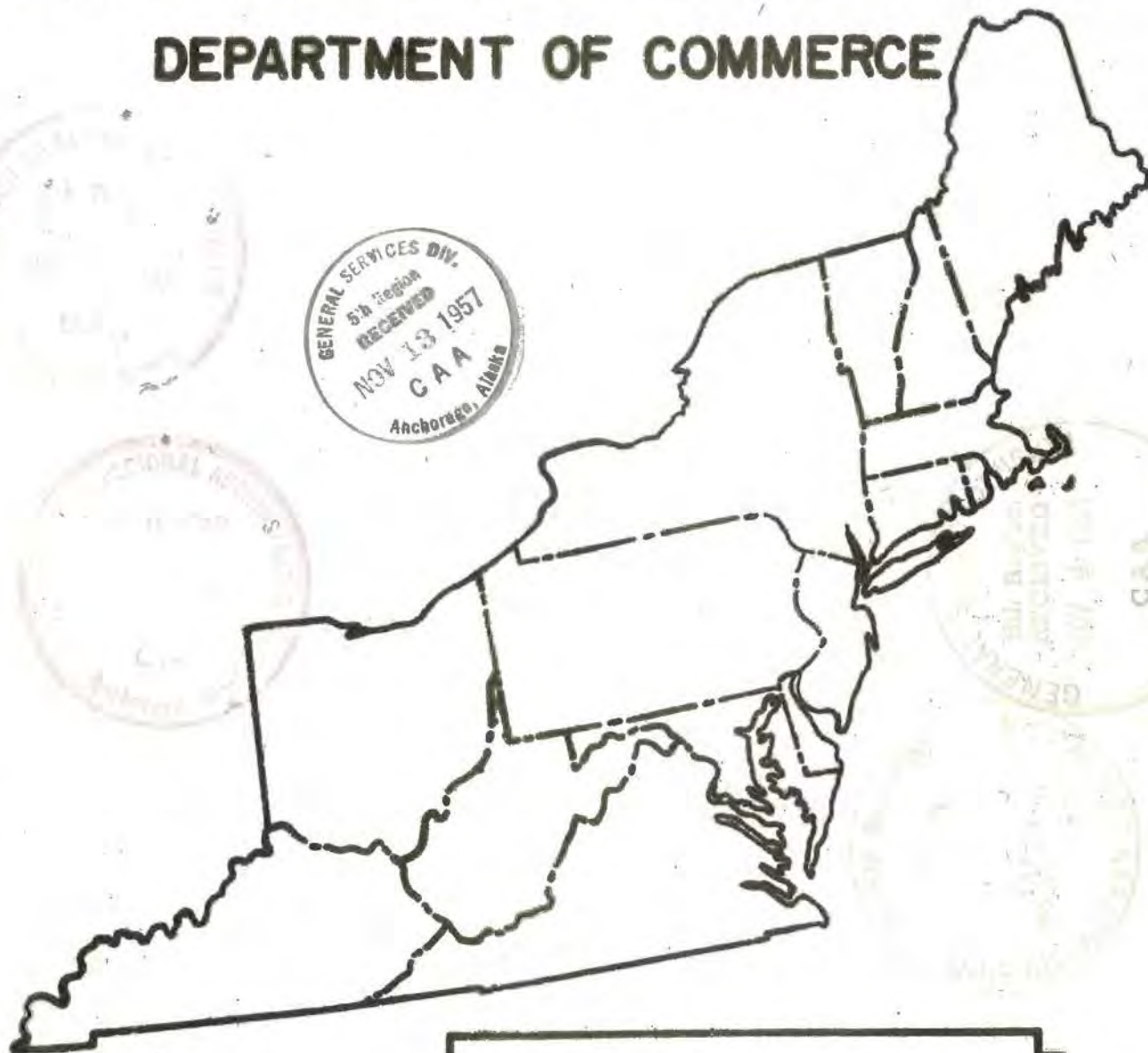


Library  
Federal Aviation Agency  
Alaskan Region

# REGION ONE

## CIVIL AERONAUTICS ADMINISTRATION DEPARTMENT OF COMMERCE



**MONTHLY DIGEST**  
**for**

JULY-AUGUST, 1957



## THE REGIONAL ADMINISTRATOR'S CORNER

Following our usual custom, we have combined the July and August issues of the Digest. I managed a short vacation during July, and I hope that you were also able to take at least part of your leave during the summer months. I know that work requirements have made this impossible for some. Where this has been the case, you are in the enviable position of now having that vacation to look forward to rather than think of it in the past. We still have many major problems but our progress and accomplishments continue to be encouraging.



In the recent issues of the Digest I have talked with you about our greatly expanding program and appropriations, the large number of additional positions for which you have helped recruit and the responsibilities which are demanding more from all of us as a result of the increasingly vital role aviation is playing in the development and welfare of the United States and the entire world. We can all have real satisfaction from the part each one of us is playing in this work.

In the June issue I referred to the letter addressed to All Personnel dated June 7th from our Administrator James T. Pyle, which stressed the importance of our day to day operations, the challenge which confronts us and the plain hard work which is ahead. On that same date, Mr. Pyle directed a letter to the Heads of all Washington and Field Offices on the subject "Supervisors' Responsibility for Performance of Employees". This letter which has been sent to all offices and field facilities outlines some of Mr. Pyle's concepts of good personnel administration, and I have asked the supervisors at all levels to be guided by the fundamental principles pointed out to us. These undoubtedly have already been discussed with many of you.

We recognize that we cannot all be supervisors at any one time, but we all do have opportunities to progress to more responsible positions and we are personally interested in our relations with our immediate chiefs. They have a great effect on our productivity, our enjoyment and satisfaction in our work and the pride we have in our accomplishments. For these reasons it is especially important that we all discuss and understand the responsibility of supervisors.

When we were a relatively small organization, and that was not too long ago, there was a close personal relationship between supervisors at all levels and those working with them. Now that we have become so large, this close personal relationship may no longer be possible. Much more responsibility has been placed upon supervisors at all levels and the successful accomplishment of our overall program may very well depend upon their ability to do their job. The morale of all employees is greatly affected by their decisions and attitudes.

Because we have grown so rapidly, many new supervisory positions have been added to our staff in recent months and employees have been selected for these positions who previously may not have had supervisory experience. In fairness



to these individuals and to all employees, we must provide training and guides to help them develop. We cannot take for granted that because a person is a good technical employee it follows automatically that he can be a good supervisor without the benefit of special training. Neither can we assume that our new employees will be fully aware of our high standards of conduct and performance without similar training. We have a plan to provide this training and you will shortly be advised of our plans and scheduling. In the meantime, we must recognize that because of the increasing dependence of our entire economy on the results of our work, we have an individual responsibility to perhaps do just a little more than our share. If all of us give conscious thought to how we are doing our particular job and how we can improve our operations without the necessity for constant supervision and guidance, there will be no question over the results. It will be evident every one of us is working together as a team that wants to do an outstanding job.

Ora W. Young



STAFF CHANGES

As a result of reorganizations and the many changes taking place throughout the entire C.A.A., we have had several staff changes these last months. We welcome the new men to our midst and congratulate those who have been promoted. The following brief sketches will tell you all about them.

Office of the Regional Administrator

James A. Niland is joining our staff as Press and Publications Officer replacing Jim Bernardo who has transferred to Washington to concentrate on the Aviation Education Program there.

Mr. Niland has been engaged in public relations and advertising in New York since 1954. He has been specializing in aviation writing. Prior to 1954 he served with the U. S. Information Agency as Chief of Foreign Press Liaison in New York City with responsibility for handling press tours for foreign journalists. Between 1945 and 1948 Mr. Niland was assigned to Headquarters, U. S. Air Force as an Information and Editorial Specialist, writing and editing and doing research articles on the United States Air Force for publication by direct arrangement with periodicals and newspapers.

Mr. Niland attended the University of Scranton. He is a member of the Aviation Writers Association, International Society of Aviation Writers and the Foreign Press Association.

Air Carrier Safety Division

Curtis A. McKay has transferred from the Air Carrier Safety Division, Washington, D. C. as Chief of our Air Carrier Safety Division, replacing Raymond C. Woodward who has transferred to Hawaii as Chief of Flight Operations and Airworthiness activities there. Mr. McKay was born in Washington, D. C. He attended Lake Forest College in Illinois and received an A.B. Degree from the University of Florida at Gainesville. During World War II he was a Lt. Commander with the Naval Air Transport Service and was assigned to the Pacific Area. He still is affiliated with the Naval Air Reserve at Anacostia, Maryland.

Upon release from active duty in World War II he returned to Chicago, Illinois as First Officer with Capital Airlines. In March 1948 he became Flight Operations Inspector with the CAA. His initial assignment was at Washington, D. C. Later he was assigned to the Kansas City office and more recently he has been back in Washington, D. C.

\* \* \*

Byron W. Agee, our new Chief of Air Carrier Maintenance Branch, has also transferred to us from the Air Carrier Safety Division in Washington, D. C. He began his CAA service in 1941 in the old C.P.T. program in Kansas City. Upon completion of the training program he transferred to the Air Carrier Maintenance Branch in 1945 assigned to the Kansas City Air Carrier District Office. After transferring to Denver in 1947 he went to Washington in 1955 and became Deputy Chief of the Air Carrier Maintenance Branch.



Aircraft Engineering Division

Jack Saurey, an old timer in our midst, has been selected to replace Ed March, who transferred to Kansas City many months ago, as Chief of our Aircraft Engineering Division.

Jack came to CAA in 1929 in the Aeronautics Branch of the Department of Commerce in the maintenance hangar at Bolling Field, Washington, D. C. Jack joined our Region One staff in 1936 as one of the first aeronautical factory inspectors and has been with us continually since that date. He is just completing 31 years of federal service. Jack served as Chief of the Manufacturing Branch from 1946 to 1951 when he became Deputy Chief of the Aircraft Engineering Division.

Air Traffic Control Division

Wayne Hendershot, has assumed his duties as Chief of the Air Traffic Control Division replacing Bud Stock who has transferred to Washington as Chief of the Procedures Branch. At present, Bud is on detail to the Airways Modernization Board. Wayne, as many of you know, is no stranger in Region One. He is just completing twenty-four years of government service, the last twenty having been with the CAA and its predecessor agencies. The first thirteen years with CAA were spent in Region One where he served as a communicator, senior air route traffic controller and as the first CAA Chief of the LaGuardia Tower. Wayne also spent several years in the First Regional Office as an Airport Traffic Control Specialist. He has been in the Washington Office since 1950 where he dealt primarily with the development of ATC procedures and was Deputy Chief, Procedures Division, W-531.

\* \* \*

Bob Donaldson is Deputy Chief of the new Air Traffic Control Division. Bob started with the Lighthouse Service in 1918, then spent four years in the Navy and four more in the U.S. Air Mail Service. He was transferred to the Airways Division, Bureau of Lighthouses in 1927. When the regions were established in 1933, Bob came to Newark in Region One and has been with us ever since holding various positions of increasing responsibility in the Airways Operations Division. He became Deputy Chief of that Division in 1951.

\* \* \*

Joseph J. Regan is Chief of the Operations Branch. Joe was an air traffic control operator for the City of Boston in charge of the control tower from 1934 to 1941. He joined CAA in November 1941 as Chief of the Orlando, Florida tower. After serving as an ATC Inspector in Ft. Worth he became an ATC Inspector in Region One in 1943. Since that time he has been a Specialist in Performance Standards, Chief of the Airport ATC Section and Chief of the Facilities Operations Branch.

\* \* \*

Anton (Tony) Schanz is the Deputy Chief of the Operations Branch. Tony entered the aviation field in 1940 with Eastern Air Lines. He became an Airport Traffic



Controller for the City of New York at LaGuardia Field in 1941 and remained there when the CAA took over the tower in 1946. He transferred to the Regional Office in 1950. He became Deputy Chief of the Operations Branch of the Airways Operations Division in 1955.

\* \* \*

Harry W. Albrecht is Chief of the new Planning Branch. Harry has 44 years of federal service. His Government career started in 1913 in the U. S. Navy. He served in the Navy continuously from October 1913 to November 1929.

He entered the CAA in October 1930 as an Assistant Communicator at Hadley Field, New Brunswick, N.J. From 1930 to 1940 he served at the Pittsburgh, Pa., Albany, N.Y. and Newark, N.J. communications stations and was brought into the Regional Office, First Region, as a Communications Inspector in June 1940. In October 1941 he was recalled to active duty in the Navy until September 1945.

Since his return to the CAA he has become a licensed pilot and has held the positions of Communications Inspector; Chief, Mobile Communications Section; Chief of the Fixed Communications Section; Chief of the Technical Service and Planning Branch and now serves as Chief, Planning Branch.

\* \* \*

Sidney Doroff has been selected for the new position of Program Control Officer. Sid was a Marine radio operator, projectionist and sound technician from 1922 to 1932. Joining the Bureau of Lighthouses in 1933, Sid served at various locations and became Chief of WSY in New York in 1940. From 1941 to 1957 Sid has had a number of increasingly responsible positions in the Airways Operations Division.

\* \* \*

Two former Region One employees have been selected for the positions of Chief, Procedures Branch and Chief, Inspection Staff. The latter, Roys C. Jones was with Radiomarine Corporation of America and Tropical Radio (United Fruit Co.) from 1925 until 1928. He joined Western Air Express at Los Angeles in January 1929, participating in establishing the first Los Angeles - Kansas City airline that was to grow into the present TWA system. He left TWA at Kansas City in January 1942 to report for duty at the new Kansas City Air Traffic Control Center. He was called to the Washington office in 1948 as a member of a four-man planning team. In 1950 he was assigned the job of establishing the ADLO - AMIS program with the Air Defense Command. In 1956 he became an Air Route Specialist in the Procedures Division in Washington. Roys is a licensed pilot with approximately 1500 hours.

William H. Cramer, the newly appointed Chief of the Procedures Branch is returning to the scenes of his earliest experiences in civil aviation as well as to Region One where he entered on duty as a traffic controller at Newark in 1936. Four years later he became Chief of the Pittsburgh Center, then in late 1941, Chief, Airport Traffic Control Section, Region Three, Chicago; a post which he held for nine years.

Bill has been Air Defense Liaison Officer at Minneapolis, 31st Air Division, since 1951. His background, dating from the early 1920's, would provide many interesting pages relating to the U.S. Air Mail Service, barnstorming, and an early ill-fated trans-Atlantic survey flight.

\* \* \*



Air Navigation Facilities Division

While the reorganization of the Air Navigation Facilities Division has not been as extensive as in the Air Traffic Control Division, we have four Branch Chief assignments to report to bring you up to date.

Robert Nicklesberg has been assigned Chief, Program Engineering Branch. Bob came to the CAA from the U.S. Army Corp of Engineers in 1942. He served with the old Facilities Establishment Branch to 1953, at which time he left to accept employment with a firm of airport consultants. He returned to the CAA, Region One, in 1955 in the New York District Office of the Airports Division; the position from which he was promoted to his present assignment. He is a graduate of the College of the City of New York.

\* \* \*

Ernest L. Gayle has been assigned Chief of the Electronics Engineering Branch since January. Ernie came to the CAA at Indianapolis in 1947 from the War Department after having served in the Navy from 1943 to 1946 doing electronics work. As an assignment he worked on the installation of GCA at Attu, Alaska.

Since 1947, Ernie has been in the Regional Office in both maintenance and engineering activities. Prior to his selection to his present position, he was Deputy Chief of the Maintenance Branch. Ernie served as an instructor on detail from this region for the first Radar Aids Class at the Aeronautical Center in 1948. He is a graduate of Brooklyn College.

\* \* \*

A. T. Chiarito, Chief, Plant Engineering Branch, started his career with CAA in Washington in 1937 engineering Low Frequency Radio Ranges and lighted airways (beacons and fields). With decentralization of the Establishment activities of Federal Airways, Jerry transferred from the Washington Office to the First Region. He has headed the Establishment Branch activities (both electronic and structural) for eleven years. The new organizational structure places him in charge of the civil, mechanical and electrical engineering aspects of Federal Airways' Establishment functions in Region One.

Jerry is a graduate of the College of the City of New York with a B.S. in Engineering, 1934, and Master in Civil Engineering in 1935. Prior to his connection with CAA he worked on layout and design of concrete roads, including topographic mapping, preliminary surveys and engineering investigations incidental to road design and construction.

\* \* \*

Harold Cox has been selected as Chief, Maintenance Engineering Branch. He has been acting in this position since Art Ashley left for a foreign assignment in January. Mr. Cox entered Government Service early in 1931 under the Bureau of Lighthouses, at Stafford Springs, Conn. as an Assistant Airways Keeper. After a tour of duty which included New Hackensack, N.Y. and Putnam, Conn. he transferred in 1938 into the Teletype Shop at Newark, N.J., then under the supervision of the old "Radio Section". In 1939 he transferred into the Installation Maintenance area of the

Radio Section and in 1940 to the Radio Engineering Section of the Communications Branch. In 1942 - 1943, Harry spent one year in the design and construction of communication and navaid facilities on the West Coast of Africa. In 1946 he was transferred into the Regional Office as Chief, Radio Installation Section of the Communications Engineering Division. He remained in the Electronic Establishment area under the Facilities Construction Branch and Facilities Establishment Branch until November 1956 when he was transferred into the Maintenance Engineering Branch as Deputy Branch Chief until April 1957 when he was promoted to his present position.

\* \* \*

There are several new Branch Chiefs not included in this issue who we will tell you about in September.

\* \* \* \* \*



1957 PAYROLL SAVINGS PLAN

Mr. Martin J. White, Chairman of the 1957 U. S. Savings Bond Campaign for Region One, has provided us with some of the highlights of the campaign. It is indeed gratifying to note a net increase from 24 to approximately 29%.

There were 3981 Region One employees on the payroll at the beginning of the campaign, of which 997 were participants in the payroll savings plan. At its completion we had 1114 participants, or an increase of 117. The Division breakdown is as follows:

<u>Division</u>	<u>New Allotments</u>	<u>Increase in Allotments</u>	<u>Total</u>
Air Traffic Control	80	7	87
Air Navigation Facilities	44	8	52
Aircraft Engineering	8	1	9
Air Carrier Safety	2	0	2
General Safety	4	1	5
Airports	3	3	6
Budget & Finance	2	0	2
Personnel	2	1	3
General Services	<u>2</u>	<u>0</u>	<u>2</u>
Totals	117	21	168

While the overall participation leaves something to be desired, we hope that subsequent campaigns will again show an increase and that we will eventually reach a 50 or 75% region-wide participation. This is a goal we will surely attain if the working committees evidence the same fine spirit of cooperation as our 1957 group under the direction of Mr. White.

FUND DRIVE DURING OCTOBER - GREATER NEW YORK FUND

The Greater New York Fund has been designated as the Community Chest equivalent for New York City under the new Federal Fund Raising Program. This is the third and final drive for this year. The campaign will get under way during October.

Mr. Marion E. Phillips, Airspace Utilization Officer, has agreed to serve as Chairman of the Fund Drive. We know that our people will recognize their responsibilities to help support the 425 agencies of the Fund, which help over three million people each year. Employees in the Regional Office and the facilities at Idlewild and LaGuardia will be requested to participate in the Greater New York Fund. Employees at other field facilities are participating in local Community Chest drives.



VISIT OF QUEEN ELIZABETH

We all will be hearing a great deal about the coming visit of Queen Elizabeth to our country in October. Perhaps it will increase your interest when you read or hear about her arrival to know that our Norfolk facility will play a part in the welcoming ceremonies. The following is a letter from the British Broadcasting Company to Bob Bahr, Chief at Norfolk:

"Dear Mr. Bahr:

"Thank you very much for your sympathetic consideration of my request to be allowed to use your office at Patrick Henry Airport for the purpose of handling broadcasts to England and the world, of the Queen's arrival in the United States. This letter is to put the request on an official basis, so that you may forward it to the proper authorities. We would like to be allowed to terminate the telephone lines in your office and place a small remote broadcast amplifier and a tape recorder there and drop the microphone leads out of your window on Wednesday, 16th October at 2.00 p.m. I have spoken to Mr. Eugene Marlin, the Airport Manager, and he has given permission for our commentator to stand on the roof outside your office and we could of course place the equipment outside with him, but in the event of rain it would be liable to get damaged.

"I do hope that you and C.A.A. will see your way clear to do us this favour.

"Yours sincerely,

Arthur S.R. Toby  
Chief Engineer  
North American Office

"P.S. Since writing this note, I have learned that there is a possibility we may have to broadcast news of the Queen's departure on the morning of October 17th. Should this be the case, if you are able to let us use your office on the 16th, could we also use it on the 17th?"



AIRPORTS DIVISIONVisitors

The following foreign visitors conferred with the Airports Division during July:

Paul Besson, Technical Director  
Air France International

Michele Phillipart, Engineer,  
Technical Division, Air France

Haluk Arik, Director General of  
Civil Aviation, Turkey

Pham Huu Vinh, Director General of  
Civil Aviation, Vietnam

I. Haq, Airport Engineer, Pakistan

Sung Ho Shin, Superintendent of Soo-Saek Airport  
Korea

Federal Airport Program

During July, the following project Grants were issued after approval of plans, specifications, etc. -

Lancaster, Pennsylvania	-	\$165,000
Wilkes-Barre, Pennsylvania	-	452,163
Pittsburgh, Pennsylvania	-	637,500
Wildwood, New Jersey	-	7,000
Cleveland (Cuyahoga Co.) O.	-	344,500
Latrobe, Pennsylvania	-	223,750
Danbury, Connecticut	-	14,600
Philadelphia International	-	40,000
Columbus, Ohio	-	800,000
		<u>\$2,684,513</u>

In Addition, Applications were received for the following projects, for which Grant Offers are in preparation:

Massena, New York	-	\$227,500
Pottsville, Pennsylvania	-	324,113
		<u>\$551,613</u>

During August, Grants were issued for airport improvement at the following locations:

Huntington, West Virginia	-	\$282,149
Lexington, Kentucky	-	79,200
Hagerstown, Maryland	-	428,600
Beaver Falls, Pennsylvania	-	42,500
Williamsport, Pennsylvania	-	404,346
Waterville, Maine	-	23,782
Richmond, Virginia	-	18,000
		<u>\$1,278,577</u>



Additional Project Applications were processed during August for projects at -

Roanoke, Virginia	=	\$60,000
Somerset, Pennsylvania	=	68,716
Worcester, Massachusetts	=	35,000
Portland, Maine	=	35,000
		<u>\$198,716</u>

The Grant Review Committee approved final payments for projects at -

New Philadelphia, Ohio  
New Bedford, Massachusetts  
Roanoke, Virginia

#### AIR NAVIGATION FACILITIES DIVISION

##### VOR

Several sites were flight checked during July and found satisfactory; these were Milton, Pa., Lynchburg, Va., Lunken Airport (Cincinnati) and Mansfield, Ohio.

The Philipsburg VORTAC was checked after several months of operation of TACAN and VOR coaxially located and the slight variation in VOR course error was found due to RF lines in the VOR antenna array. This condition was corrected and the initial error of 1.4° was restored.

The Dayton, Sidney, Tiverton and Chardon, Ohio VOR ranges were commissioned during August. Commissioning flight checks of Brooke, Va., Richmond, Ind. and Rockdale, N.Y. have been completed and found satisfactory. Conversion of the Presque Isle and Augusta, Me. VOR's to a four loop array has been completed and the facilities recommissioned.

A construction crew of the Plant Engineering Branch assembled on the Regional Office grounds a set of new VORTAC roof steel consigned to the Idlewild VOR conversion project. Essential information on the assembly of the roof structure and counterpoise was gained for use on future projects.

##### IIS

The second IIS was commissioned at New York International Airport with the two systems operating on an alternate basis.

The Lexington, Ky. IIS was flight checked successfully and commissioning is expected late in September.

##### RADAR

The ASR-2 installation at Philadelphia, Pa. was flight checked on the lowered tower at the new location and returned to service July 26. The Cleveland, Ohio proposed ARSR-1 site was evaluated using Air National Guard portable radar equipment and the results indicate satisfactory performance.



The ASR-3 surveillance system at Buffalo, N.Y. was successfully flight checked and commissioned on September 11, 1957. The new radar equipment room for Pittsburgh, Pa. ASR-2 has been completed and commissioned. The Pittsburgh tower VHF/DF was flight checked and commissioned on September 11, 1957. The Cleveland tower VHF/DF was commissioned August 26.

Representatives of the Maintenance Engineering Branch conducted a preliminary inspection of the radar and communications facilities at the Wright-Patterson RAPCON installation. When all major exceptions resulting from this inspection are cleared by military personnel, a final inspection will be made by the CAA.

#### COMMUNICATIONS PROGRAM

The UHF link test for the Washington, D. C. ARTC Center - Bucks Elbow, Va. peripheral facility was completed during July.

#### Miscellaneous

The Division Chief was assigned as Regional representative for liaison and familiarization purposes at the Administrator's Operation Alert Headquarters, Denver, Colo. The opportunity was afforded to observe the utilization of data reported by the Regions to the Administrator's Headquarters and to evaluate the part played by each under simulated emergency conditions.

#### AIR TRAFFIC CONTROL DIVISION

Effective 8:00 AM, July 1, 1957, the Selinsgrove, Pa. ATCS was decommissioned. Concurrently, the new Bradford, Pa. ATCS was commissioned as a CAA facility. The entire staff from Selinsgrove, Pa. was reassigned to the new Bradford Station.

Mr. John J. Scully of the Air Traffic Control Division has received a signal honor as recipient of a "Letter of Patent" presented by the U. S. Commissioner of Patents, July 23, 1957, for the invention of a Portable Training Unit. Mr. Scully's invention, No. 2,799,950, is pictured and spelled out in a very imposing engraved, beribboned and red sealed certificate which attests that the unit is protected for seventeen years. Mr. Scully has authorized its manufacture and use by and for the Government without payment of royalties.

At midnight, August 19, 1957, the Boston Air Route Traffic Control Center was relocated from the Immigration Building on Marginal Street, Boston, Mass. to the new Tower Building at Logan Airport. The move was completed smoothly.

Tower enroute control procedures were implemented between Bradley Field, Conn., Providence, R. I., Bridgeport, Conn. and Westchester County Airport, N.Y. on August 15, 1957. It is anticipated that delays experienced in this area in the past will be greatly reduced by eliminating a considerable amount of coordination formerly required in the handling of short-haul traffic between these airports.

On August 27, 1957, the IFR Room at Pittsburgh Greater Tower was commissioned. Three ASR scopes were installed and will be used to provide Radar Approach Control and Departure Control services.



AIRCRAFT ENGINEERING DIVISIONHighlights Pertaining to Functions AssignedThieblot Aircraft Company

The Chief of the Aircraft Engineering Division together with Mr. George Albert of NY-241, Mr. W. Norton of NY-243 and Mr. E. A. Johnson of NY-244 visited the Caldwell facilities of Curtiss Wright to provide early guidance to Curtiss Wright and engineers of the Thieblot company in their proposed modification of the C-46 aircraft. This modification program is very extensive and will involve a lengthening of the aircraft, substitution of higher horsepower engines, change of wing flap type and major revision to the electrical and hydraulic systems. The program is to be evaluated on the basis of present CAR 4b standards.

Flight Enterprise Incorporated

Representatives from Flight Enterprise, Inc., of Windsor Locks, Conn., and Hydro-Aire visited this office in connection with a proposed installation of a Hytrol Anti-Skid System. This installation is to be made for the military in a military Lockheed C-121, civil version 1049F, but Flight Enterprise would like to concurrently obtain a civil approval. Accordingly, the CAA requirements were outlined and suggestions were made for the preparation of a coordinated test program, after review of their proposals by our Equipment and Electrical Engineers.

Sikorsky Aircraft

Flight tests were completed on Sikorsky Model S-58 helicopter for an increase of gross weight from 12,700 to 13,000 pounds; low velocity cooling fan and rotor hub fairing installation. Approval was given for the fan and fairing installation but the weight increase will require additional investigation due to vibration or blade shuffling which was encountered in the speeds in the area of 100 to 105 knots during turning flight. Sikorsky is now working on a fix to rectify that condition.

Grumman

Some exploratory flights were made on the Grumman Model 164 agricultural aircraft in order to lend assistance to that organization in evaluating flight characteristics under CAR 8 certification.

General

Equipment Engineer F. R. Cassel, participated in the investigation of a hydraulic system failure on a Piaggio 136-11 Royal Gull Amphibian at Zahn's Airport. The incident involved a double failure in which the electric hydraulic pump relay failed and the hand pump failed to supply hydraulic pressure because of an apparent air lock of the pump. It was proposed as a corrective measure that a functional check of the hydraulic hand pump be added to the preflight check list.

Mr. Cassel visited Pan American Airways' wheel overhaul shop at New York International Airport to witness zygo inspection of a number of cracked DC-7C main and nose wheels. The current cracking of Goodyear and Goodrich wheels on DC-7Cs is



being carefully observed in view of the possible need for the issuance of an AD requiring regular inspection of this equipment.

Flight evaluation of Taylorcraft Model BCL2D equipped with Metzler "Wings With Springs" device on the wing lift struts has now been completed. Because of the flutter evaluation required, Mr. Wedberg, Airframe Engineer, participated in the flight tests. This device is intended to cushion the effect of gust loads in the wing strut configuration.

#### Highlights Which May Affect Future Operations

##### Kaman Aircraft

It is possible that the Kaman Aircraft Corporation will re-enter the field of commercial activity as a result of discussions held with personnel of that organization. The helicopter is similar to others produced by this manufacturer except that the proposed model will incorporate a free shaft turbine engine instead of the conventional reciprocating engine used previously.

An application for type certificate has been received for the Model K-600-3 helicopter. This model will be powered by a T-53 turbine and will be certificated under CAR Part 7. Mr. G. M. Martell, Airframe Engineer, and L. Musacchio, Powerplant Engineer, visited the Lycoming facilities at Stratford, Connecticut, to inspect an HOK model with this T-53 turbine installed. This visit was for the purpose of familiarization with the installation since Kaman is concerned with powerplant fire protection requirements as well as emergency evacuation requirements of CAR 7 as they will apply to the Model K-600-3.

##### Jacobs Engine Company

This company, under new management, has changed their name to Jacobs Aircraft Engine Service Company and are moving from Pottstown to Boyertown, Pennsylvania. They have submitted an application for a Production Certificate to manufacture eight models under Type Certificate No. 237.

##### General

Mr. S. M. Ross, Chief of the Powerplant Branch, attended a two week course at MIT on the fundamentals and new advances in noise reduction. Approximately 180 men were in attendance representing many different agencies and industries from all over the United States and Canada. This course is given every two years.

Mr. Lyle Tarbell, Powerplant Engineer, visited the facilities of Jabez Burns and Sons, New York, to observe a demonstration of their JP Fuel Vapor Detector. The current model has several advantages over previous ones submitted and can be used to detect flammable vapors as well as gun powder gasses.

Vertol has submitted a proposal covering a float installation for the Model 44 series helicopters which includes the use of the fuselage as a seaplane hull. Advice may be required from Washington covering helicopter seaplane standards.



GENERAL SAFETY DIVISIONHighlights Pertaining to Functions Assigned to this Office

On June 30, an air show was held at the Utica Airport, Marcy, N.Y., and the Cole Brothers did their usual good exhibition of acrobatic flying. On July 7, an air show was held at the Burlington Municipal Airport, Burlington, Vt., where the Minute Men of the Air National Guard performed.

Inspector Rising, Cincinnati GSDO, gave a talk on Civil Air Regulations to the Aviation Educational Workshop at Miami University, Oxford, Ohio on July 15; approximately 150 school teachers from all over the United States attended.

On July 4, an air show featuring the Navy's "Blue Angels" was presented at New Castle County Airport, New Castle, Del. During the week of July 7-13, the "Powder Puff Derby" terminated at No. Philadelphia Airport and aircraft participating in the annual Philadelphia Jr. Chamber of Commerce "Air Cruise" took off from Philadelphia International Airport for Las Vegas. In connection with these two activities, 85 aircraft inspections were conducted by Maintenance Inspectors Van Artsdalen, Beykirch and Geraci.

An air show was staged on July 16, by the USAF "Thunderbirds" in the vicinity of Valley Forge Park where approximately 55,000 Boy Scouts were encamped.

The Pittsburgh GSDO has had two air shows during July, one at Waynesburg, Pa., on the 14th, and the other at Wheeling, W. Va. on the 21st. One of the events at the Waynesburg show was a hot air balloon ascension which attracted a lot of attention.

During the month of July, Supervising Inspector Gowin of the Richmond GSDO covered two air shows, one at South Boston and one at Chase City, Va. In addition, two air fairs were held in that district during the month.

The Haddonfield GSDO has been advised that in the very near future, ROTC training contracts will be awarded in the Philadelphia Area. Trainees will be students of St. Joseph College and the University of Pennsylvania.

Inspector Weaver attended a meeting with interested persons at LaGuardia Field to discuss safety precautions for vehicular and pedestrian traffic near the Marine Air Terminal ramp and access areas.

Four military bases in the Richmond district have organized military/civilian flying groups. Fort Eustis and Fort Lee have already procured aircraft. Langley AFB is forming the United States Air Force Reserve at Byrd which is also organizing.

Two Bell helicopters operated by the New England Air Service are presently spraying 7500 acres of swamp land in and around New York City for mosquito control. This is the second time the swamps have been treated for this purpose this year.

A mechanic refresher course given by the Manhattan High School of Aviation Trades at Seaboard and Western Airlines' hangar for their mechanics and mechanics from Lockheed Aircraft Service has been completed. Sixty-six mechanics completed the course and took the Airframe and Powerplant writings from Inspector Poole.



A new method of tracking down violators of Civil Air Regulations was recently brought to light when a BT-13 buzzed an airport in the Teterboro area. A piece of the wing-walk material blew off the buzzing aircraft and landed on the airport. The piece of material was picked up and Inspectors from the Teterboro Office located a BT on which the section of wing-walk fitted perfectly. There appeared to be little trouble in establishing the fact that this was the aircraft involved.

There appears to be a mounting craze of parachute jumping by organized groups throughout Region One.

#### Highlights Which May Affect Future Operations of This Office

The contract has been let for the ROTC program at the University of Virginia, Charlottesville, Va., and it is understood that training will begin in the early Fall. The status of the other ROTC school at Virginia Military Institute, Lexington, Va., has not been fully determined, however, it is understood that bids have been received and the successful contractor will be named in the near future.

To indicate the trend of ROTC activity, the Rochester GSDO has been advised that Cornell University, Ithaca, N.Y., will process approximately 70 students, Syracuse University 40, Buffalo University 18, and Rochester University 10; totaling 138 students.

It appears from a review of the new CAR 20 that flight tests will undoubtedly be increased greatly in the near future. It will be difficult to handle this increase with the present complement of Inspectors.

Numerous large investments are being made in construction of aviation facilities in the Pittsburgh GSDO area. Duquesne Power and Light Company is constructing a large hangar and the Gulf Oil Corporation is making a substantial enlargement to their hangar on the Allegheny County Airport. Another large company is negotiating with the airport manager for the construction of another large hangar. The City Planning Commission is setting aside 25 acres of land on the edge of the airport for a \$300,000 ramp.

#### Highlights Which May Affect Other CAA Operations Other Than This Office

Carter Aviation, approved repair agency at Byrd Field, Richmond, Va. was awarded a contract known as I.R.A.N. meaning "Inspection and Repair as Necessary" by the Army for eighty-eight L-19 aircraft. The subject aircraft will start arriving in Richmond in October and the contract will run through June.

Inspector Clabaugh of the Louisville GSDO, attended an organizational meeting of a flying club that has started at Ft. Knox, Ky., consisting of military personnel and civilian employees working at Ft. Knox. They have three airplanes, a Piper Cub and two Navions, and 155 charter members. They expect to have over 300 before too long. Since these aircraft will be certificated and will operate under Part 43, this Inspector explained the obligations of the club, the use of qualified flight instructors and the maintenance of the airplanes. To date, only one aircraft has been registered and certificated.



Inspectors at the Pittsburgh GSDO have been approached by two gentlemen who are constructing a single-place helicopter in the vicinity of Leechburg, Pa. They hope to power this helicopter with a Mercury outboard motor.

Inspector Robert E. Lyons of the Teterboro GSDO recently gave private pilot written examinations to the entire membership (15) of the Rockaway Flying Club at Boonton, New Jersey.

The Cleveland Area reports it is experiencing an acute shortage of pilots and mechanics in this district. Several operators are shopping for A & E mechanics without success. Several corporations operating aircraft are unable to find relief pilots for vacation periods of their regular crews. This shortage of competent airmen has existed for some time, but during the past month it has become more critical.

Several of the GSDO's report a considerable increase in issuance of all types of airman certificates. The Rochester GSDO issued 130 Student Pilot Certificates and 35 Private Pilot files were processed. The Teterboro office has processed 240 mechanic certificates to date. The Columbus GSDO reports a 50 percent increase in airman files for the first six months of this year.

#### AIR CARRIER SAFETY DIVISION

During August the Boston ACDO approved an extension of Northeast Airlines' operation in the Florida area. Due to NEA's route expansion in recent months and acquisition of new DC-6 equipment, increased emphasis has been put on all phases of certification and approval of airmen, routes, training programs, etc.

Plans appear very definite for Northeast Airlines to construct permanent facilities at Miami to handle the major maintenance of DC-6B and Britannia aircraft at Miami. It appears this will become a reality before the beginning of the winter since facilities at Boston will not be adequate to handle this work during the winter months. The present program of moving DC-6B, A - B - C and D checks to Miami beginning the first of September is believed to be the initial phase of this change.

In connection with the advent of such new equipment as the B-707, the Electra, the Bristol Britannia and other new types, more and more time is being spent with industry in the preparation of training programs and certification procedures. Various schools on jet engines and components are being organized. It will be necessary for all Inspectors to fully participate in these schools in order to follow the program from its inception and to obtain as much knowledge as possible to meet our daily problems.

Our district offices report a continued increase in various carriers' acquisition of new aircraft and related equipment. This, together with requests for time extensions on engines, airframes and component overhauls, have resulted in a continued high level of certificate work.

All offices report that they were hard pressed during July and August to carry out all programmed work areas. The reason being that transfers, vacations, military leave, attendance at industry or CAA Oklahoma City courses all combined



to cause a shortage of personnel. With the return of these people we expect a full complement this month to pick up the backlog of inspections and related accumulated work.

Continued inspections were made of the new S-58 helicopter operation at the downtown New York Heliport. New York Airways was recently certificated to conduct this operation.

As requested by W-220, spot inspections were made to determine compliance with Civil Air Regulation 40.353, in relation to delays in schedule attributable to aircraft servicing. It was determined that this type of delay is at a minimum and that planning for jet operations is progressing at a satisfactory rate.

Capital Airlines has completed service tests of Nickle-Cadmium batteries in Viscount aircraft with excellent results and will install the batteries manufactured by Sonotone Corporation in their Viscount fleet. The batteries offer several safety advantages in that they are contained in a sealed, stainless steel case eliminating the possibility of acid fumes and damage. They have more reserve power and a substantially longer life than lead-acid batteries. The new batteries should provide much greater reliability than is presently being experienced.

Due to increased traffic in all major areas, a program is now underway in the ACDO's to determine which terminal areas will be designated as High Density Air Traffic Zones as authorized by CAR 60-2.

A request has been received from the Post Office Department regarding design criteria for heliports. It is apparently the intention of the Post Office to make heliport sites adjacent to or on top of the various post offices in nearby areas. A considerable amount of time went into these discussions.

The following individuals are currently in training status:

William A. Leefe	-	Newark ACDO - On the Job Training
Edward F. Hay	-	Indoctrination Aeronautical Center, Okla. City
J. H. McEliece	-	PP-3 Aeronautical Center, Okla. City
Richard Gerszeuski	-	Washington ACDO - On the Job Training
J. Moran	-	Bristol Britannia - England
C. House	-	Indoctrination Aeronautical Center, Okla. City
R. Schilling	-	Idlewild ACDO - On the Job Training
J. Kieflner	-	Bristol Britannia - England
L. Cetone	-	Washington ACDO - On the Job Training
I. Jacobsen	-	Indoctrination Training - Okla. City
J. Krenzien	-	Newark ACDO - On the Job Training
G. Miller	-	Indoctrination Training - Okla. City

Inspectors William Capp from Honolulu and Richard Stophlet from Denver were welcomed to Region One. These men will be stationed in the Ithaca and Boston District Offices respectively. With the hiring of several new Operations, Maintenance and Electronics Inspectors, our District Offices are finally approaching full staffing status.



ARE YOU DOING YOUR PART TO BACK THE ATTACK?

The mounting toll of traffic accidents occurring on the nation's highways has caused so much concern that the National Safety Council instituted a year-long campaign for traffic safety in 1957 which has as its slogan "Back the Attack against Traffic Accidents".

President Eisenhower asked that each agency and each Government employee get behind the campaign to do everything possible to "Back the Attack".

If you've probably noticed from the papers, the campaign has been paying off. The trend in many areas has been reversed. The holiday tolls have been less than were forecast.

The greatest achievements have been made in those areas where traffic rules are strictly enforced by the police. Does that mean we aren't capable of exercising our own common sense unless threatened with a speeding ticket? Does it mean we are more afraid of a Traffic Court than of a hospital bed? Are we so cocksure of our driving ability that we insist on making a menace of ourselves unless curbed by fear of punishment?

No! Most of us do observe traffic regulations. Most of us are considerate of others. But it's up to all of us to continue to "Back the Attack" with all our energy and ability - not only to practice "defensive" driving ourselves, but to bring the force of public-opinion to bear on those who flagrantly disregard the rules of safety and the rights of others. We in Government service especially must set the example. Don't ease up now - "Back the Attack"!

Everyone is familiar with the vacationer who brags of the past trip he has made. The stock phrase goes something like this:

"That's a four-hour drive, but we made it in 3 hours and 10 minutes. Our new car performed wonderfully. Kept her right down to the floor board all the way. You should have seen how it took those sharp turns in the road."

Does this driver really know what he is saying? Actually his theme is this:

"I violated the speed limit and broke the law. I refused to do team work to promote safety. I took additional chances of causing an accident. I got by with it and am proud."

DRIVE CAREFULLY, SO THAT YOUR LICENSE EXPIRES BEFORE YOU DO!



UNITED STATES CIVIL SERVICE COMMISSION

WASHINGTON 25, D. C.

May 13, 1957

TO HEADS OF DEPARTMENTS AND INDEPENDENT AGENCIES

In the search for greater efficiency and economy of government operations, we have a tremendous resource to draw on--the ingenuity and skill of our Federal workers. They are in daily contact with the policies and procedures we have issued. They know where bottlenecks hold up the work. They can help us search for the short cuts, and to achieve savings in time and materials.

The importance of making the fullest possible use of our human resources is underscored by these two paragraphs quoted from a letter we recently received from Mr. Percival Brundage, the Director, Bureau of the Budget:

"I recognize the value of the Incentive Awards program as a means of inviting and securing the cooperation of every employee in identifying and correcting the many management problems - both large and small - which might otherwise continue undetected and unsolved. These hidden or unobserved opportunities for savings or improvements exist in every area of management. Better, safer, or more economical utilization of materials, space, or employee time and effort can be secured through ideas for work simplification, or improved work scheduling or work routing developed by individual employees or groups of employees.

"The development of the program to date provides most convincing evidence of the public spirited cooperation of Government employees in the effort to reduce the cost of government and improve service to the people. When they are eager to contribute their ideas and efforts toward that goal, it is an obvious responsibility of the Government, as the employer, and of all supervisors and management staff officers to assist and encourage employees in their efforts. I hope this cooperation among employees, supervisors, and management staff officers can continue to be given the utmost encouragement by the Civil Service Commission and all Government agencies."

I heartily endorse these views. It seems clear to me that with continued interest on the part of all supervisors, we can make additional progress in improving government operations through the useful ideas and superior performance of Federal workers.

/s/ Harris Ellsworth  
HARRIS ELLSWORTH  
Chairman



**"Contributions" Adopted and Awarded During July and August . . . . .**

<u>Name</u>	<u>Suggestion</u>	<u>Amount Granted</u>
H. L. Lipson J. P. McDermott E. L. Fahey Air Navigation Facilities Division	Improvement of TUS glide path control circuitry.	\$75
A. J. Giarrocca Air Navigation Facilities Division	Installation of protective fusing on approach light system induction voltage regulators.	\$50
John H. Eichenlaub Air Traffic Control Div.	Message format for use in altitude reserva- tion communications.	\$50
Raymond H. Goetz Air Traffic Control Div.	Scheduling relay material on domestic service "A" circuits.	\$25
Carlton A. Keys Air Navigation Facilities Division	Safety eye shields be provided for personnel whenever appropriate.	\$25
Peter O. Matson Air Traffic Control Div.	A revision to Manual of Operations II, B-2 that visibility always be broadcast.	\$25
Eugene Baraw Air Traffic Control Div.	Manning open circuits or "Hot Lines" to adjacent centers continuously during IFR periods.	\$20
Wilmer Kurth, Jr. Air Navigation Facilities Division	Design and installation of rotating trays on the sliding shelf of Synchroscope Panel No. 1 and No. 2 of the ASR-2.	\$15
Kenneth D. Parkins Air Traffic Control Div.	A rack for filing material such as blue prints, maps, etc.	\$15

**Additional Awards**

Kenneth R. Galbraith Air Traffic Control Div.	The use of clear plastic partitions between each operating position in an IFR room.	\$25
Paul P. Tully Air Navigation Facilities Division	Relocating and identifying switches for over- head lights in all CAA facilities.	\$10

**First Prize in Department of Commerce Quarterly Suggestion Contest:** In March, 1957, Robert H. Chalmers, AOS, GS-8, received \$300.00 for his suggestion for a "standard emergency let-down procedure for bringing an aircraft into an airport equipped with direct on-finding equipment in cases where the aircraft navigational radio has failed". This suggestion has now been given the first prize of \$75.00 in the Twelfth Quarterly Suggestion Contest of the Department of Commerce. (He is the fourth CAA employee to win first prize in these contests).



Award for Special Act of Service

Dimitri J. Margarita  
Air Navigation Facilities Division

For action in saving the Kennebunk,  
Maine VOR/DME equipment from damage  
and destruction during a forest fire  
occurring in its vicinity in May, 1957.

Annual Report of Incentive Awards Program

The annual report of Region One Incentive Awards Program showed that during Fiscal Year 1957 there were 356 suggestions received, 62 suggestions approved, and 248 suggestions not approved. It further showed that 13 Sustained Superior Performance and 2 Special Acts and Service Awards were made. Also, 177 Length of Service Awards were presented.



# PROMOTION PLAN LIST # 87

The following selections were made and actions taken during the month of July with regard to positions announced via the promotion plan.

## VACANCY NUMBER

### ATC

57-43 AOS (Center)	GS-11	Boston, Mass.	(B. Painter (D. Vannett (W. Hatch
57-59 AOS (Gen)	GS-11	Dayton, Ohio	S. Seydler
57-66 AOS (Gen)	GS-10	Harrisburg, Pa.	R. Hemmler
57-131 AOS (Station)	GS-8	Millville, NJ	W. Leshchshyn
57-147 AOS (Center)	GS-11	Cleveland, O	J. Smith
57-153 AOS (Station)	GS-7	Bradford, Pa	H. Hinkel
57-161 Ass't Chief, (IATCS STA)	GS-11	Idlewild, N.Y.	Cancelled
57-162 AOS (Tower)	GS-8	Louisville (Bowman) Ky.	(G. Greenwood (K. Bennett
57-164 AOS (Station)	GS-8	Poughkeepsie, NY	Cancelled
57-165 AOS (RAPCON)	GS-11	Griffis-Rome, NY	R. Fitzpatrick
57-166 AOS (Center)	GS-8	Pittsburgh, Pa.	(W. Miller (D. LaManna
57-170 AOS (Station)	GS-7	Buffalo, NY	J. Kittrick
57-171 AOS (Tower)	GS-10	New Castle, Del	A. Pecqueur
57-172 AOS (Chief, Tower)	GS-10	Baltimore (Harbor), Md.)	E. T. Plant (J. Boylan, L. Cline,
57-173 AOS (RAPCON)	GS-10	Griffis-Rome, NY	(R. Davis (D. Blasi
57-176 AOS (Tower)	GS-11	Wash. D.C.	T. Johnson
57-178 AOS (Station)	GS-8	Richmond, Va.	R. Harris
57-179 AOS (Tower)	GS-10	Akron (Canton) O	E. Sammons
57-180 AOS (Station)	GS-7	Brookville, Pa	Cancelled
57-182 AOS (Station, Chief)	GS-10	Jamaica, N.Y.	R. Purdy
57-183 AOS (Tower)	GS-8	Youngstown, O.	Cancelled
57-184 AOS (Tower)	GS-8	Columbus, O.	Cancelled
57-186 AOS (Station)	GS-8	Cleveland, O.	W. Heidt
57-187 AOS "	GS-7	Philipsburg, Pa	A. Horvath
57-188 AOS (Tower)	GS-11	Akron (Canton) O	A. Miller
57-192 AOS "	GS-8	Bridgeport, Conn	F. VanSickles
57-193 AOS "	GS-10	Pitts (Greater) Pa	Cancelled
57-195 AOS (Station, Chief)	GS-9	Buffalo, N.Y.	J. E. Doane
57-198 AOS (Gen)	GS-8	Mansfield, Ohio	Cancelled
57-200 AOS (Tower)	GS-10	Newark, N.J.	Cancelled
57-203 AOS (Station)	GS-7	Huntington, WVA	C. Dyer
57-207 AOS (Station, Chief)	GS-9	Philadelphia, Pa	Cancelled
57-208 AOS (Station)	GS-7	Houlton, Me.	Cancelled
57-214 AOS (Tower)	GS-8	Louisville (Bowman) Ky	Cancelled

### RFP

130-57 Elect Mtce Tech (Relief)	GS-9	Erie, Pa.	J. F. Mitchell
138-57 Airways Flt Insp	GS-11	Jamaica, N.Y.	K. E. Wolf
148-57 Voucher Examiner (Typing)	GS-4	" "	P. R. Zehro
153-57 Suprvy Elect Mtce Tech (ATFO Chief)	GS-10	Dayton, Ohio	F. Levy
154-57 " " " "	GS-10	Paducah, Ky.	Cancelled



RPP (Continued)

156-57	Elect Mtce Insp	GS-11	Jamaica, NY	J. Hanley, Jr.
158-57	Placement Assistant	GS-7	" "	R. Ferraro
160-57	Appointment Clerk (Typing)	GS-4	" "	H. Gathmann (R. Napolitano)
161-57	Elect Engr (Gen)	GS-12	" "	I. Mentcher
162-57	Suprvy Elect Mtce Tech	GS-10	Morgantown, WVA	F.S. Hinson
163-57	Elect Mtce Tech	GS-9	Covington, Ky	J.F. Jenkins
165-57	" " "	GS-9	Nantucket, Mass.	F.W. Cook
166-57	" " "	GS-9	Boston, Mass.	No Bidders
167-57	" " " (Relief)	GS-9	Wash., D.C.	Cancelled
169-57	Clerk-Steno	GS-4	Jamaica, N.Y.	V. Udeen
170-57	Airworthiness Insp (G/F)	GS-12	GSDO, Charleston, W.Va.	No Bidders
171-57	Elect Mtce Tech	GS-9	Blackstone, Va.	No Bidders
172-57	" " "	GS-9	Wash., D.C.	" "
174-57	Suprvy Elect Mtce Tech	GS-10	Newark, N.J.	M. Berent
175-57	" " " "	GS-10	Cleveland, O.	S. Steele
176-57	Elect Lineman (Leader)	WS-17	Jamaica, N.Y.	No Bidders
178-57	Airways Flt Insp (Pilot)	GS-12	Columbus, Ohio	L. Kinzly

NATIONAL PROMOTION PLAN

NY-32	Chief, Aircraft Engr Div	GS-14	Jamaica, N.Y.	J.G. Saure
NY-33	Flt Oper Insp	GS-13	ACDO, Newark, NJ	J. Farinacci
FW-34	Aero Design, Eval Engr	GS-13	Ft. Worth, Texas	Cancelled
FW-40	Chief, Fiscal Br.	GS-12	" "	L.E. Enochs (R2)
FW-45	Airworthiness Insp	GS-13	Dallas, Texas	G. Sackett (R2)
KC-157	Chief, Air Carrier Safety Div	GS-14	Kansas City, Mo.	K. Mackenzie (R3)
KC-159	Suprvy Airworthiness Insp (G/F)	GS-13	South Bend, Ind.	E.R. Michaelson (R3)
A-587	Airplane Pilot	GS-13	Wash. D.C.	R. Caldwell (R1)



Promotion Plan List # 88

The following selections were made and actions taken during the month of August with regard to positions announced via the promotion plan.

VACANCY NUMBER

ATC 57-40	AOS Tower	GS-8	Pittsburgh (Greater)	L. Gavin
57-48	AOS Station	GS-7	Houlton, Maine	W. Tubbs
57-71	AOS Tower	GS-12	Louisville (Standiford) Ky.	A. Egbert
57-87	AOS Tower	GS-8	LaGuardia, N.Y.	W. Garner H. Bahny T. Moody J. Forte J. Cookson
57-88	AOS RAPCON	GS-10	Dayton (Wright-Patterson) Ohio	G. Kraszewski
57-142	AOS General	GS-7	Allentown CS/T, Pa.	J. Kowanick D. Brown
57-151	AOS Tower	GS-8	Newport News, Va.	E. Hickey A. Diehl
57-162	AOS Tower	GS-8	Louisville (Bowman), Ky.	G. Greenwood K. Bennett
57-168	AOS Tower	GS-10	Louisville (Standiford) Ky.	W. Willis
57-169	AOS Station	GS-7	Glens Falls, N.Y.	S. Andreicheck
57-187	AOS Station	GS-7	Philipsburg, Pa.	T. Gzerwinski
57-190	AOS RAPCON (3 vacs)	GS-8	Otis-Falmouth, Mass.	E. Booze J. Christodelou F. Makely
57-191	AOS Station	GS-7	Concord, N.H.	J. Batchelder
57-194	AOS Station (Chief)	GS-12	IATCS New York, N.Y.	C. Wychakinas
57-197	AOS RAPCON (5 vacs)	GS-10	Dayton (Wright-Patterson) Ohio	Cancelled
57-205	AOS Station IATCS	GS-9	Jamaica, N.Y.	S. Rebold
57-209	AOS Station	GS-8	Lynchburg, Va.	A. Miles
57-211	AOS Asst. Chief Station IATCS (Restricted)	GS-11	Jamaica, N.Y.	A. Aarnio
57-212	AOS Tower	GS-10	Albany, N.Y.	Cancelled
57-213	AOS Station	GS-8	Cincinnati, Ohio	C. Conrad
57-215	AOS Station	GS-10	Philadelphia, Pa.	J. Mason
57-218	AOS Station (4 vacs)	GS-8	Dayton (Vandalia) Ohio	Cancelled
57-221	AOS Station	GS-7	Elkins, W. Va.	R. Dojak
57-222	AOS Station (2 vacs)	GS-8	Louisville, KY	Cancelled
57-223	AOS Station	GS-8	Nantucket, Mass	Cancelled
57-224	AOS Center (training instructor)	GS-11	Norfolk, Va.	J. Kelly
57-227	AOS Tower (training instructor)	GS-11	Pittsburgh (Greater) Pa.	C. Barbarow



# VACANCY NUMBER

ATC	57-233	AOS Center (training instructor) (2 vacs)	GS-11	Jamaica, N.Y.	A. Lepore W. Broadwater
	57-237	AOS Station	GS-7	Charleston, W. Va.	Cancelled
	57-245	AOS Station (2 vacs)	GS-7	Pittsburgh, Pa.	P. Keolan
	57-246	AOS Tower	GS-8	Boston, Mass.	Cancelled
	57-288	AOS Station	GS-7	Worcester, Mass.	Cancelled
RPP	139-57	Flt. Oper. Insp.	GS-12	Charleston, W. Va.	C. Wilson
	177-57	Elect. Tech. (Gen) <sup>2</sup>	GS-10	Jamaica, N.Y.	Insuff. Elig. Bidd.
	179-57	Supvy. Elect. Mtce. Technician	GS-10	Jamaica, N.Y.	E. Parlate
	180-57	Section Chief, (term aids section)	GS-9	Washington, D. C.	J. Barker
	183-57	Elec. Mtce. Tech.	GS-9	Washington, D. C.	J. Erickson
	184-57	Supvy. Elect. Mtce. Technician	GS-11	Charleston, W. Va.	R. Craig
	185-57	Supvy. Elect. Engr.	GS-12	Jamaica, N.Y.	B. Shulsky
	187-57	Civil Engineer	GS-11	Jamaica, N.Y.	No bidders
	188-57	Property Clerk	GS-4	Jamaica, N.Y.	E. Orrick
	189-57	Clerk-Stenographer (Plant Engr. Branch)	GS-4	Jamaica, N.Y.	Cancelled
	190-57	Appropriation Accts. Clerk (Fiscal Br.) (2 vacs)	GS-5	Jamaica, N.Y.	M. Cohen/ M. Schmappauf
	191-57	General Accts. Clerk (Budget & Finance)	GS-5	Jamaica, N.Y.	P. Fishman
	192-57	Supvy. Elect. Mtce. Tech. (ATFO Chief)	GS-10	Watertown, N.Y.	T. Clogston
	193-57	Elec. Mtce. Tech.	GS-8	Jamaica, N.Y.	C. Sabella
	194-57	Elec. Mtce. Tech.	GS-8	Washington, D. C.	No bidders
	197-57	Electronic Engineer	GS-11	Jamaica, N.Y.	Insuff. Elig. Bidd.

## NATIONAL PROMOTION PLAN

NY-36	Chief, Flt. Test Br. Aircraft Engr. Div.	GS-13	Jamaica, N.Y.	Cancelled
NY-37	Asst. to Reg. Admin. Office of Reg. Admin.	GS-13	Jamaica, N.Y.	Insuff. Elig. Bidd.
FW-46	Position Classifier	GS-11		J. Allen (transfer from A.F)
FW-48	Supvy. Flt. Oper Insp. Air Carrier Safety	GS-13		T. Hutchins (R-2)
FW-50	Aero. Design Eval. Engineer	GS-13		E. Thomas (R-2)
KC-163	Supvy Flt. Oper. Insp Gen. Safety Div.	GS-13		E. Schaeffer (R-3)
KC-164	Deputy Chief, Airports Division	GS-14		Cancelled
KC-165	Supvy. Flt. Oper. Insp Gen. Safety Div.	GS-13		Cancelled



# VACANCY NUMBER

## NATIONAL PROMOTION PLAN

4-44	Flt. Oper. Insp.	GS-13	E. Jacobson (R-4)
	Gen. Safety Div.		
4-45	Airways Oper. Spec.	GS-13	R. Farris
	Airways Oper. Div.		
A-573	Air Carrier Mtce.	GS-13	R. Prey (R-2)
	Specialist, Air		
	Carrier Mtce. Br.		
A-574	Aircraft Mtce. Spec.	GS-13	C. Angel
	(EE) Gen. Mtce. Br.		
A-577	Flt. Oper. Spec.	GS-13	J. Whithead (R-2)
	Air Carrier Safety Div.		
A-582	Chief, Projects Sec.	GS-13	H. Luckett (W-465)
	Office of Airports		
X-44	Supvy. Elect. Engr.	GS-13	J. Mc Cown (R-2)
(readv)	(Gen) Elect. Div.		
X-57	Supvy. Elect. Engr.	GS-13	D. Rogers (R-5)
	Nav. Aids Eval. Div.		
AC-61	Elect. Engineer (Gen)	GS-13	C. Hannan (AC)
	Airways Stds Div.		
AC-62	Supvy. Elect. Engr.	GS-13	M. Kincaid (AC)
	(Gen)		
AC-63	Airplane Pilot	GS-13	G. Fisher (R-1)
AC-64	Supvy. Airplane Pilot	GS-13	G. Downs (AC)

## SPECIAL NOTICES

76	Property Specialist	GS-12	H. Turner
	Gen. Serv., Property		(non-employee)
	Mgmt. Div. Wash., D.C.		
86	Elect. Equip Spec.	GS-9	H. Jones (R-6)
	ANF Comm. Engr. Div.		
	, Washington, D.C.		
88	Elect. Equip. Spec.	GS-11	G. Hadron (R-3)
	ANF, Comm. Engr. Div.		J. Wilmering (R-3)
			V. Hill (R-6)
			C. Shiplett (R-4)
			W. Kildall (R-6)
			T. Cromwell (R-2)
89	Gen. Supply Spec.	GS-11	W. Coburn W-185
	Gen. Svce. Prop.		R. Burleson W-185
	Mgmt. Div. Wash., D.C.		
	(2 vacs)		
109	Airplane Pilot	GS-12	Cancelled
	Airways Flt. Insp.		
	Honolulu, T.H.		