for The Pilot Maker
Reel HD 003
Folder Folder 205
Edwin Albert Link, Obituaries, Sept. 7, 1981
Reel HD 004
Folder Folder 206
E.A. and G.T. Link, Duties within Link Aviation Devices, Inc., May 29, 1942
Reel HD 004
Folder Folder 206A
E. A. Link's record as General Precision president
Reel ________ *
Folder Folder 207
George T. Link
Reel HD 003
Folder Folder 208
Marilyn C. Link
Reel HD 003
Folder Folder 209
Marion Clayton Link
Reel HD 003
Folder Folder 210
Theodore E. Mulford
Reel HD 004

**Link-Hughes - Miscellaneous**

Box 16
Miscellaneous

Box 16
Folder Folder 211
Miscellaneous
Reel _________ *
Link-Hughes - Photographs

Boxes #17-19
Box Box 17
Photographs
Folder Folder 212
Edwin A. Link
Folder Folder 213
Edwin A. Link
Folder Folder 214
Edwin A. Link award ceremonies
Folder Folder 215
George T. Link
Folder Folder 216
Executive officers of Link, General Precision, and Singer-Link
Folder Folder 217
Link President Houser with Broome County, NY politicians
Folder Folder 218
Dick Slayton visits Link
Folder Folder 219
Link employees at work
Folder Folder 220
Link employees at work
Folder Folder 221
Link employees at play
Folder Folder 222
Link 10 Year Club dinner, 1966
Folder Folder 223
Link Twenty-five Years of Service Club
Folder Folder 224
Unidentified Link employee dinner
Folder Folder 225
25th Anniversary of Simulated Flight dinner, 1954
Folder Folder 226
50th Anniversary of Simulated Flight postal cancellation, Jan. 2, 1979
Folder Folder 227
50th Anniversary of Simulated Flight event at the Broome County Arena, June 15, 1979
Folder Folder 228
50th Anniversary of Simulated Flight, Broome County Chamber of Commerce dinner, Oct. 6, 1979
Box Box 18
Folder Folder 229
Link Aviation Plant 1
Folder Folder 230
Link Aviation Plant 2
Folder Folder 231
Link Aviation Plant 3
Folder Folder 232
Link Aviation Plant, unidentified
Folder Folder 233
Link Aviation trainer production photographs
Folder Folder 234
Link Aviation Training Center
Folder Folder 235
Link Kirkwood facility artist drawings
Folder Folder 236
Link Kirkwood facility groundbreaking ceremony, May 7, 1965
Folder Folder 237
Link Kirkwood facility construction photographs
Folder Folder 238
Singer-Link aerial photographs, transparencies, and negatives
Folder Folder 239
Link Simulation Headquarters groundbreaking ceremony, 1981
Folder Folder 240
Link Simulation Headquarters dedication, 1983 (See Box 26 for blueprints of dedication banquet table arrangement)
Folder Folder 241
Link Simulation Headquarters, interior and exterior
Folder Folder 242
Link-General Precision, Pleasantville, NY facility
Folder Folder 243
General Precision, Palo Alto, CA facility
Folder Folder 244
General Precision, Riverdale, MD facility closing
Box Box 19
Folder Folder 245
Aqua trainers
Folder Folder 245A
Aqua Trainer negatives
Folder Folder 246
Automobile trainers
Folder Folder 247
Celestial Navigational (Polar) trainers
Folder Folder 248
Collimators
Folder Folder 248A
Amelia Earhardt in an early Link Trainer
Folder Folder 249
Flight simulators
Folder Folder 250
Flight simulation equipment close-ups
Folder Folder 251
Flight (Esprit) simulation equipment
Folder Folder 252
Helicopter trainers
Folder Folder 253
Lunar (Apollo) simulator
Folder Folder 254
Pipeline simulators
Folder Folder 255
Submarine trainers
Folder Folder 256
Electronic products
Folder Folder 257
Tank gauge
Folder Folder 257A
Linkboat
Folder Folder 258
Linkanoe
Folder Folder 259
Submarine (gas powered) designs
Folder Folder 260
Military related photographs
Folder Folder 261
Plane at the Albany, NY municipal airport
Folder Folder 262
Landscapes
Folder Folder 263
Les Morgan
Folder Folder 263A
Port Royal pocketwatch
Folder Folder 264
Partial list of Edwin A. Link photographs in the Link-Hughes collection

**Link-Hughes - Ledgers**

Boxes 20-21
Box Box 20
Ledgers
Container Ledger 1
General ledger, 1945-1946
Container Ledger 2
Sales and operating expenses, 1951
Box Box 21
Container Ledger 3
Executive salaries, 1954

**Link-Hughes - Scrapbooks**

Boxes 22-25
Box Box 22
Scrapbooks
Container Scrapbook 1
Link Aviation newspaper clippings, 1927-1943
Box Box 23
Container Scrapbook 2
Link-General Precision newspaper clippings, 1964-1967
Box Box 24
Container Scrapbook 3
Link-General Precision newspaper clippings, 1965
Box Box 25
Container Scrapbook 4
Link-General Precision newspaper clippings, 1966
Container Daybook 1
Edwin A. Link's leather bound and monogrammed 1947 daybook

**Link-Hughes - Newspaper Clippings and Oversized Items**

Box 26
Newspaper Clippings

Box 26
Folder Folder 265
Blueprints of the table arrangement of the Link Simulation Headquarters dedication banquet
Reel __________ *
Folder Folder 266
Bryan, Otis
Reel HD 004
Folder Folder 267
Contract renegotiation
Reel HD 004
Folder Folder 268
Crooked Lake (Fur, Fin, and Feather Club)
Reel HD 004
Folder Folder 269
50th Anniversary of Simulated Flight
Reel HD 004
Folder Folder 270
Harbor Branch, Inc.
Reel HD 004
Folder Folder 271
Link, Clayton (accident related articles)
Reel HD 004
Folder Folder 272
Link, Edwin A.
Reel HD 004
Folder Folder 273
Link, Edwin A. (75th birthday article, Binghamton Sun-Bulletin) Special Edition
Reel HD 004
Folder Folder 274
Link, Edwin A. (obituaries)
Reel HD 004
Folder Folder 275
Link company plane crash, May 17, 1967
Reel HD 004
Folder Folder 276
Link Kirkwood plant
Reel HD 004
Folder Folder 277
25th Anniversary of Simulated Flight
Reel HD 004
Oversized Photographs

Folder Folder 278
Link Trainer
Reel ________ *
Folder Folder 279
Sextant
Reel ________ *
Folder Folder 280
Linkboat
Reel ________ *
Folder Folder 281
Submarine designs
Reel __________*
Oversized Miscellaneous Items

Folder Folder 282
U.S. Air Force calendar art

Links-Hughes - Microfilm
Reel Reel 1
Aviation Week: vol. 52-53, 1950
Reel Reel 2
Aviation Week: vol. 54-55, 1951
Reel Reel 3
Aviation Week: vol. 56; Jan. - June 1952, Reel 1 of 2
Reel Reel 4
Aviation Week: vol. 57; July - Dec. 1952, Reel 2 of 2
Reel Reel 5
Aviation Week: vol. 58; Jan. - June 1953, Reel 1 of 2
Reel Reel 6
Aviation Week: vol. 59; July - Dec. 1953, Reel 2 of 2
Reel Reel 7
Aviation Week: vol. 60; Jan. - June 1954, Reel 1 of 2
Reel Reel 8
Aviation Week: vol. 61; July - Dec. 1954, Reel 2 of 2
Reel Reel 9
Aviation Week: vol. 62; Jan. - June 1955, Reel 1 of 2
Reel Reel 10
Aviation Week: vol. 63; July - Dec. 1955, Reel 2 of 2
Reel Reel 11
Aviation Week: vol. 64; Jan. - June 1956, Reel 1 of 3. No Index.
Reel Reel 12
Aviation Week: vol. 65; July - Sept. 1956, Reel 2 of 3
Reel Reel 13
Aviation Week: vol. 65; Oct. - Dec. 1956, Reel 3 of 3
Reel Reel 14
Reel Reel 15
Aviation Week: vol. 66, 18 - Vol. 67, 8; May - Aug. 1957, Reel 2 of 3. No Index.
Reel Reel 16
Reel Reel 17
Aviation Week: vol. 68, 1-26; Jan. - June 1958, Reel 1 of 2. No Index.
Reel Reel 18
Reel Reel 19
Bell Laboratories Record: vol. 30; 1952.
Reel Reel 20
Bell Laboratories Record: vol. 31; 1953.
Reel Reel 21
Bell Laboratories Record: vol. 32; 1954.
Reel Reel 22
Reel Reel 23
Bell Laboratories Record: vol. 34; Jan. - Dec. 1956. Index.
Reel Reel 24
Reel Reel 25
Reel Reel 26
Link-Hughes Collection, Historical Documents:
Reel HD 001
Reel Reel 27
Link-Hughes Collection, Historical Documents:
Reel HD 002
Reel Reel 28
Link-Hughes Collection, Historical Documents:
Reel HD 003
Reel Reel 29
Link-Hughes Collection, Historical Documents:
Reel HD 004

**Link-Hughes - Computer Diskettes**

Container Diskette 1
Contents list of microfilm reels 26-29
Reel HD 001-HD 004
________* There are not microfilm copies of these documents

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