

Library  
Federal Aviation Agency  
Alaskan Region



*How about some*

*space for Orah in  
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REGION ONE, CIVIL AERONAUTICS ADMINISTRATION

NEWS



AND



MONTHLY DIGEST

JUL 4 1958

CIVIL  
AERONAUTICS  
ADMINISTRATION

20th  
anniversary





THE

REGIONAL

ADMINISTRATOR'S

CORNER



By this time you no doubt have learned that Mr. James T. Pyle, CAA Administrator, has appointed me as his Assistant for Jet Age Planning. I have accepted this assignment even though it will be most difficult for me to leave my associates in Region One, but, since loyalty to my country has always been my way of life, every effort will be made to do a commendable job.

I feel that we can all look back with considerable pride upon the accomplishments we have made in the region over the years spent together. It is only because of your undivided efforts and loyalty that our work has been so well accomplished even though our tasks at times appeared to be at great odds.

I thoroughly enjoyed working with you and appreciate so much the contributions you have all made to civil aviation and for the support you have given me and my policies while serving as your Regional Administrator.

Although Washington is to be my future headquarters, I will no doubt continue to be working with you on the many problems in connection with Jet Age Operations.

It is with my most sincere personal regards that I wish you and yours continued success.

*Ora W. Young*



Ora W. Young and the "Ace of Shades" (1928)



ORA W. YOUNG APPOINTED ASSISTANT TO THE ADMINISTRATOR FOR JET AGE PLANNING

James T. Pyle, Administrator of Civil Aeronautics, has appointed Ora W. Young to the position of Assistant to the Administrator for Jet Age Planning. At the same time Mr. Pyle appointed Joseph D. Blatt to succeed Mr. Young as Administrator of Region One. Both appointments are effective June 15.

Mr. Young has been in aviation for forty years. His career started in 1918 at Wilbur Wright Field, Dayton, Ohio, when he volunteered for duty with the 12th Aero Squadron of the U. S. Army Signal Corps. Upon graduation he was sent to Park Field, Memphis, Tenn. for flight training. On May 14, 1918 he was commissioned a 2nd Lieutenant in the Signal Reserve Corps Aviation Section, U. S. Army.

After receiving his commission, Lt. Young was assigned to Love Field, Dallas, Texas and later to Payne Field, West Point, Miss. as an instructor for newly commissioned officers. Later he was transferred to Carlstrom and Dorr Fields at Arcadia, Fla., where he qualified as a fighter pilot instructor.

After his honorable discharge from the Air Service of the U. S. Army Signal Corps, Mr. Young continued his interest in aviation, but opportunities in aviation were limited save for "stunting" at County Fairs. This was not his objective, so he turned to a business career with the Morgan Paint Company.

Curiously his business career brought him back to aviation. As a Morgan Paint Company sales representative he conceived the idea of using an airplane as an accessory to selling. He convinced the management of the Morgan Paint Company that they could sell more paint if they had an airplane to help them do it. Thus, Ora Young became the first person to use an airplane in selling a product.

The company bought an "Air King" biplane powered by an OX-5 engine. With a good tail wind it could vibrate along at close to ninety-five miles an hour. It was named the "Ace of Shades" and the Morgan Company had as many shades of paint as its competitors.

As special assistant to the Sales Manager of the Morgan Company, Mr. Young would arrange flights into the territories of the company salesmen. The flight would be announced in advance by local newspapers and posters; the turnout was never small. Airports, of course, were not as numerous as now so the pilot of the "Ace of Shades" would sometimes put his plane down on a race track or a farmers field.

There were occasions when he was flying into an area where he had not touched down before. The procedure was for the salesman of the area to mark the landing area with a bed sheet. Mr. Young would make a few low passes over the field and if the gopher holes were few and far between he'd land. But if hazards were evident, he'd climb up, wiggle his wings and go off in search of an alternate landing place. Once found, he'd return to the original spot, zoom his plane in the direction of the new location and land. Meanwhile the reception party would take to autos and follow him. (Continued on Page 14)





**AIR SERVICE POST  
501  
OF THE  
AMERICAN LEGION**

CONFERS ITS

**HONOR AWARD**  
UPON  
*Colonel (Va) Young, USAF (RET.)*

REGIONAL ADMINISTRATOR, CIVIL AERONAUTICS ADMINISTRATION

FOR

FORTY OUTSTANDING YEARS OF ACTIVE PARTICIPATION  
IN, AND CONTRIBUTIONS TO AVIATION IN AMERICA, AND  
FOR HIS UNCEASING LABORS  
AND DEVOTION TO HIS POST,  
THE AMERICAN LEGION, AND HIS FELLOW MAN

• 1958 •

*W. J. Young*  
ADJUTANT

*H. B. Buno*  
PAST COMMANDER

MR. YOUNG HONORED BY AMERICAN LEGION

Air Service Post No. 501 of the American Legion conferred the Distinguished Honor Award Medal upon Mr. Young at a dinner in the Lotus Club, May 13th. It was in recognition of his forty year career in aviation.

The citation reads: "Air Service Post 501 of the American Legion, confers its Honor Award upon Colonel Ora W. Young, USAF (Ret.), Regional Administrator, Civil Aeronautics Administration, for forty outstanding years of active participation in, and contributions to aviation in America, and for his unceasing labors and devotion to his Post, the American Legion and his fellow man." (Reproduction of citation appears at left.)

T.H. KUHN AND J.W. MOTT HEAD AIRPORTS DIVISION

T. H. Kuhn, former Deputy Chief of the Airports Division, has been named Chief of the Division replacing W. E. Cullinan, Jr., who has been appointed Chief of the Portland, Me. Airport District Office.

Joseph W. Mott, Jr., formerly in charge of the Airport District Office at Harrisburg, Pa. has been appointed Deputy Chief of the Airports Division.

JUNE - LAST MONTH IN NATIONWIDE SUGGESTION DRIVE

Last month in an Administrative Memorandum Mr. Young urged everyone in Region One to devote more effort and time to develop suggestions for the improvement of CAA operations. The drive ends June 30. Will you have submitted a suggestion by that time?

CAA ADMINISTRATOR PYLE ON TV JUNE 20TH

James T. Pyle, CAA Administrator will appear on the Dave Garroway TV show "Today" on the morning of June 20. Mr. Pyle's appearance on the show will be in connection with the observance of the 20th Anniversary of the CAA.

ROBERT O. DONALDSON RETIRES JUNE 30

Come five o'clock the last day of this month, Bob Donaldson, Deputy Chief of the Air Traffic Control Division will complete forty years of government service. He started his government career with the

Navy. He was a sailor at the Great Lakes in 1920 when the Air Mail service asked the Navy to handle the radio service for Checkerboard Field, now Chicago Municipal Airport. Bob volunteered for the radio

man's job. His career then brought him into the Lighthouse Service, the Bureau of Air Commerce and finally CAA. He has held positions of increasing responsibility from station chief through Assistant Airways Traffic Supervisor, Communications Maintenance Branch Chief, Chief of Communications Branch and finally Deputy Chief, Air Traffic Control Division.

CAA'S 25,000TH EMPLOYEE IN REGION ONE

John J. Szydlowski, an Electronic Maintenance Technician at the Glens Falls, N.Y. ATFO is the 25,000th person to be employed by CAA. His home address is 177 Huron St., Brooklyn, N.Y.



The Federal Building, New York International Airport, pictured at the right was opened July 1949 as the first permanent building on the airport. It was constructed by the Port of New York Authority at an estimated cost of five million dollars and leased to the General Services Administration.

The need for the building became apparent not long after Mr. Young became Regional Administrator in 1946. At that time Region One headquarters was at 385

Madison Avenue. Some CAA offices were in the building at 383 Madison, others were at LaGuardia Airport, Jackson Heights and the garage location in Manhattan changed almost every year. It was Mr. Young's idea to bring the entire Regional Headquarters under one roof and the new airport at Idlewild seemed a logical location. There was another consideration, the lease covering 385 and 383 Madison Avenue was to expire in late 1948 and it could be renewed only at a higher rate.

In cooperation with the General Services Administration, Mr. Young approached the Port of New York Authority with his idea for a Regional Headquarters building at Idlewild. The plan was accepted and construction started in July of 1948.

Many favorable comments have been made regarding the part Mr. Young played in the efficient design and construction of the Federal Building. To these comments Mr. Young has always replied, "It's not just me, it's my staff that helped me do it". But there is one thing he takes credit for, the pennant seen on the flagpole -- he designed it.



THE TWENTIETH ANNIVERSARY WILL BE OBSERVED ON JUNE 23RD

THE WEEK COMMENCING JUNE 23 WILL BE OBSERVED AS

CIVIL AVIATION WEEK



**CIVIL  
AERONAUTICS  
ADMINISTRATION**





Cornelius Gordon, Electronic Technician at Idlewild receiving \$50 award check from Mr. Young. This is a second award for Mr. Gordon for his design, development and construction of a device which permits the technical evaluation of the complex control and voice carrying circuits in ARTC centers and major control towers. His first cash award amounted to \$350.

#### GET POLIO SHOTS NOW, DR. GENTRY ADVISES

According to Dr. T.C. Gentry, Regional Flight Surgeon, the polio season has started. He urges everyone who has not been vaccinated against polio to have it done without delay. He pointed out that second and third booster shots should be administered now. The polio season reaches its peak in late August and September. Dr. Gentry will administer the inoculation in his office at Regional headquarters. No appointment needed. Fee is \$1.00.

#### OBERLIN COMMUNITY BANQUET HONORS CAA

The citizens of Oberlin, Ohio staged a community banquet last month to celebrate the news of the Cleveland Center being moved to their town. Ora W. Young Regional Administrator, was one of the principal speakers. He outlined construction plans and activities in an air route traffic control center.

#### FORMER DIVISION CHIEF APPOINTED TO AMB STAFF

Clarence J. Stock, former chief of the Air Traffic Control Division, Region One, has been appointed to the position of Technical Advisor on Air Traffic Control with the Airways Modernization Board. Prior to joining AMB, Mr. Stock was Chief, Procedures Division, Office of Air Traffic Control, Washington.

#### CHIEF OF ALLENTOWN STATION/TOWER ON RADIO

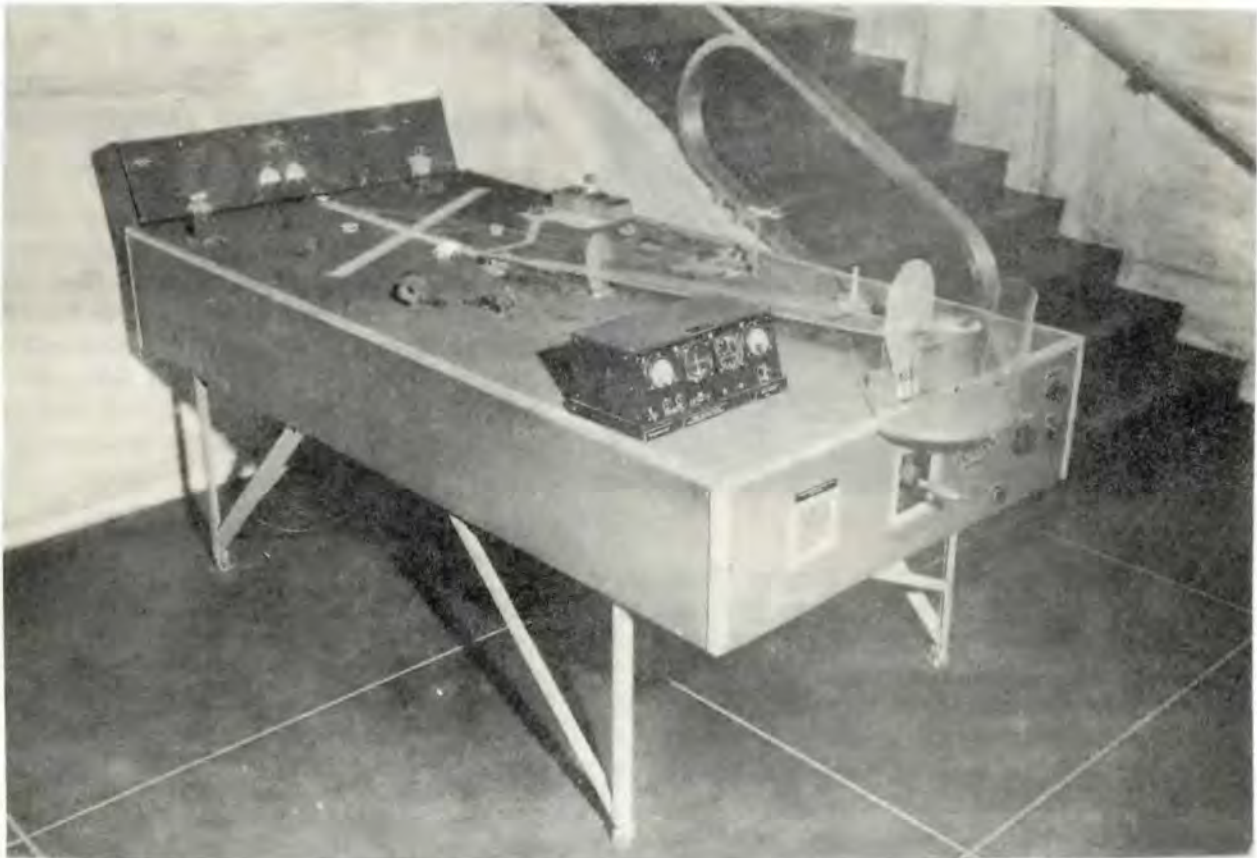
Joseph D. Murphy, Allentown Chief, was interviewed on "Cross Roads of the Air" radio program over WEST, Allentown on April 28.

Mr. Murphy, interviewed by Wally Shook, explained tower operation, meaning of IFR, use of light guns, and the air-to-ground communication activity.

#### EDUCATION EXPENSES DEDUCTIBLE

New regulations recently issued by the Internal Revenue Service indicate that certain educational expenses may be treated as deductible items on Federal Income tax returns. However, there must be a direct relationship between the educational expenses claimed as a deduction and the occupational requirements of the employee. Questions concerning application of this tax ruling should be sent to the appropriate local District Director's office of the Internal Revenue Service.



"AIRPORT TERMINAL AIDS DISPLAY"

At long last, after eight years in fact, the model of an airport with electronic aids has been given an official name. It is now known as "Airport Terminal Aids Display". The name was suggested by Mr. J. D. Blatt and Miss Kay O'Brien. The ATAD, as it's sure to be called, was designed in 1950 by Richard P. Battle, Deputy Chief of the Air Navigation Facilities Division. It will be featured in the August issue of Popular Science Magazine.



FINAL STANDINGS IN BOWLING LEAGUE

The Superchargers finished first in the CAA Federal Building Bowling League and the Alley Kats came in second. Individual honors for the season were won by:

High Ave. (Male) - N.Quick	167
High Ave. (Female)- P.McElligott	136
High Series (Male) - N.Quick	593
High Series (Female) E.Pugno	488
2nd High Series (Male) P.Ciliberti	583
High Game (Male) - B. Hopeck	233
High Game (Female)- D. Guntner	210

Members of Superchargers team are:

Lucy Pedulla  
 Louise Peters  
 Frank Capone  
 Richard Harris  
 Leo Dirheimer

Members of Alley Kats team are:

Yvonne Pugno  
 Rose Marie Napolitano  
 Louis Fiorillo  
 Louis DeRose  
 Raymond Manske  
 Fred Selover

Following are the final team standings

	Won	Lost
1 - Superchargers.	113½	61½
2 - Alley Kats	99	76
3 - Pin-Downs	98	77
4 - Range Riders	94½	80½
5 - Schavelliers	94½	79½
6 - Aircrafters	92½	82½
7 - Gutterballs	88½	86½
8 - Oops	86½	88½
9 - Air Markers	86	89
10 - The Rascals	84	91
11 - G. E. Jets	83	91
12 - Pinheads	80	95
13 - Hi-Flyers	79	96
14 - RCA "Victors"	75½	99½
15 - Splitters	72½	102½
16 - Safety Pins	72	103

THE CIVIL AERONAUTICS ACT OF 1938

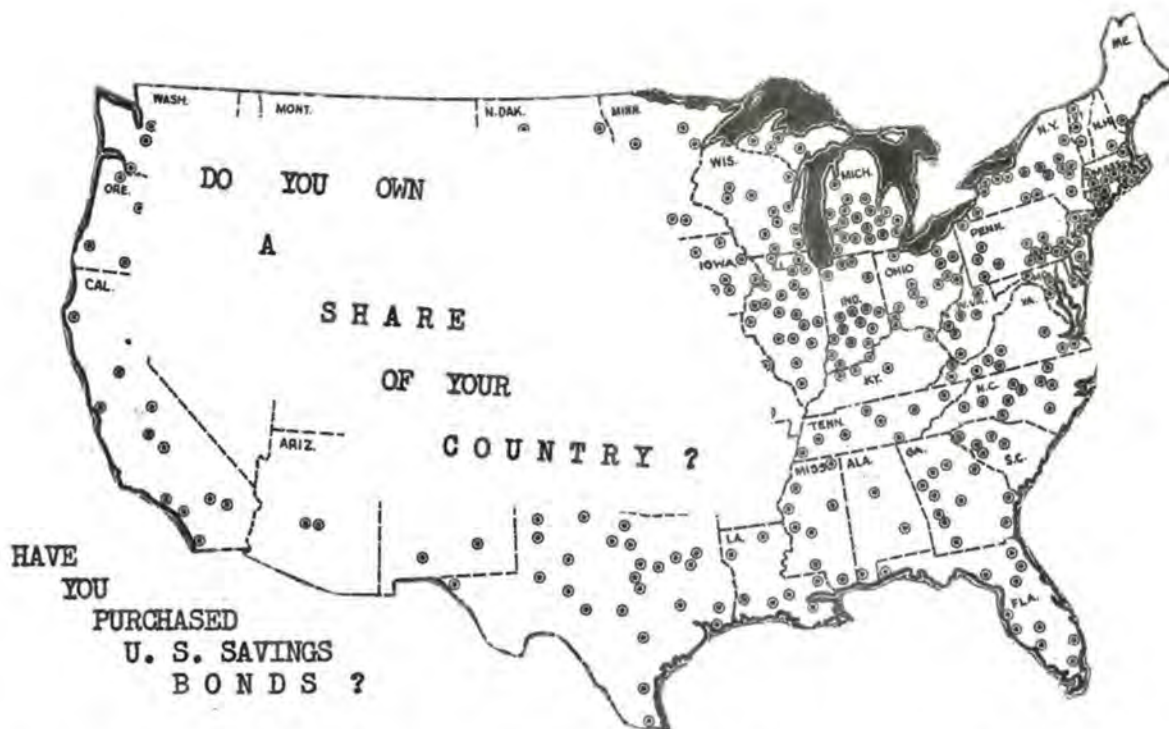
Twenty years ago this month the Congress passed the Civil Aeronautics Act of 1938. It is the passage of that Act that we are observing June 23rd.

The role of the Federal Government in aviation, however, started many years prior to 1938. It started in 1918 when the Post Office Department began a regular air mail service between New York and Washington, D.C. By 1920 the Post Office Department was flying the mail coast to coast with Post Office pilots flying the planes. By 1925 regular overnight air mail service was established between Chicago and New York.

The Kelly Air Mail Act of 1925 provided for the turning over of the Federal Air Mail System to private operators. In the years that followed it became obvious that Federal regulations of private flying was a much needed and desired control. Thus, on May 20, 1926 the Congress passed the Air Commerce Act, the first Federal legislation for aviation. It established in the Dept. of Commerce, the Bureau of Air Commerce which regulated aviation from the technical standpoint and was responsible for laying out and maintaining the airways. The Post Office continued its interest in aviation by its authority to grant air mail contracts and determine conditions and schedules of operation.

In 1934 the Black-McKellar Bill made the air mail carriers responsible to three separate agencies. The Post Office was to award air mail contracts and determine routes and schedules. The Bureau of Air Commerce was to continue to operate the airways and regulate the licensing of pilots and planes and the Interstate Commerce Commission was to fix the rate of air mail payments to the carriers. The Black-McKellar Bill also authorized a thorough study of the commercial aviation problem. The report of this study brought about the passage of the Civil Aeronautics Act of 1938.





SHARE in our country's great future by signing the "Payroll Savings Authorization Card" when your Branch 'Volunteer Canvasser' approaches you.

## YOU'RE IN GOOD COMPANY...

THEY  
KNOW



It's not just how much you earn  
...it's how much you save



that counts for your future...  
and INVEST for the years ahead!





ROCKEFELLER PUBLIC SERVICE AWARDS

Princeton University announces its Rockefeller Public Service Awards for the seventh consecutive year.

Purpose and Nature of the Awards

The Rockefeller Public Service Awards, established at Princeton University under a grant from John D. Rockefeller 3d, are designed to give special recognition to outstanding public service by civilians in the executive branch of the Federal Government and to establish incentives for the continuance and advancement of these in the service.

The awards will be sufficient to enable each recipient, at no financial sacrifice to himself, to spend normally not less than six nor more than nine months in residence at an institution of the individual's choice, or in some comparable educational activity. (In the past, awards have ranged from \$6,000 to \$16,500).

Eligibility

The program is open to federal career employees whose performance has been distinguished by intellectual maturity, leadership, character and competence and who evidence a sincere interest in public service as a career. The program is open to federal civilian personnel whether they be employed in Washington or in the field and without preferential regard to such factors as professional interests, sex, creed, color or national origin. The essential criterion is evidence of demonstrated value of the employee to the government service and evidence of future value in terms of general promise of usefulness or in terms of a specific future assignment. Candidates need not be graduates of a college or university.

Although not a rigid requirement, preference will be given to candidates from 35 to 50 years of age and with a minimum of five years' service in the Federal Government.

General Conditions

- (a) The candidate's proposed course of educational activity should provide for maximum personal enrichment and self-development.
- (b) Although the program is not rigidly determined, it is anticipated that approximately ten awards to the entire Federal Service will be made annually.
- (c) To minimize the difficulties involved in releasing an outstanding employee from active duty, an award recipient may initiate his study program at any time within one year following his acceptance of an award.
- (d) The Washington office of CAA will screen the candidates and forward applications with an endorsement to the Department of Commerce.



To accept an award the recipient must take leave without pay status from CAA during the period of study. The award will be large enough to permit him to participate with no financial sacrifice.

- (e) Each CAA employee who is interested in applying for a Rockefeller Public Service Award should initiate his application by forwarding a memorandum approved by the Chief of his Division to reach the Chief, Proficiency Development Branch, NY-93 no later than July 16, 1958. This memorandum should outline in a statement of 500-750 words "the nature of the proposed educational activity or project; the desirable time schedule; the proposed place(s) of off-the-job training (for example, institutions of higher learning, laboratories, public or private agencies, geographic areas). In addition, the candidate should relate his proposed program to his career objectives, indicating in what ways the program may enlarge his capacity for serving the public." In view of the high level of these awards and the limited number to be granted in the total Federal service, each application should clearly meet superior standards).
- (f) Information on this program may be obtained from the Chief, Proficiency Development Branch, NY-93.

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#### AIR TRAFFIC CONTROL DIVISION

On May 16, 1958, Mr. George Robertson, formerly of the Procedures Branch, left the Regional Office to take up a position with the Washington Office. George was given a farewell dinner on Thursday, May 15th and was presented with a gift from all his fellow workers.

The Program Control Staff and the Planning Branch would like to report their new office moves. Program Control Staff is now moved to Room 387, Ext. 326, and Planning Branch to Room 381, Ext. 334.

Mr. & Mrs. Jack Scully announced the arrival of a baby boy. Jack is with the Operations Branch.

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Under normal landing conditions, the brakes on the KC-135 jet tanker-transport absorb enough energy to stop simultaneously 432 automobiles traveling at 50 miles per hour. Under full braking conditions, the brakes would stop almost 975 automobiles.

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Last winter helicopters were used to blow heavy snow off telephone lines in Eastern Washington, thus preventing damage from the heavy snowfall.



GENERAL SAFETY DIVISION

On Friday, April 18th, the Teterboro General Safety District Office was informed that a Navion aircraft, piloted by Dr. Louis F. Raymond, a CAA Medical Examiner, of East Orange, N.J., was circling Teterboro Airport and was unable to lower his right landing gear. Inspectors N. J. Geraci and A. J. Nogard went to the control tower to offer any technical assistance possible. The services of Art Kiserski, A & P Mechanic, (who is known around Teterboro as the "Father of the Navion"), and knows every rivet from nose to tail, was requisitioned. He arrived in the tower, and in questioning over the radio, he ascertained that Dr. Raymond had a large size screw driver in the aircraft. He then instructed Dr. Raymond to measure 10 inches back from the inside seat slide and to proceed in puncturing a hole through the metal floor. He told Dr. Raymond that there should be a rod immediately under this location, and if he were to pry this rod forward, he would unlatch the gear and let the gear come down in the locked position. Dr. Raymond acknowledged this and went to work. Approximately 30 minutes later, he told us that he had the hole punctured in the floor and had found the rod. (Mr. Winter who is a pilot and was a passenger in the plane, flew the aircraft during this operation). Dr. Raymond then pried the rod forward as instructed, the gear unlatched, and a "normal" landing was executed on Teterboro Airport.

GENERAL SERVICES DIVISION

Mr. J. B. Hogan, Division Chief, visited the Washington Office and Washington National Airport, Region One facilities, on April 9 - 10, to discuss and coordinate certain aspects of many General Services Division functional areas. Mr. Hogan also attended the ATFO conference at Erie, Pennsylvania on April 29 - 30, and met with the Airport Manager of Port Erie Airport to discuss leasing and service contract matters relating to CAA facilities at the airport. He travelled to Washington again on May 13 and 14 to discuss budget problems involved in relocation of the Air Carrier, Airports and International District Office presently located in the Federal Building.

Mr. C. W. Penny, Chief, Aircraft Service Branch, visited the Harrisburg, Pa., and Columbus, Ohio field offices on rental and storage contracts.

Dock Gerald of the Radio Shop returned from attending a six week ACES course at Oklahoma City.

Dave Roth left to attend the ten week ACES course at Oklahoma City and should arrive home in time for his new addition, number five.

On April 20, 1958 the second of the First Region's new concept Douglas aircraft, N-37, was picked up at Oklahoma City.

Sam Samuelian of Aircraft Service became the proud father of a baby son, Anthony by name.

Messrs. M. Kozulak, L. W. Boggs, and P. Dowd attended the Inter-



agency Motor Equipment Seminar held in New York City sponsored by the I. M. E. Advisory Committee, the Federal Procurement Officers Ass'n., Chrysler, Ford and other nationally known organizations. The two day seminar included addresses by prominent Government officials and industry representatives on such subjects as Government vehicle procurement and quality control, motor vehicle safety and driver's training.

Mr. John V. Peterson, Chief, Property Management Branch, accompanied by Mr. Joseph T. Zuewski, Realty Assistant, travelled to Worcester, Mass. and vicinity and to Marlboro, Connecticut on April 23 - 24, successfully completing negotiations which resulted in a signed lease for the proposed Worcester VORTAC facility, and a new lease for the long-established Marlboro Fan Marker.

The supplemental usage as recommended and initiated by the Purchasing Section of the Procurement Branch, of an annual contract covering the procurement of "wet type" transformers for the various generators required in the new field construction projects have proven so successful that an Invitation for Bid is being issued to cover the annual estimated requirements for the Fiscal Year 1959.

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ORA W. YOUNG

(Continued from Page 3)

Having established a base, he would take customers and potential customers for "a ride in an airplane." Sales mounted. Another technique was to fly over a town dropping leaflets that would entitle the finder to either a free can of Morgan paint or a free house painting.

Aviation again directed Mr. Young's career. In 1929 he was offered a position with the U. S. Bureau of Air Commerce which was the forerunner of what is now the Civil Aeronautics Administration.

His first assignment was at Milwaukee and then to Chicago where he was Superintendent of Safety Regulations. In both assignments he did about everything his present staff of eight Division Chiefs do now. He ran engineering flight tests, pilot proficiency checks and issued airmen certificates. He also inspected aircraft and investigated accidents.

On October 16, 1942 he was called to active duty with the U. S. Army Air Forces with the rank of Major and assigned to Headquarters USAF, Washington in the office of the Director of Flying Safety. Major Young continued with the office of Flying Safety in various commands specializing in aircraft accident prevention until he was released from active duty in August 1945 with the rank of Colonel and Command Pilot. During his tour of duty in World War II he received many commendations for the flying safety programs he established and carried out.

Colonel Young retired from the U.S. Air Force in 1953 with more than thirty-one years accredited service. He is being retained as a member of the USAF Reserve Retired List.



AIRPORTS DIVISION

Messrs. Kuhn and Cullinan attended a three day meeting of Division Chiefs in Washington with the new Director, Office of Airports, George R. Bosari, to discuss policy, program, standards, and other general problems.

During the month of April, Grant Offers were issued on eight projects, totalling \$2,266,974 -

Beaver Falls, Pennsylvania	- \$ 18,000
New York International	- 600,000
Erie, Pennsylvania	- 329,474
Bluefield, West Virginia	- 65,000
Nantucket, Massachusetts	- 72,000
Washington, Pennsylvania	- 31,000
Staunton, Virginia	- 14,000
Newark, New Jersey	- 1,137,500

In addition, Project Applications, plans and specifications were submitted for -

Augusta, Maine	- \$ 14,500
Jamestown, New York	- 30,000
Philipsburg, Penna.	- 127,500
	<u>\$ 172,000</u>

Final payments were approved for Concord, New Hampshire; Newark, New Jersey and Binghamton, New York projects.

AIRCRAFT ENGINEERING DIVISION

The Jet Age has really come to the Aircraft Engineering Division in a big way during the past month. Si Ross, Chief of the Power Plant Branch, was chairman of a Preliminary Type Certification Board meeting on the Pratt & Whitney JT-4A-5 (J75) turbo jet engine; Lyle Tarbell, one of Power Plant's engineers, attended the Power Package course and Herb Zischkau, Aeronautical Engineer, attended the Electrical-Electronic course on the Fairchild F-27, a turbo-prop aircraft; Clay Staples, Chief of Flight Test, participated in a CAA-CAB-AIA meeting in Los Angeles regarding the revisions to the Transport Category flight requirements to cover turbine powered aircraft; Bill Norton, Flight Test Pilot, attended the Allison course on turbo-prop engine operation; the Flight Test Branch participated in tests on the Viscount - a turbo-prop airplane; and the first Fairchild F-27, serial number 1, was experimentally certificated on April 11, 1958 and was flown for the first time on April 12th. This is the first transport category, turbine powered aircraft to be presented to the First Region for Type Certification. It is being followed closely by the Grumman Gulfstream, a turbo-prop executive aircraft.

Automation has also come to Region One - the Grumman Corporation has advised that the major part of the stress analysis for the Model G-159 will be conducted on IBM computers.



The Schweizer Corporation, who have in the past only built gliders, have just made application for their first powered aircraft. It will be a single place airplane designed around an existing glider.

Aeronautical Engineer Harry Lund completed a training course at Vertol on the H-21 helicopter.

Lou Musacchio, Power Plant Engineer, participated in a Skyways Magazine Round-Table Conference at the Wings Club on spark plug and ignition problems.

#### AIR CARRIER SAFETY DIVISION

Mohawk Airlines has advised that completion of the new headquarters at Oneida County Airport, Utica, N.Y., will be approximately July 15, 1958. The actual physical move from Ithaca, N.Y. is anticipated to start as of August 25, 1958. As a result the move of the Ithaca Air Carrier Safety District Office to Utica is tentatively set for September 1, 1958.

Inspectors of this Division attended a three-day meeting in the Regional Office, April 9, 10 and 11. It is the opinion of the Inspectors concerned that this type of meeting aided in understanding the policies and procedures of the administration, and, in addition, the scope of operation throughout the region.

A meeting was held at the Port of New York Authority at Newark, with all air carrier representatives present, to discuss the problem of safety of operation, as it concerns all operations at Newark Airport. It was recommended that a Safety Committee be set up to educate personnel of the air carriers in the importance of safety. Each week, one item of safety will be highlighted, for example, the movement of vehicles on the ramp, and the next week, refueling procedures, then public protection, etc. Once a month, a meeting will be held to discuss correction of unsafe procedures used during the past month. An award is to be given to the air carrier with the best safety record over a specified period as an incentive for personnel to live up to the safety precautions set up by the committee. When this committee is set up, Newark will be the first airport to have such a safety program. It is anticipated that this idea will be carried out at all Port Authority Airports, if it proves worthy.

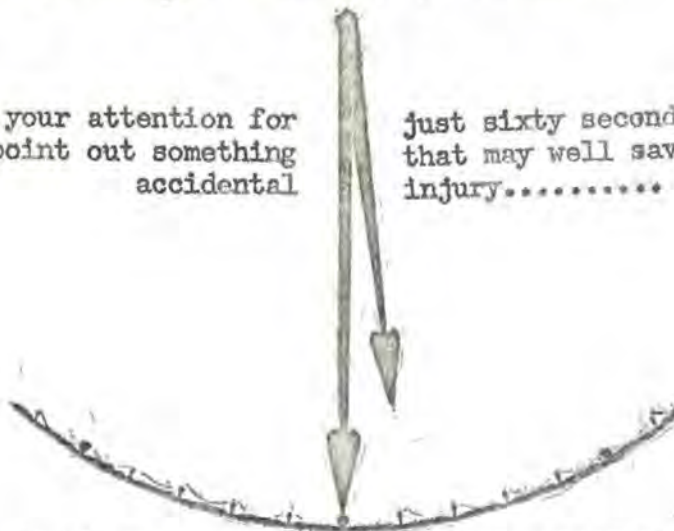
In connection with the 20/20 Project set up by the CAA, the Board of Education of Newark, N.J. has offered to place one student, for one day, in the Newark ACSDO, one in the Newark Control Tower, and one in the ATFO at Newark, to learn about the CAA. An Inspector of that office will spend time with the assigned student and explain the functions of the office and the necessity for safety in aviation. When the students return to their schools, they can relate to the other students and teachers what they learned about CAA.

The CAA has rejected all proposals by the Burlington County, N.J. Planning Board to establish a jet international airport in the county. This was stated in a letter from the Administrator to the Planning Director of Burlington County. The letter also said that "air activity at any one of the proposed sites could adversely affect portions of 17 established Federal airways or other approved routes.

# One Minute, Please!

We ask your attention for  
we point out something  
accidental

just sixty seconds now - while  
that may well save you from  
injury.....



Spectacular accidents... mishaps which kill or cripple.... these make the headlines.. these we hear about on news broadcasts. Seldom mentioned are the minor accidents which occur to our office workers. Nevertheless, ..... IT CAN HAPPEN TO YOU. Many are disabled as a result of so-called "minor accidents." We want to reveal to you a few facts about office accidents and what you can do to avoid them. Last year we had 23 accidents which were attributable to:

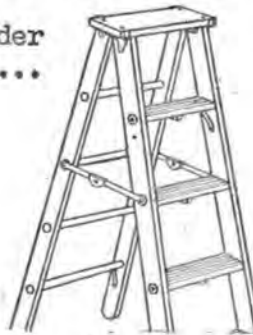
A HEEL  
was the cause  
of her  
DOWNFALL



FALLS	52%
CUTS AND LACERATIONS	26%
BUMPING INTO OR STRIKING OBJECTS	22%

WATCH out for slippery floors or misplaced objects which can cause a fall..... Ladies - whenever you are in a hurry, remember..... high heels on polished surfaces may lead to an accident.

ALWAYS use a stepladder  
in high places.....



or proper stand to reach material  
Never a chair.



CHECK your desk, chair, and table for sharp edges, burrs or splinters. Keep sharp objects out of desk drawers--provide a safe place for razor blades, knives, pins and thumbtacks.

AVOID overloading top drawers  
of file cabinets.



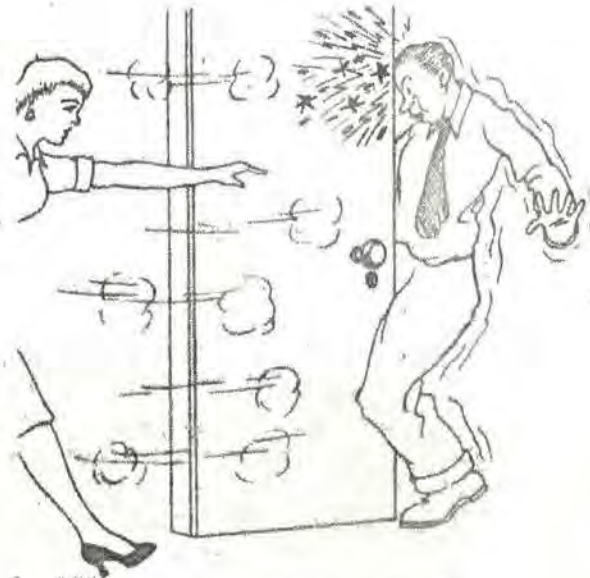
CLOSE file drawers when  
not in use... same with  
desk drawers.





PILING old records on top of file cabinets leads to trouble... we are all familiar with Newton's law of gravity--it never fails.

OPEN door slowly..... partially opened doors are dangerous--- keep them closed or keep them wide open.



KNOW your lifting capacity--when in doubt, get help. Professional weightlifters always follow this rule: "keep the back straight and lift with legs to avoid injury."

A final reminder to secretaries who insist on wrestling with a typewriter--tomorrow you may be sorry!

AND as you read this, avoid leaning too far back in that chair---a nasty tumble can result.

THANKS ! With your help our accident statistics can be eliminated.



REMEMBER - when your day's work is finished, SAFETY has no quitting time.



**Aviation Corner**

N. Y. JOURNAL AMERICAN 12/7/57

**He's Young at Heart**

By GEORGE CARROLL

**C**OME MAY, Ora Young will be a flier 40 years. He holds commercial pilot's license No. 83. In March he'll be 66.

They say flying keeps one young at heart. If so, Ora goes to prove it, a matter that could be quite vital to airline patrons.

He's been ranking official of the U. S. Civil Aeronautics Administration in New York and 14 nearby states more than 10 years.

As such, Ora will stage manage the debut of jetliners in the busiest portion of our sky. We asked him something on which much debate is going:

"Will the old timers on the airliners be able to handle the hot, new jets?"

"Why not?" said Ora. "I've flown jet..."

In Greenville, Ohio, where he grew up on a farm, Young was fascinated at an early age by the whirl of wings at Wright Field, Dayton, not too far away.

When people were signing up in

the spring of 1917 to fight the Kaiser, an acquaintance at Wright coaxed:

"You don't want to be a soldier-boy officer; come on out and I'll teach you to fly."

So Young enlisted in the 12th Aero Squadron, made mess sergeant almost immediately, and was commissioned May 14, 1918, as pursuit pilot. The Kaiser quit before Ora could get to him.

Out of uniform, he went to work for the Morgan Paint Co. in Peoria, Ill. Elisha Morgan, the owner, had bought an airplane, one of the first company airplanes in the country.

"The ship was an Air King, a 3-place biplane made in a broom factory at Lomax, Ill.," he recalls.

"She cruised at 80 mph. and I flew salesmen all over the Midwest.

"One day when I was taking off from a little country racetrack in Wisconsin, she conked out. I rushed her down in some woods. Mr. Morgan bought a new plane."

Ora forgets what happened to King No. 2 because he joined CAA soon after, in 1929. He has been a CAA man ever since. Ora was recalled to duty in WW II by the Army Air Forces.

He has a hobby—flying.



CARROLL

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It is estimated by the CAA that the number of passengers carried on domestic air carriers will number 60.0 million and then approximately double that number in 1970.

About 65,000 privately-owned aircraft of the nation are being flown today by some 200,000 pilots more than 10,000,000 hours annually. By 1976 the general aviation fleet is expected to reach 90,000 aircraft flying 20,000,000 hours annually. Last year it is estimated that this fleet consumed almost 180 million gallons of gasoline—enough to supply 222,000 average automobiles for one year.



## C. A. A. Promotes Two Aides Here



Ora W. Young



Joseph D. Blatt

James T. Pyle, Administrator of Civil Aeronautics, announced yesterday that he had named Ora W. Young, administrator of Region One, as his assistant for jet-age planning.

Mr. Young has served as regional administrator since 1946. He has been active in various fields of aviation for more than forty years.

Joseph D. Blatt will succeed

Mr. Young. Mr. Blatt has been with the agency since 1937 and has served as regional deputy administrator since 1956. He is a graduate of City College.

Both promotions will be effective June 15.

The regional office here is at New York International Airport, Idlewild, Queens. It directs C. A. A. activities in fifteen Northeast and Middle Atlantic States.

## Young Named Special Aide To CAA Head

By GEORGE CARROLL  
Aviation Editor

WASHINGTON, June 3.—Appointment of Col. Ora W. Young, 67, as special assistant to Administrator James Pyle of the Civil Aeronautics Administration, was announced today. He will have charge of jet-age planning.

Young, since 1946 administrator of CAA's Region I, comprising the northeastern United States with headquarters at Idlewild Airport, will be succeeded in that post by his deputy, Joseph D. Blatt.

Both promotions reflect the keen interest in the approaching new era. Nov. 1 is the target date for inauguration of the first transatlantic jet liner service, to be started with the 600-miles-an-hour Boeing 707.

### VETERAN OF 2 WARS

An Air Force veteran of both World Wars, Young has had 40 years of flying experience and has been with the CAA since 1929. He was commissioned a pursuit pilot on March 14, 1918.

Blatt, of 511 E. 20th st., a City College civil engineering graduate, has been with CAA since 1937, two years after he graduated.

He has held many top jobs in Washington with CAA. One of these was chief of air navigation facilities planning, involving a billion-dollar project. He also has been assistant administrator for planning, research and development.

## Lier Named to Direct CAA's Jet Age Plans

Garden City—Col. Ora W. Young, an aviation official for 40 years, yesterday was named to the new post of jet age planning assistant to Civil Aeronautics Administrator James T. Pyle.

Young, 65, who lives at 67 Hilton Ave. here will leave his present position at Idlewild Airport as CAA administrator for Region I, which embraces 15 eastern states and the District of Columbia, June 15. He will be succeeded by Joseph D. Blatt, 45, of 511 E. 20th St., Manhattan, who has been deputy administrator for the region since 1956.

For the last two years, the CAA in Washington has had a special division, the jet age planning group, exploring the problems of the coming jet age. A CAA official said yesterday that since the jet age is actually dawning, there has been a need for a special assistant to Pyle to coordinate the work of that group with the aviation industry and the military. Young had been administrator of the New York region since 1946.

It's quite an honor to be appointed to this important job,"

said Young at his offices in the Federal Building at Idlewild. "It is quite a challenging job—one that I am looking forward to very much."

Young has been with the CAA 29 years. He was called to military duty in 1942 as a major and when he was discharged from active duty in 1945 he was a colonel and a command pilot. He retired from the Air Force with more than 31 years service in 1953. Blatt has been with CAA since 1937. One of his previous assignments was serving as CAA representative on the first air defense planning board, which established the basic concept of the current air defense identification system.

## C. A. A. Aid Gets Air-Traffic Post

Ora W. Young, regional Civil Aeronautics Administration administrator with headquarters at Idlewild Airport, will leave that post on June 15 to become assistant for jet-age planning to James T. Pyle, C. A. A. chief in Washington, it was announced yesterday.

Mr. Young, who is sixty-five, will be succeeded here by Joseph D. Blatt, forty-five, deputy regional administrator since 1956. NY HERALD-TRIB

## CAA's Young Is Jet Planner

Ora W. Young, regional administrator here for the Civil Aeronautics Administration, yesterday was named assistant for jet age planning to CAA Administrator James T. Pyle.

Young, former Air Force colonel and command pilot, disclosed that CAA is preparing for commercial jet transports which are expected to go into service later this year.

With the aviation industry, he said, CAA is making "extensive studies of the changes necessary to accommodate the jets in our air traffic control system."

His present deputy administrator, Joseph D. Blatt, who has been with CAA since 1937, will succeed him as regional administrator.