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 A. 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 submersion 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 engineering¾fields 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 underwater 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
New World.
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 Johnson-Sea-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.

Edwin Albert Link: A Chronological Biography
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<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</td>
<td>Served as Chairman of the Board of Link Aviation, Inc.</td>
</tr>
<tr>
<td>1953-1956</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
use of the oceans and the air.

Register Compiled by
Martha Clark and Marion Hanscom
Revised by Beth Turcy Kilmarx and Jeanne Eichelberger

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:
Lloyd L. Kelly, as told to Robert B. parke, The Pilot Maker (Grosset & Dunlap, New York, 1970).

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.

58 - 60

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

61

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.

62

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.

63 - 65

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.

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

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.

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.
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**

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<tr>
<th>Box 1</th>
<th>Folder 1</th>
<th>Outgoing correspondence - 1940-1942</th>
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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.-Apr.)
Folder 85 1944 (May-Sept.)
Folder 86 1944 (Oct.-Dec.)
Folder 87 1945 (Jan.-Mar.)
Folder 88 1945 (Apr.-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 (Apr.-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.)
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<tr>
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**Oceans Correspondence**

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Folder 185 1956 (May-June)
Folder 186 1956 (July)

Box 16
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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.)
Folder 209 1959 (Dec.)
Folder 210 1960 (Jan.)
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.)
Folder 220 1961 (Mar.)
Folder 221 1961 (Apr.)
Folder 222  1961 (May)
Folder 223  1961 (June)
Folder 224  1961 (July)
Folder 225  1961 (Aug.-Sept.)
Folder 226  1961 (Oct.-Nov.)

Box 19
Folder 227  Outgoing correspondence - 1961 (Dec.)
Folder 228  1962 (Jan.)
Folder 229  1962 (Feb. 1-19)
Folder 230  1962 (Feb. 20-28)
Folder 231  1962 (Mar.)
Folder 232  1962 (Apr.)
Folder 233  1962 (May 1-13)
Folder 234  1962 (May 14-31)
Folder 235  1962 (June)
Folder 236  1962 (July-Aug.)
Folder 237  1962 (Sept.-Oct.)
Folder 238  1962 (Nov.)
Folder 239  1962 (Dec.)

Box 20
Folder 240  Outgoing correspondence - 1963 (Jan. 1-14)
Folder 241  1963 (Jan. 15-31)
Folder 242  1963 (Feb.)
Folder 243  1963 (Mar.)
Folder 244  1963 (Apr.)
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Folder 246  1963 (June)
Folder 247  1963 (July)
Folder 248  1963 (Aug.)
Folder 249  1963 (Sept.)
Folder 250  1963 (Oct.-Nov.)
Folder 251  1963 (Dec.)

Box 21
Folder 252  Outgoing correspondence - 1964 (Jan.-Feb.)
Folder 253  1964 (Mar.-Apr.)
Folder 254  1964 (May-June)
Folder 255  1964 (July)
Folder 256  1964 (Aug.)
Folder 257  1964 (Sept.)
Folder 258  1964 (Oct.)
Folder 259  1964 (Nov.)
Folder 260  1964 (Dec.)
Folder 261  1965 (Jan.)
Folder 262  1965 (Feb.)
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 377  1964 (Mar.-Apr.)

Box 31
Folder 378  Incoming correspondence - 1964 (May)
Folder 379  1964 (June)
Folder 380  1964 (July)
Folder 381  1964 (Aug.)
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
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
Folder 503 1945-1946  
Folder 504 1947  
Folder 505 1948  
Folder 506 1949 (Jan.-June)  
Folder 507 1949 (July-Dec.)  
Folder 508 1950 (Jan.-May)  
Folder 509 1950 (June-Dec.)  
Folder 510 1951 (Jan.-Aug.)  
Folder 511 1951 (Sept.-Dec.)  
Folder 512 1952  
Folder 513 1953  

Box 44  
Folder 514 Incoming correspondence of copied material - 1954  
Folder 515 1955 (Jan.-Aug)  
Folder 516 1955 (Sept.-Dec.)  
Folder 517 1956 (Jan.-Mar.)  
Folder 518 1956 (Apr.-June)  
Folder 519 1956 (July-Dec)  
Folder 520 1957 (Jan.-Apr.)  
Folder 521 1957 (May-Dec.)  
Folder 522 1958  
Folder 523 1959  
Folder 524 1960-1961  

Box 45  
Folder 525 Incoming correspondence of copied material - 1962  
Folder 526 1963  
Folder 527 1964-1967  
Folder 528 1968  
Folder 529 1969-1970  
Folder 530 undated  

Box 46  
Folder 531 Outgoing correspondence of correspondence - 1942-1949  
Folder 532 1950-1959  
Folder 533 1960-1970  
Folder 534 Outgoing correspondence of printed material - 1952-1959  
Folder 535 Outgoing correspondence of copied material - 1942-1949  
Folder 536 1950-1954  
Folder 537 1955-1956  
Folder 538 1957  
Folder 539 1958-1959
Folder 540  1960-1965
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 Incoming 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 Outgoing correspondence of correspondence - 1953-1961
Folder 625 1962-1964
Folder 626 1965-1969

Box 55
Folder 627 Outgoing correspondence of printed material - 1955-1959
Folder 628 1960-1967
Folder 629 1968-1970

Box 56
Folder 630 Outgoing 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 Incoming correspondence - correspondence - 1966-1967
Folder 642 Outgoing correspondence of copied material - 1955-1968
Miscellaneous Enclosures

Box   Folder Contents
Folder 643  Incoming correspondence of correspondence - 1955-1968
Folder 643A  1957-1968
Folder 644  Incoming correspondence of printed material - 1953-1969
Folder 645  incoming correspondence of copied material - 1952-1970
Folder 646  outgoing correspondence of correspondence - 1953-1965
Folder 647  outgoing correspondence of printed material - 1950-1969
Folder 648  outgoing correspondence of copied material - 1950-1968
Folder 649  undated

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 Chatillian & Sons
Folder 670  Clark-Wilson Corp.
Folder 671  Compagnie pour l'Exploitation Internationale des Procedes Rebikoff
Folder 672  Conde Milking Machine Co., Inc.
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<td>Duke University Marine Laboratory</td>
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<td>682</td>
<td>Durakool, Inc.</td>
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<td>Ecco Products Company</td>
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<td>686</td>
<td>Fenjohn Underwater Photo &amp; Equipment Corp.</td>
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<td>Flight Safety Foundation, Inc.</td>
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<td>709</td>
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Proposed University Curricula

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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. MacInnis 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 Link¾surely a full-time job in itself¾Marion 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.

Women of Achievement silver bowl awarded to Marion Clayton Link by The Post-Standard in 1969.

Container List

M.C. Link - Manuscripts

Boxes 1 - 6
Manuscripts written by Marion Clayton Link

Box 1
Folder 1 Notebook containing manuscripts (First Methodist Church Intermediate Department related), undated
Folder 2 College creative writing classes manuscripts, 1924-1929
Folder 3 Untitled manuscripts (Caesarea expedition related), undated
Folder 4 Untitled manuscript (Johnson-Sea-Link related), undated
Folder 5 Untitled manuscript (Port Royal expedition related), undated
Folder 6 Untitled manuscript (Port Royal and Columbus/Santa Maria expeditions related), undated
Folder 7 Untitled manuscript (Columbus/Santa Maria expedition related), May 16, 1960
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 Israel¾A Preliminary Study by Dan Barag, 1959

M.C. Link - Speeches and Scripts
Box 7
Speeches and Scripts
Folder 56  Speeches by Marion Link
Folder 57  Speech by Edwin A. Link
Folder 58  Sea Diver 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  Riesenberg, 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
Coehn, 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.
Saluindo, Victor
Segal, Leon
Sugiyma, R. Admiral
Tolley, William
Watson, Thomas J., Jr.
Uematsu, Yukiyo (see Folder 104 for accompanying photo)
Ziebolz, H.
Mary and Dattee (?)  
Unidentifiable, undated  

**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
The Link Sea Diver. The Rudder, September 1960
The Link Trainer. Scientific Air Navigation without Leaving the Airport. sl: sn.
President Addresses Exploration Conference. Israeli Digest, October 28, 1960
Soon¾the Underwater Cowboys. Topic, October 20, 1962
Symposium: The Sea I Would Like to See. Rotarian, May 1975

**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 preceeding 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.

1

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

1

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.

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**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.

2
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).

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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.

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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
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Barlett, Stephen
Baisley, George
Benson, Furdon
Bernal, Luis
Biddulph, John
Billings, Charles
Bissey, Charles
Blomseth, Richard
Bley, John
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Brawley, William
Brown, Donald
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Folder 21
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Gibbons, Nolan
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Folder 23
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Hancock, James
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Hinckley, Thomas
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Jones, Julian
Kamlet, Arthur
Kauffman, Charles William (Bill)
Kindle, James
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Konrad, John
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McDonell, John
McGill, Emmett
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Mummert, Vernon

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Rizzo, Joel
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Scharf, Daniel
Schlee, Frank
Schummers, John
Sharkey, James
Simmons, Warren
Simpson, James
Smith, Glenn
Sotirin, Barbara
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Sullivan, Donald

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Teague, Joel
Thompson, Judy
Thomsen, Michelle
Timmons (Faison), Karen
Torvik, Peter
Travis, Robert
Valdonio, Giulio
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Walden, Joseph
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Weisberg, Joel
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Wolf, Robert
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Beyerlein, Steven
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Chapman, William
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Chen, John
Crandall, Warren

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Hamilton, Robert
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Kersey, D. Sean
Knapp, Jeffrey
Kyser, Dale

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Folder 78  Hamilton College
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Folder 83  Undersea Medical Society, Inc.
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Folder 89  Florida Institute of Technology
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Folder 111 Woodrow Wilson National Fellowship Foundation

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Folder 148 Board of Trustees and Technical Assistance Board, Aug. 1, 1955
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Link Foundation - Banking
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 sub-series 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.

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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.
copies of outgoing correspondence.

10
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.


11-12
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.

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

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

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**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).

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**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 subseries 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.

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**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.

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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.
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Microfilm

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

Link-Hughes - Contracts

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Contracts

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* There are not microfilm copies of these documents

BINGHAMTON

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State University of New York