



THE REGIONAL ADMINISTRATOR'S CORNER

Several months ago, when the possibility of an Asian Influenza epidemic first became known, our Regional Flight Surgeon became concerned over its effects on the personal health of our employees and the resulting serious consequences should there be any interruption in our vital communications and air traffic control responsibilities because of widespread sickness. Because of his foresight in placing orders for the required serum at the earliest possible date and his efforts in following through with the program, approximately 2500 Region One employees received free inoculations before the disease reached epidemic proportions at any of our locations. Our absentee record and the incidence of illness has been comparatively low.



I would like to express my thanks and appreciation to all those who participated in the program and most particularly to those field supervisors who were called on to make the local arrangements for the vaccinations and to the private physicians who cooperated so wholeheartedly with us.

We wish that we could have extended the offer of free inoculations to all employees; but as you know we were authorized to vaccinate only those employees who worked in certain specified types of jobs. We were able to arrange for inoculations for all employees in some areas at a very nominal charge.

Dr. Gentry advises that all those who can do so should be immunized against Asian Influenza for their own protection, principally to avoid the complications that frequently follow an attack of this type of influenza. Although the recent outbreak was comparatively mild, health authorities advise that if the disease follows the course of other similar outbreaks there is more than a strong possibility of a recurrence of an epidemic in a more severe form.

In addition to the question of personal welfare, there is the continuing concern for providing uninterrupted services to aviation. A high absentee rate occurring all at one time could seriously handicap our ability to do the job we are assigned.

For these reasons if you haven't already been vaccinated, we again urge that you do so. Both the American Medical Association and the U. S. Public Health Service endorse the immunization program that has been conducted throughout the country.

We regard the Department of Commerce authorization to vaccinate so many of our employees as a recognition of the responsible work we all perform. We feel that the high degree to which you participated in the program on a voluntary basis again confirms your recognition and acceptance of that responsibility.

Any of you who have not been able to arrange for an inoculation for any reason should ask your supervisor to let us know. We will be glad to assist in whatever way we can.

Ora W. Young

Visit of Congressman Albert Thomas

On Friday, November 1, Congressman Albert Thomas of the House Appropriations Committee, together with Mr. G. Homer Skarin, his Staff Assistant, visited our Regional Office for approximately three hours. They also visited the Weather Bureau Regional Office and were taken on a tour of the New York Air Traffic Control Center.

Before his departure, Congressman Thomas commented that he was highly pleased with the operations he had observed.

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Greater New York Fund Campaign

Mr. Marion E. Phillips, Airspace Utilization Officer, acted as Chairman of this Fund Drive, which was conducted from October 10 through October 30, 1957. Due to the cooperation of our Keymen who contacted the employees in their assigned area, and the generosity of the contributors, we were able to turn over approximately \$700.00 to the Greater New York Fund.

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AIRPORTS DIVISIONVisitors

General George P. Doukas, Director of Civil Aviation of Greece visited the Airport Lighting Display during the month of October.

Conferences

The Program Administration Officers of the District Offices attended a two day meeting at the Regional Headquarters to discuss details of handling the FAAP program. Mr. C. G. Bowers and Mr. Aubrey Edey of the Office of Airports also participated.

The Review Engineer from each of the District Offices met with the Deputy Division Chief and Chief Airport Engineering Branch for a two day discussion on the review of plans and specifications of FAAP projects.

Federal Airport Program

During October the following Grants were issued:

Portland, Maine	-	\$ 46,500
Roanoke, Virginia	-	74,000
Olean, New York	-	105,000
Gardner, Massachusetts	-	25,875
		<u>\$251,375</u>

Project Applications, plans, and specifications were received and are being processed during the month:

Charleston, West Virginia	-	\$ 70,000
Galion, Ohio	-	62,878
Providence, Rhode Island	-	1,050,000
Concord, New Hampshire	-	83,000
New Haven, Connecticut	-	93,500
		<u>\$1,359,378</u>

Final Payments were released for projects at:

Bridgeport, Connecticut
 Wilmington, Delaware
 Laconia, New Hampshire
 Ithaca, New York

AIR TRAFFIC CONTROL DIVISION

It was with deep regret that we learned of the death of Mr. Raymond H. Hartley, Chief, Akron Combined Station/Tower, on October 5, 1957. Mrs. Hartley has expressed her appreciation to all Pledge System Members for their kind expressions of sympathy and for the financial help at a time when it was most needed.

Planning Branch

Sid Doroff attended the SAGE Symposium at the M.I.T. Lincoln Laboratory, Lexington, Mass., Oct. 14 through 17.

Recommendations and plans were drawn up to accommodate Jet and Turbo-Prop operations in the New York Metropolitan area utilizing holding patterns at 20,000 and above and radar controlled arrival and departure procedures which are compatible with procedures now being used for the control of conventional type aircraft.

Oscar W. Holmes of the Planning Branch was the speaker at a meeting of the Pittsburgh Section of the American Institute of Electrical Engineers held at the Mellon Institute in Pittsburgh on October 2nd. Mr. Holmes' address was titled "Highways of the Sky" and described the air traffic control system with emphasis on its communications aspects. A motion picture, "The Pilot and Air Traffic Control", was shown to the group, and a question and answer period followed.

Operations Branch

On October 21, 1957 the Griffiss RAPCON was commissioned as a straight ANC Approach Control facility. The determination to initially implement the service without radar functions was based on the improved operation that would accrue to the military base itself and the civil traffic operating from Utica Municipal Airport, formerly handled by the Boston Center, by single agency, i.e., CAA jurisdiction over all traffic.

Some of the major air carriers have now committed themselves to participation in the proposed New York Center Flight Plan Teletypewriter Filing Circuit. Most of the other carriers serving New York are expected to follow suit as soon as certain items of flight plan format are resolved. This circuit should greatly relieve the present congestion on the Metropolitan Area Schedule "F" which will then become more readily available for time-essence aircraft movement messages.

The relative air traffic control and aeronautical communications services at the Wilkes-Barre and Baltimore Friendship Combined Station/Tower facilities have reached proportions meeting the criteria for the termination of combined facility operations. Action is being initiated to determine the staffing and operational requirements of each.

Airport Traffic Control service inaugurated and combined with aeronautical communications services at Worcester, Mass., October 28, 1957. Worcester becomes the eighteenth CS/T in operation in Region One.

Determination was made concerning the location on the proposed new ATCS serving the Washington National Airport. The manpower and operational service requirements have likewise been determined to be in readiness at the time the quarters and equipment are ready for use.

Implementation of expanded services, such as terminal radar departure service, tower en route control, peripheral center/pilot service, center, radar, departure/arrival services, being withheld due to lack of sufficient area-rated personnel to perform the services associated with additional operating positions. ATC Division concentrating on "round-the-clock" facility training programs.

AIRCRAFT ENGINEERING DIVISIONSikorsky Aircraft

Sikorsky Aircraft has applied for an increase in gross weight and an expanded cg range for their Model S-58 helicopter. Satisfactory drop tests on the unmodified main landing gear were conducted at Electrol and witnessed by engineers of our Airframe and Equipment Branch. Modifications will be necessary on the tail gear for the higher gross weight.

Fairchild

The basic certification responsibilities of the Fairchild F-27 program were discussed with representatives of Fairchild who visited the Regional Office. The discussions involved the handling of modifications being made to the F-27 as part of the basic certification program by Fairchild and the handling of modifications Fairchild expects to incorporate later on after certification.

Allison Division of General Motors

Personnel of the Allison Division of General Motors visited the Regional Office on October 21, 1957 to discuss basis for certification of the installation of the Allison 501-D13 turbo-prop engines and Aeroproducts 606 propellers in Cenvair 340 and 440 aircraft. Specifically outlined were the fatigue program and the structural tests program.

Piper Aircraft

Chief of Power Plant Branch participated in a Preliminary Type Board Meeting at Piper Aircraft on their models PA-23 and PA-24 aircraft which will have the Lycoming O-540 250 HP engine in place of the currently installed O-360 (180 HP) and O-230 (150 HP) engines, respectively. An increased gross weight is contemplated for both model aircraft. The occasion of this visit was also used to discuss some proposed AD's, as well as recently reported service difficulties.

Miscellaneous

Mr. J. G. Saure, Chief of the Division, in connection with a visit to the facilities of Fairchild Aircraft Division at Hagerstown, Maryland, addressed the local chapter of the IAS on the subject "The CAA - Its Functions and Operation". This meeting was attended by representatives of every department of the Fairchild Aircraft Division and was not confined solely to members of the local chapter. This was considered to be a welcome opportunity for presenting the CAA picture since the Fairchild Aircraft Division has not been active commercially for a number of years.

Mr. J. C. Staples, Chief, Flight Test Branch, together with Mr. G. Giangrande attended the Flight Test Branch Chiefs' Conference at Oklahoma City for a two-week period. Mr. P. D. Wilburn, also of Flight Test Branch, attended a two-week Jet Refresher Course.

Mr. N. N. Shapter, Chief of Airframe and Equipment Branch, participated in the Boeing 707 indoctrination course in California.

A two-week familiarization course was attended at the Allison Division by Inspector R. Bauer of our Manufacturing Branch.

The first F-27 familiarization courses at Fairchild were attended by personnel of this Division. These courses were found to provide an excellent opportunity for engineering to familiarize itself with the important details of the basic model. This indoctrination is expected to prove valuable during the certification program.

Mr. W. Jarrett of the Washington Office visited the Regional Office to discuss revisions to CAM 6 particularly Appendix A. He was accompanied by Mr. G. Martell, Airframe and Equipment Branch, on visits to Vertol and Sikorsky.

Henry Weiss became a member of the Power Plant Branch during the month of October.

AIR CARRIER SAFETY DIVISION

The maintenance and operations facilities of Fairways Corporation, a commercial operator headquartered at Washington National Airport, were inspected in connection with the annual renewal of their operating certificate. This operator maintains very high operational and maintenance standards. The fact that Vice-President Nixon utilized their services on a recent campaign tour through New Jersey is a testimonial to the caliber of this operation.

In compliance with procedures outlined in MOP 400.10 a meeting of all inspectors assigned throughout Capital Airlines' system was held on October 30 and 31, 1957. Approximately twenty-five inspectors attended the conference. This conference proved beneficial to all participants. This item will be reported in detail in a separate report.

Special inspections were conducted on the National Air Line operation as a result of the strike situation.

Capital Airlines has completed approximately six months experience with the Air Trainers Limited-Link Viscount aircraft simulator. The activity, conducted so far, has been entirely experimental and no actual credit has been permitted in minimum flight training or checking requirements. The experimental program, however, has been quite successful and we are reasonably sure that the carrier will request approval of a training program, which will include the simulator, in the near future.

Capital announced that it will inaugurate a system of air-ground radio telephone on a few aircraft for passengers during the early part of 1958. In conjunction with AT&T, this service will be started on a test basis. If favorably received, it will be adopted on the fleet.

Inspectors Richard Gerszeuski and Harold Zimmerman completed the indoctrination training course during the reported period. These trainees continue in on-the-job training status on the Capital Airlines assignment.

Operations Inspectors of the LaGuardia ACSDO participated in an extensive evaluation program conducted by New York Airways of the Vertol Model 44. The aircraft used was an experimental certificate factory demonstrator provided by Vertol with pilot and ground crew. The program included pilot familiarization, performance analysis and enroute and maintenance evaluation. The proposed airline version of the Model 44 will gross at 14,300, with seats for fifteen passengers. Two pilots will be required. The first aircraft will not be available until the first of the year. It is our understanding that amphibious gear is being developed by Vertol for this equipment. The decision to purchase has not been made as of this date.

Approval was given to New York Airways for the installation of the Bendix Sonic altimeter in one S-55. This installation has not been completed to date. The range of the instrument is 3 to 300 feet above terrain.

New York Airways' Bell N2492B crashed at Farmingdale, L.I., after striking a flagpole. One passenger was killed and Captain Rushton and the other passenger received serious injuries. An investigation is underway.

Inspector William A. Leefe has terminated his employment as of October 31st to return to Allegheny Airlines. The new Inspector, Mr. Joseph Teixeira, is reporting to this office for original assignment on November 4, 1957.

Quaker City Airways, Inc., has made application for renewal of their Operating Certificate. They have purchased a "T" Category C-46. This office is receiving manual material, inspecting facilities at Millville, N.J. where maintenance work will be performed.

Apparently our Washington Office has requested assistance from the U.S. Public Health Service relative to ice falls in the Philadelphia area. Our report of investigation has been forwarded. The agency has had their New York office contact us for information and have been inspecting aircraft at LaGuardia and New York International Airports for ice accumulation at overboard drain.

American Airlines has received the following new aircraft during this period: DC-7B's N349AA, N350AA, N357AA and DC-6A N90784.

American Airlines' DC-7 continuous loop fire detector system with the control box setting at 400 ohms has been approved by the appropriate CAA offices.

American Airlines is in the process of modifying all of their DC-6's CRAF (Civilian Reserve Air Fleet) installation. The present racks and associated ship wiring are being changed to accommodate more modern type of Air Force communications and electronics equipment. Engineering is now in process for the installations in the carrier's DC-7 aircraft.

Northeast Airlines considered leasing DC-7 aircraft to be put into operation to Miami. After analyzing the cost of training personnel and increased cost of maintenance of this aircraft they abandoned the idea. At present they do not plan to put any additional aircraft into their operation for this winter. Their plans for additional aircraft for next winter's operation is still in the discussion stage.

GENERAL SAFETY DIVISIONEvents of Unusual Interest

The Sixth Annual Massachusetts Aviation Conference was held at the Municipal Airport, Worcester, on Monday, October 28th. Several panel sessions were held with the primary topic being General Aviation and its problems at major air terminals. The high light of the program was the commissioning of the new control tower by the Regional Administrator, Mr. Young. At least one hundred persons attended, including State aviation officials, fixed base operators, airline representatives, City and State officials, executive pilots, CAA personnel and many others interested in aviation. A static display of executive type aircraft was also presented.

On October 16, 1957 Queen Elizabeth of England visited Williamsburg and Jamestown, Virginia. She was received at Patrick Henry Airport, Newport News where a reception was held which required considerable coordination and planning between airport management, CAA, military services, etc. The Richmond Supervising Inspector attended the activities both for the arrival and departure the following morning. Everything went off with clock-work precision.

On September 29, 1957, Inspectors Beykirch and Probst attended an "Open House" at Ocean City Airport, Ocean City, New Jersey.

Approximately 150 aircraft flew in for the celebration and all operations were conducted with safety off the single runway. Free food and many prizes attracted the visitors.

On October 12th and 13th, Inspectors from the Haddonfield office supervised an air show presented at New Castle County Airport under the sponsorship of the Wilmington Junior Chamber of Commerce. Highlight of the two-day show was Bev Howard's precision flying exhibition.

Noteworthy Activities and Projects

During part of the second week of October, Mr. James T. Pyle, Civil Aeronautics Administrator, was in Cleveland to view the work being accomplished at the Lewis Flight Propulsion Laboratory. While there, he took occasion to visit the CAA facilities in the area including our General Safety District Office at the Cleveland Hopkins Airport.

The Cleveland and Columbus offices were visited by Regional Attorney Bobskill as part of his program of helping our offices in the handling of violation reports.

All members of the Teterboro GSDO, attended Fire Extinguisher classes given by the Teterboro Port Authority office, the week of October 6-12, official Fire Prevention Week. Mr. Ed Cohen (Airport Operations Supervisor 2), was a very efficient instructor.

Unusually extensive alterations to a DC-4 owned by Inter American Minerals Corp. have required a great deal of surveillance time by our LaGuardia Inspectors, as well as by our Regional Engineering Division. Review of the traffic patterns

of the LaGuardia and Flushing Airports as part of the overall problems affecting a high density traffic area, have also been a major project for the LaGuardia office.

Accident Prevention Program

1. The study and prevention of accidents is a never-ending problem that becomes more acute with the recent upsurge in flying activity. There were approximately 7% more general safety accidents during the first six months of 1957 than occurred during the corresponding period of 1956. Two offices, Cleveland and Rochester, showed very considerable decreases in accidents chargeable to pilots based in these areas and the Louisville district had the fewest accidents involving pilots residing in the district. All district offices are being asked to make a special study of the accident situation within their own areas.
2. The Portland Office reports investigating an accident which occurred in a remote area of the Maine woods some four years ago. The wreckage has only recently been located. A long hike over rough terrain was required to reach the accident scene.
3. The Cornell Crash Injury Research Office has recently moved from LaGuardia Airport to Phoenix, Arizona.

Assistance Furnished to Industry Groups and Other Agencies

At the request of the Sheriff's Office, Monroe County, Rochester, New York, Inspector Enderton delivered a lecture on pilot certificates, violations of the CAR, and accidents, to a group of 17 newly appointed Deputy Sheriffs. The new appointees were undergoing a six-week training period, under the direction of the local authorities.

Flying Club meetings were participated in by Inspectors Baker and Probst of Haddonfield and Inspector Jules DeCrescenze of Teterboro. Jules was the guest speaker at a well attended meeting of the Spring Valley, New York Flyers Club.

The Albany office conducted three flight instructor meetings during the month, which were attended by a total of 73 flight instructors.

On October 2, 1957 Inspector Negard was guest speaker at the Irvington, N.J. Optimist Club, his subject being "Pilot Training".

Improved Aviation Facilities

1. Ground has reportedly been broken for a new airport to be constructed at Montauk on the eastern tip of Long Island.
2. The City of Cleveland, Ohio has recently completed improvements at two airports. At the Cleveland Hopkins Airport, the North Concourse of the Terminal Building has just been opened. At Lakefront Airport, a new hard surface-runway has been put into operation.

Indications of Rapidly Growing Activity in General Aviation

1. During the past summer season, the Provincetown-Boston intra state airline broke all past records for trips completed and passengers carried. Flight

training in the same area has also shown a substantial growth.

2. During a recent period during which our Inspectors were at the Naval Air Station at Chincoteague, Va., there were some 118 military applicants for various CAA certificates.

3. As still further evidence of rapidly expanding activity, the following is quoted verbatim from a report from the Haddonfield General Safety District Office:

"To date this month the Haddonfield office has conducted 102 written examinations exclusive of many military competence examinations.

"On one day 17 written examinations were in progress at one time.

"Seventeen writtens rather cramp us for space since many tests require the use of maps. However, we had only one complaint; an ATR applicant seated on top of a file cabinet stated that he found it somewhat difficult to retain his balance, hold a map on the ceiling, draw a straight line and use his computer all at the same time".

AIR NAVIGATION FACILITIES DIVISION

VOR-VORTAC

Conversions from five to four loop antenna arrays were completed at Poughkeepsie and Westchester VOR and returned to normal operation. Flight check of the Fitzgerald facility following conversion to four loop and frequency change resulted in serious interference with Tower City VOR having a co-channel assignment. The seriousness of co-channel operation at the present approved geographical spacings has been referred to the Washington Office. Conferences on this subject have been held in the Washington office attended by engineers from the Regional Office.

A commissioning flight check of the Zanesville, Ohio VOR has been completed and the facility commissioned during October.

Flight check of the Philipsburg VORTAC has been completed following installation of monitor detectors and work on the antenna system. Studies were conducted on the vibration of the TACAN antenna and replacement bearings made. It was necessary to hire a crane for the removal of the TACAN antenna from the plastic cone, which action causes shut-down of the VOR facility.

Communications

Flight check of the New York Center peripheral communications facilities at Big Flat, Millville and Philipsburg has been completed. The Philadelphia and Washington, D. C. VHF/DF facilities have been flight checked and commissioned.

Radar

The Suitland, Md. ARSR-1 site has been approved for the Washington surveillance radar. The Dansville, N.Y. site which will serve Buffalo ARSR-1 is now being tested. Commissioning flight check of the Wright-Patterson Radar Beacon

associated with the RAPCON has been completed with satisfactory results.

Miscellaneous

The Chief of the Division, Mr. R. M. Brown spent the week of October 28 at the IBM plant in Poughkeepsie, N.Y.

Mr. Gayle, Chief, Electronics Engineering Branch and Mr. Kooker attended a career carnival at the University of Kentucky for the purpose of interesting local students in CAA employment. A mobile VOR test truck was set up on the campus which attracted considerable attention. Many prospects were interviewed.

The Deputy Chief of the Division, Mr. R. P. Battle, spent the week of October 28 at New Bedford, Mass. attending the CAB hearing on the Northeast Airlines' accident of September 15.

A conference of ATDS was held in the Regional Office attended by representatives of both the Washington and Oklahoma City offices.

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**Private Pilot Does
Well in Business**

A fascinating insight into the makeup of the private pilot comes from the Aircraft Owners and Pilots Association, which learned, after surveying its 65,000 members, that the composite (or average, or median) private pilot is:

A college man, married, and the father of children under 21 years of age; earns \$10,906 a year, owns his own home, participates in community affairs, owns more than one and a half automobiles, owns an airplane or has a financial interest in one. He also prefers summer vacations to winter vacations, and he may be one of the 22 per cent of private pilots who also own a boat of some sort.

GENERAL SERVICES DIVISION

Messrs. J. B. Hogan and John V. Peterson attended a General Services Division conference at the Aeronautical Center during the period October 28 - November 1, together with all other regional GSD and PME Chiefs and Washington Office and Aeronautical Center officials, in connection with the development of procedures and policies pertaining to the planned centralized warehouse operation. Mr. Hogan then proceeded to the Washington Office for a further conference in the General Services Office.

Mr. Robert L. Mitchell, Deputy Division Chief, and Miss Mary Kwasnick, Chief, Lease & Utilities Section, with Mr. E. B. Wayland of the ANF Division, participated in a conference with the Vice President and General Counsel of the D. L. & W. Railroad leading toward acquisition of a site for the new Newark IIS-MM near Lindhurst, N.J.

Miss Kwasnick, together with Mr. F. Van Demark of the ANF Division, visited Cleveland and Akron, Ohio, conferring with Department of Commerce and GSA officials and surveying available land and quarters leading toward the selection of a site, under newly established criteria, for the proposed Cleveland Center relocation.

1,820 mimeograph stencils and azograph and offset masters were processed by the Special Services Branch during October to produce 574,310 pages of material which were assembled and stapled as required. Contrasting this with last July's production (308,270 impressions from 1,197 masters), gives a good indication of our increasing workloads.

Aeronautical Center personnel spent two weeks in our Aircraft Service Branch installing new TACAN equipment in our four DC-3 aircraft. The installations are now complete.

Aircraft Service Branch personnel conducted extensive training in TACAN of representatives of Government aviation of Japan and Italy.

Mr. C. W. Penny, Aircraft Service Branch Chief, has completed a two week field trip inspecting rental aircraft in various parts of the Region.

Mr. Harry Knorr, Warehouseman and Mrs. Dorothy Rosner, Clerk-Typist, were appointed to the Aircraft Service Branch during October.

Mr. M. Unterberg, Chief, Procurement Branch, together with Messrs. J. Fallon and C. Whitehead of the ANF Division, visited the Lynchburg, Va. Air Ground Communication Site and resolved certain contractual problems which will expedite completion of the construction phase of this project.

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Don't let this SLIP your mind. . . . A slip means a fall and a fall means bruises and broken bones. Falls constitute one of the major causes of job injury to our employees each year; nearly one out of every three accidents involves a fall. With winter's snow and ice upon us, be careful, don't slip.

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YOUR RETIREMENT SYSTEM

In the last issue of the Region One Digest, dated September, 1957, questions and answers from the first two chapters of a pamphlet entitled "Your Retirement System" were published. We continue here with Chapter 3.

III. CREDITING OF CIVILIAN SERVICE

18. What classes of civilian service may be credited for retirement purposes?

Credit is given for all service performed as an employee of the Federal Government or the District of Columbia Government.

19. Must the service involved be consecutive, or may separate periods of service be counted?

All service is creditable, regardless of breaks in employment.

20. May periods of separation from service be counted?

No, except that any separation which is 3 calendar days or less is counted. Such a separation is not considered a break in service.

21. May credit be allowed for service for which no retirement deductions were taken?

Yes, provided the employee became a member of the retirement system after such service was performed.

22. How is credit given for service which was performed before there was any Retirement Act?

This service is free. Full credit is allowed without any deposit for service performed before August 1, 1920 (the date deductions were first taken as provided by the original Retirement Act).

23. Is there any other period of free service?

Yes. Service performed for the Panama Railroad Co. (now known as Panama Canal Co.) before January 1, 1924, is creditable in full without any deposit.

24. Is deposit required to obtain credit for periods of service for which no retirement deductions were taken?

Deposit is required in order to receive the maximum annuity, but not to receive time credit. Full credit in counting total service is allowed for all civilian service with or without deposit.

25. How is the annuity affected if the deposit is not made?

The annuity is reduced by one-tenth of the amount due as deposit. For example, if a retiring employee has an unpaid deposit which amounts to \$500, his annuity would be reduced by one-tenth of \$500 or \$50.

26. How is the amount of the deposit determined?

The deposit is made up of the regular deductions (2 $\frac{1}{2}$ percent from August 1, 1920, to June 30, 1926; 3 $\frac{1}{2}$ percent from July 1, 1926 to June 30, 1942; 5 percent from July 1, 1942 to June 30, 1948; 6 percent from July 1, 1948, to October 31, 1956; and 6 $\frac{1}{2}$ percent thereafter) plus interest at the rate of 4 percent to December 31, 1947, and 3 percent thereafter, compounded annually.

27. Is it to the employee's advantage to make the deposit?

This question cannot be answered by a simple "Yes" or "No." There are good reasons for making it, and there are good reasons for not making it. The same arguments, however, do not necessarily apply in each individual case. It is a personal matter which each employee must decide for himself, just as he would in making any other investment of his money for the future benefit of himself and his family. Here are some facts that should help an employee to make the right decision:

- (a) If the deposit is made, the retiring employee, and any of his survivors who may qualify for annuity after his death, will receive the maximum rates payable based on his total years of service. Only the employee may make the deposit; the survivor does not have this privilege. However, if the deposit is small enough, it is possible that it will provide no increase at all because of the requirement that the final monthly rate be adjusted to the nearest dollar. For example, a deposit of \$500 will give the retiring employee an increase in round figures of only \$4 a month. A surviving widow's annuity will be increased by only \$2 a month. A deposit amounting to \$60 or less will, in many instances, result in no increase in the final annuity of a retiring employee.
- (b) The amount paid in as a deposit becomes a part of the employee's retirement account. If the employee dies in service and there are no qualified survivors entitled to annuity, the entire amount credited to his account is payable to the designated beneficiary or next of kin. However, the deposit is frozen in the retirement fund and may not be withdrawn by him unless he is separated and can meet the requirements for payment of refund. (See question 240).
- (c) The value of a deposit as an investment depends on the number of years over which annuity will be paid. In other words, it depends on the length of life after annuity begins. While the span of life is an unknown factor, experience indicates that the average employee who retires for reasons other than disability has an expectancy of life as follows:

Age	Life expectancy	
	Men (Years)	Women (Years)
55	20	23
60	16	19
62	15	18
65	13	16
70	10	13

The actual amount of a deposit made at retirement will be returned to the annuitant in 10 years. Thus, in the average case, the retired employee will live long enough to get his investment back in the form of the increased annuity, and he will continue to benefit from this increase for the remainder of his life. Also, upon his death, any survivors entitled to annuity will receive the benefit of the deposit in the increased annuity. However, making the deposit can be a losing proposition. This is possible because -

- (1) A deposit becomes a part of the employee's retirement account.
 - (2) All annuity payments are charged against this account. It now takes an average of about 2 years of annuity payments to a retired employee to exhaust his account.
 - (3) If all annuity payments terminate before the account is exhausted, the balance of the account is payable in a lump sum.
 - (4) It takes 10 years for the retired employee to get back the amount of his deposit in the form of increased annuity payments.
 - (5) The deposit is a losing investment if all annuity terminates after the retirement account is exhausted but before the amount of the deposit has been returned as increased annuity.
- (d) The longer the payment is delayed the higher the amount will be because of the running of interest. However, if the deposit is not made until time of retirement, the employee will have had the use of his money during the interim.
- (e) Deposit for all noncontributory service after July 31, 1920, must be completed before any voluntary contributions (see sec. V, Voluntary Contributions) may be made. This may make it advantageous for an employee to complete his deposit in order to be accorded this privilege. However, the employee may decide that making the deposit is a high price to pay for the voluntary contribution privilege.

28. Under what conditions may credit be allowed for service for which an employee has received a refund of deductions?

Such service may be credited in determining length of service for the purpose of computation of annuity only if the redeposit is made. It may, however, be used in determining the "high-5" average salary even if the redeposit is not made. (See sec. VIII Annuity Computation.) It is also used, even though the redeposit is not made, in determining whether an employee has sufficient service to make him eligible for retirement. (See question 100.)

29. How is the amount of the redeposit determined?

The redeposit is made up of the exact amount refunded plus interest at the rate of 4 percent to December 31, 1947, and 3 percent thereafter, compounded annually.

30. Is it to the employee's advantage to make the redeposit?

Generally, yes. Usually a redeposit should be made because otherwise the employee will receive no credit at all in the computation of his annuity for the time covered by the refund. Also, a surviving widow (or widower) who qualifies for annuity benefits will be denied credit for the service

covered by the refund unless the employee has made the redeposit. In a few retirement cases, where the employee has enough other service to meet the 80 percent limitation (see question 176) or where he retires on account of disability and is entitled to the 40 percent guaranteed minimum annuity (see questions 172 to 174), failure to make the redeposit would not affect the retiring employee's annuity; similarly, the survivor annuity payable to a child would not be affected (see question 211).

31. Does the date of payment affect the amount of the redeposit?

Yes, just as it does in the case of a deposit. The longer the payment is delayed the more it will cost, because of the running of interest. For example, if a redeposit amounted to \$200 on June 30, 1957, and the employee does not make payment until 15 years later, the amount will have increased to \$311.

32. What effect does nonpayment of a deposit or a redeposit have on granting service credit for employment purposes other than retirement?

It has no effect at all. Full credit is granted, regardless of whether deposit or redeposit has been made, for such purposes as leave, promotion, pay increases, and retention credits in reduction in force.

33. How is deposit or redeposit made?

The employee submits his application to make deposit or redeposit on Standard Form 2803 through the employing department or agency to the Civil Service Commission. The Commission makes the computation and informs the employee as to the amount of the payment and the manner of making it.

34. May deposit or redeposit be made in installment payments?

Payment may be made in a lump sum or, if the employee so desires, in installments of not less than \$10 each. There are no specified intervals at which installment payments must be made but interest runs until payment has been completed.

35. May installment payments be made through payroll deductions by the employing agency?

No.

36. If an employee is unable to complete his deposit after paying a number of installments, what action is taken?

The employee is credited with the sum paid, and the annuity otherwise payable is reduced by one-tenth of the unpaid balance (including interest) due the fund.

37. If an employee is unable to complete redeposit of refund after paying a number of installments, what action is taken?

The sum redeposited is applied on any full period or periods of service to the best advantage, and any amount not so used is refunded.

38. If an employee does not wish to make a deposit or redeposit, may he elect to waive credit for the service?

He has the option of eliminating any such complete period or periods of service for annuity computation purposes.

39. Under what conditions would it be desirable to eliminate credit for such service?

Only if, because of the 80-percent limitation in annuity computation (see question 176), the service would produce no increase, or no material increase, in annuity.

40. May an employee make deposit or redeposit after his separation from service?

Yes, if he has present or future annuity rights. Payments in such a case may be made at any time before his annuity claim is finally adjudicated.

41. May an employee make deposit or redeposit after retirement?

No deposit can be made after final adjudication of an annuity claim. However, in the case of a redeposit which is to the employee's advantage, his annuity payments may be suspended until an amount sufficient to pay the redeposit has accrued unless he indicates otherwise.

42. In case of death of an employee, may a survivor entitled to annuity benefits make the deposit or redeposit?

No.

43. Do the deposit provisions apply to a period of service when the employee was under the Act but the employing agency, through error, misunderstanding, or for any other reason, failed to withhold retirement deductions from his salary?

Yes.

44. Is credit allowed for leave without pay?

Credit is given without deposit to the fund for so much of furlough or leave without pay as does not exceed 6 months in any calendar year.

45. Is there any exception to this rule?

Yes. If the employee is carried on leave without pay while receiving benefits under the Federal Employees' Compensation Act or while serving with the Armed Forces, the entire period (subject to the limitation explained in question 69) is credited without deposit to the fund.

46. May the period of service represented by a lump-sum payment for accrued and accumulated annual leave be credited?

No.

47. How is substitute employment in the postal service credited?

Full credit is given for the time from the date of original appointment, provided the employee was subject to call for duty.

48. Is service with State and municipal governments creditable under the Civil Service Retirement Act?

No.

49. Is service performed under another Federal retirement system creditable under the Civil Service Retirement Act?

Yes, provided the employee is not receiving any benefits for the service under the other system. If the other system is a contributory plan, the employee must draw a refund of his deductions under the other system and redeposit the refund, with interest, in the Civil Service retirement fund. If the other system is a noncontributory plan, credit is allowable and the employee may make a deposit. (See questions 24 to 27.)

50. Is extra credit allowed for service in foreign countries or for any other kind of service?

No. Credit for service may never exceed the actual calendar time.

51. How is credit given for service which is performed on a "when-actually-employed" basis?

Only the actual days worked may be credited.

* * * *

Tape Recorder Solves Seagull Menace

Because seagulls - like eagles - are protected by law, they possess a boldness seldom found among other birds, and have consequently become a hazard at airports near the seacoasts. Occasionally, they have been sucked into jet engines, or smashed into windshields. Since it is illegal to shoot the gulls, another means had to be found to keep them away from the airports. The problem was solved at Floyd Bennett Field, Long Island, in a novel way: a jeep is driven down the runway, playing a tape-recorded cry of frightened seagulls! It works every time, officials say.

INCENTIVE AWARDS PROGRAMReport on the Incentive Awards Program for the Federal Civil Service

The achievements of all of the agencies in the Federal Civil Service in connection with the Incentive Awards Program have been very impressive. It is estimated that the Program has provided tangible benefits of more than \$169,883,000 to the Government during the year which ended last June. In addition to these measurable improvements there also were many intangible benefits in the form of more on-the-job safety, a higher quality of work, better service to the taxpayer, and greater employee satisfaction.

During the fiscal year, 86,209 employee suggestions were adopted and 41,340 superior performance awards were granted. As a result employees received \$9,112,063 in cash awards. The number of suggestions received rose to 322,064.

* * * *

Employee suggestions awarded in Region One during October . . .

<u>Name</u>	<u>Suggestion</u>	<u>Amount Granted</u>
Alvin C. Hall Air Traffic Control Division	Radar scope viewing hood	\$150
Edward H. Sommerfield Air Navigation Facili- ties Division	A modification to the Type CA-2084 RF Attenuator	\$75
Fred Salloom Air Navigation Facili- ties Division	CA-1422, Portable course and Field Detector, be modified by the addition of a DPST switch.	\$25
Alfred A. Steinberg Air Navigation Facili- ties Division	Repair of Sola voltage regulators at LaGuardia	\$25
Paul Alexy, Jr. Air Traffic Control Division	Recording tapes used on the Magnecord- Multi-Channel Recorders, Type CA-1466, be erased automatically.	\$15

Additional Awards

Ernest A. Johnson Aircraft Engineering Division	A pamphlet and poster display in CAA examina- tion rooms as a means for recruitment. He had received an initial award of \$25 in January 1957.	\$75
Joseph G. Mayhall Air Navigation Facili- ties Division	Protective caps be provided for the elimination of electrical shock hazard on the Synchroscope Type CA-2400. He had received an initial award of \$25 in February 1957.	\$25

Promotion Plan List # 90

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

VACANCY NUMBER

ATC	57-134	AOS (Tower)	GS-11	Louisville, (Standiford), Ky.	W. Blythe
	57-151	AOS (Tower)	GS-8	Newport News, Va.	J. Cherry
	57-219	AOS (Station)	GS-8	Albany, N.Y.	J. Trainor
	57-239	AOS (Center) (5 vacs)	GS-6/8	Cleveland, Ohio	Insuff. Elig. Bid.
	57-243	AOS (Center) (5 vacs)	GS-6/8	Norfolk, Va.	B. Lawrence-GS-8 A. Corradino-GS-8 L. Cannon-GS-8
	57-286	AOS (Tower)	GS-8	Charleston, W. Va.	J. Kittrick D. Murphy
	57-297	AOS (Station)	GS-8	New York, N.Y.	N. Vutsinas
	57-300	AOS (Gen.) (4 vacs)	GS-8	Worcester, Mass.	W. Wert H. Varney
	57-301	AOS (Station)	GS-7	Huntington, W. Va.	H. Alley
	57-305	AOS (Tower) (2 vacs)	GS-10	Buffalo, N.Y.	C. Sawicki
	57-306	AOS (Gen)	GS-7	Mansfield, Ohio	V. Tesore
	57-309	AOS (RAPCON)	GS-11	Otis-Falmouth, Mass.	M. McNamara
	57-311	AOS (Station)	GS-7	Houlton, Me.	No Bidders
	57-314	AOS (Station)	GS-7	Buffalo, N.Y.	R. Kemna
	57-316	AOS (Gen.)	GS-9	Lexington, Ky.	Insuff. Elig. Bid.
	57-319	AOS (Station)	GS-8	Cincinnati (Greater) Ohio	M. Neff
	57-321	AOS (RAPCON)	GS-10	Griffis-Rome, N.Y.	D. Briggs
	57-322	AOS (Station)	GS-7	Parkersburg, W. Va.	No Elig. Bidd.
	57-323	AOS (Gen.)	GS-8	Akron, Ohio CS/T	G. Foster
	57-325	AOS (Gen.)	GS-6/8	Binghamton, N.Y. CS/T	W. Batterson-GS-8 E. Olmstead-GS-6
	57-326	AOS (Gen.) (5 vacs)	GS-10	Harrisburg, Pa. CS/T	J. Kuhar
	57-327	AOS (Gen.)	GS-6/8	Harrisburg, Pa. CS/T	F. Ranga-GS-8 N. Peiffer-GS-6 W. Gunther-GS-6
	57-328	AOS (Gen.)	GS-11	Syracuse, N.Y. CS/T	G. Dumas
	57-330	AOS (Tower)	GS-11	Bedford, Mass.	F. Blanchard
	57-331	AOS (Tower)	GS-11	Charleston, W. Va.	A. Rohrig
	57-332	AOS (Tower)	GS-11	Cincinnati (Greater) Ohio	E. Beil
	57-334	AOS (Tower) (3 vacs)	GS-6/8	Cincinnati (Greater) Ohio	H. Forte-GS-8 E. Wabritz-GS-8 T. Suter-GS-6
	57-335	AOS (Tower) (4 vacs)	GS-11	LaGuardia, N.Y.	R. Skrivanek R. Stachiw, Jr. A. Packett
	57-336	AOS (Tower) (3 vacs)	GS-11	Washington, D. C.	M. Smith E. Merritt S. Fetner
	57-337	AOS (Station)	GS-7	Bowling Green, Ky.	Y. Holder
	57-340	AOS (Station) (2 vacs)	GS-7	Zanesville, Ohio	No Elig. Bidd.

VACANCY NUMBER

ATC	57-343	AOS (Tower)	GS-8	Cleveland, Ohio	E. Coombs
	57-344	AOS (Station) (2 vacs)	GS-8	Dayton (Vandalia) Ohio	Insuff. Elig. Bid.
	57-347	AOS (Station)	GS-8	Richmond, Va.	No Bidders
	57-348	AOS (Station)	GS-8	Bradley Field, Conn.	M. Lambert
	57-349	AOS (Station)	GS-7	Old Town, Me.	L. Ellis
	57-350	AOS (Station)	GS-7	Utica, N.Y.	V. Grabauskas
	57-351	AOS (Twr. Chf)	GS-11	Utica, N.Y.	Cancelled
	57-352	AOS (Tower) (6 vacs)	GS-10	Utica, N.Y.	M. Wood
	57-354	AOS (Asst.Chf Center)	GS-12	Boston, Mass.	W. Aldrich
	57-355	AOS (Asst.Chf Center)	GS-12	Washington, D.C.	F. Wedderbern
	57-356	AOS (Asst.Chf. Center)	GS-12	New York, N.Y.	D. Willis
	57-357	AOS (Training Asst.Chf)	GS-12	Washington, D.C.	D. Cronin
	57-358	AOS (Station)	GS-7	Bradford, Pa.	Insuff. Elig. Bid.
	57-359	AOS (Gen.)	GS-10	Syracuse, N.Y.	No Elig. Bidd.
	57-361	AOS (Station)	GS-8	Poughkeepsie, N.Y.	Insuff. Elig. Bidd.
	57-362	AOS (Sta.)	GS-7	Erie, Pa.	Insuff. Elig. Bidd.
	57-363	AOS (Sta.)	GS-7	Bowling Green, Ky.	Insuff. Elig. Bidd.
	57-364	AOS (Tower) (2 vacs)	GS-8	Pittsburgh (Alleg) Pa.	J. Kolokowski
	57-367	AOS (Station)	GS-7	Elmira, N.Y.	Insuff. Elig. Bidd.
	57-368	AOS (Station)	GS-7	Altoona, Pa.	Insuff. Elig. Bidd.
	57-370	AOS (Gen.)	GS-8	Akron, Ohio CS/T	J. Donovan
RPP	122-57	SEMT	GS-10	Williamsport, Pa.	William Wink
	164-57	EMT	GS-9	Harrisburg, Pa.	Cancelled
	173-57	SEMT	GS-9	Louisville, Ky.	D. Lisle
	181-57	SEMT	GS-9	London, Ky.	T. Coates
	182-57	EMT (Relief)	GS-9	Roanoke, Va.	M. Switzer
	186-57	Elect. Engr.	GS-11	Jamaica, N.Y.	D. Wasserman
	198-57	Civil Engr.	GS-11	Jamaica, N.Y.	Edwin Orrick
	212-57	ET (Airborne)	GS-7/9	Columbus, Ohio	No Bidders
	219-57	EMT (Radar)	GS-8	Columbus, Ohio	T. J. Zigo
	223-57	SEMT	GS-11	Philipsburg, Pa.	J. Hanley
	230-57	Secy-Steno	GS-4	Jamaica, N.Y.	G. Limbrick
	232-57	A. C. Oper. Br. EMT (Relief)	GS-10	Portland, Me.	J. Eaton
NPP	A-567	Supvy. Analyst Stat. (Gen.)	GS-14	Washington, D.C.	J. Sternberger (W)
	A-579	Flt. Test. Spec.	GS-14	Washington, D.C.	D. Baker (AC)
	A-580	Flt. Oper. Spec.	GS-13	Washington, D.C.	H. Strauen (OIC)
	A-587	Airplane Pilot (ANF)	GS-13	Washington, D.C.	R. Caldwell (R-1)
	A-588	Air Carrier Mtce Spec. (EE)	GS-13	Washington, D.C.	Cancelled
	NY-23	AOS (Air Defense Liaison Officer)	GS-13	New York, N.Y.	C. Reich (R-1)
	NY-38	Airworth. Insn. (Chf. AC Mtce. Br)	GS-13	New York, N.Y.	B. W. Agee (W)

VACANCY NUMBER

NPP	NY-41	Deputy Chief A.E.D.	GS-13	Jamaica, N.Y.	Unused
	NY-43	Supvy Flt Oper. Insp. GSDO	GS-13	Teterboro, N.J.	Correction-no selection to date
	FW-39	Supvy. AOS (Tower)	GS-13	Dallas, Texas	L.E. Enocks (R-2)
	KC-167	Asst. to Reg. Admin.	GS-13	Kansas City, Mo.	Cancelled
	KC-159	Supvy. Airwort. Insp.	GS-13	South Bend Ind.	E. R. Michaelson (R-3)
	KC-169	Supvy Flt. Oper. Insp.	GS-13	Kansas City, Mo.	P. Cannon
	KC-171	Airways Engr. Chf. Current Prog. Sect.	GS-13	Kansas City, Mo.	G. Reeder
	4-46	Supvy Flt. Oper. Insp.	GS-13	Los Angeles, Calif.	Cancelled
	4-50	Prog. Control ATC	GS-14	Los Angeles, Calif.	D. Pearson
	4-52	Supvy. Airplane Pilot	GS-13	Los Angeles, Calif.	W. Talunas (R-4)
	AN-117	Program Control Officer	GS-14	Anchorage, Alaska	Cancelled
	AN-118	Supvy Flt. Opr. Insp.	GS-13	Anchorage, Alaska	N. Rudasill (R-5)
	AN-120	Supvy. Gen. Safety Insp.	GS-13	Anchorage, Alaska	R. Thwaites (R-5)
	AC-49	Flt. Oper. Spec.	GS-13	Oklahoma City, Okla.	P. Young (AC)
	AC-58	Arcft. Mtce. Spec.	GS-13	" " "	J. Gammon (R-2)
	AC-68	Airways Engr. Fac. Material Div.	GS-13	" " "	R. Merilatt (R-3)

SPECIAL NOTICES

88	Elec. Equip. Spec. ANF	GS-11	Washington, D. C.	G. Hadron (R-3) J. Wilmering (R-3) V. Hill (R-5) C. Shiplett (R-4) W. Kildall (R-6) T. Cromwell (R-2) W. Mullaly (R-1)
153	AOS (Gen.)	GS-12	Anchorage, Alaska	
174	Elect. Engr. ANF	GS-12	Washington, D.C.	Cancelled