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*This is better but no watch for the
muckluk, Chas H*

REGION ONE, CIVIL AERONAUTICS ADMINISTRATION

NEWS

AND

MONTHLY DIGEST

SEPTEMBER 1958



PHOTO STORY OF DRIVING TEST - PAGES 4 AND 5

OCT 13 1958

THE ADMINISTRATOR'S LETTER

Now that summertime vacations are behind us, we can all approach the tremendous tasks ahead of us with renewed vigor. Our fiscal programs have been approved by the Washington Office and we can now look forward to a year of accomplishment for Region One.

Since I last had the opportunity of writing to you, on August 23, 1958 to be exact, President Eisenhower approved the Federal Aviation Act of 1958. The Act will become effective on the sixtieth day following the date on which the Administrator of the Federal Aviation Agency takes office. I anticipate that the President will name the new Administrator within the next week or so. In fact the nomination may be announced before this Digest is published and distributed.

During the past two months I've been able to get away from the desk for short periods of time and visit with a few of you at your facilities. These visits are most educational and enjoyable for me. I think you get a kick out of them too! I certainly hope that I will be able to get out into the field more often and get to know more about your problems, first hand. These visits are designed to give both of us the opportunity of exchanging views and opinions. You'd be surprised how many ideas I pick up as a result of field trips.

This week I took my U. S. Government Motor Vehicle Operator's examination. Even though I've been driving a car for better than 25 years, I found out that I didn't know all the answers. We must all pay much more attention to our driving. Region One's driving safety record is indeed a disgrace. I sincerely hope that through an intensive safety campaign we can improve the record.

The introduction of jet transports into the civil air fleet, the establishment of the Federal Aviation Agency, the accelerated commissioning of air navigation aids - all mean a very busy year ahead for Region One. Let's roll up our sleeves and get to work!

A large, stylized handwritten signature in dark ink, appearing to read "Joseph D. Blatz". The signature is written in a cursive style with a large loop at the beginning and a long, sweeping underline.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

OFFICE OF THE ADMINISTRATOR

August 21, 1958

Mr. J. D. Blatt
Regional Administrator
Civil Aeronautics Administration
New York International Airport
Jamaica, Long Island, New York

Dear Joe:

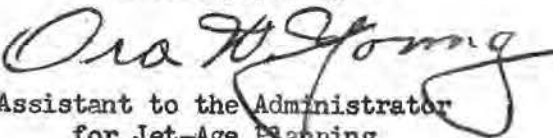
Although this is a somewhat belated but nonetheless sincere note of appreciation, through you Mrs. Young and I want to express to all our good friends and associates in Region 1 our sincerest gratitude for their kindness and remembrances on the occasion of our leaving the Region.

It is most difficult, if not impossible, for me to express in words my sensations and feeling of friendship for each and every one of you. However, the fact that my assignment is such that I will continue to be working with many of you from time to time, is at least some consolation. The gifts are all wonderful and extremely useful, and of course will serve as a constant reminder of the many happy years of association with the many fine people in our organization.

Last but not least, the signatures inscribed on gold-edged parchment paper and the sketches of myself, the Federal Building, and airplanes, all bound in a leather covering with gold etchings, and the inscription "From Jennies to Jets" in gold, is a memento that is deeply appreciated and will always be a part of my life.

Again, I want to thank one and all for their loyalty and cooperation in the years we worked together, and with my most sincere personal regards, I wish you all continued success.

Sincerely yours,


Assistant to the Administrator
for Jet-Age Planning

HENRY L. NEWMAN TRANSFERRED TO KANSAS CITY AS ASSISTANT ADMINISTRATOR

After two years in Region One, Henry L. Newman, Assistant Regional Administrator, has been transferred to Region Three, Kansas City, Missouri, where he will be Assistant to Regional Administrator L. W. Jurden.

Mr. Newman came to Region One after a ten year tour of duty in Alaska as Executive Officer and Assistant Administrator in Region Five. As of this writing his successor in Region One has not yet been named.

At a farewell party given to Mr. Newman, a long time employee of Region One commented, "Hank sure made a lot of friends in the short time he was here".

In addition to his many duties as Assistant Regional Administrator, Mr. Newman was the CAA member of the Air Age Education Committee of the National Air Transport Coordinating Committee. At the end of the 1957-58 season last June he was elected Vice Chairman of the Education Committee. At a recent meeting the Committee passed a resolution commending him for his work while in New York.

Quoted below is a letter addressed to Mr. Joseph D. Blatt from Mr. Newman after his arrival in Kansas City.

"Dear Joe:

"I arrived in Kansas City Sunday night and have been busy getting settled and meeting the people I'll be working with here. It all makes me think of the days two years ago when I first met the Region One folks. These two years went very quickly, mainly because of the many fine associations and the tremendous job that is being accomplished there through the efforts of so many. That realization made it especially difficult to leave my friends even after such a relatively short time.

"I couldn't get to see them all before I left, and I'd appreciate your having this letter circulated to as many as possible to help me say 'Goodbye' and 'Thanks' for that wonderful party at Mitchel Field. I hadn't looked forward to going to my own 'going away party' but I'll never forget the feeling I had when I saw so many there and listened to that 'Professional' tape recording.

"Thanks to everyone too for all the gifts. They will continue to give me great satisfaction for having had the opportunity to work with so many fine people. I just wish I could tell them personally. I hope that all who come this way will stop and give me the opportunity.

Sincerely,

Hank"

NEW DRIVER TESTS SCHEDULED FOR REGION ONE

Operators of Government vehicles in Region One will be required to take a new drivers test between October 1 and March 15, 1959.

The new testing procedures have been prepared by the Civil Service Commission and are being given to the operators of all Government vehicles. In Region One the tests are under the supervision of John V. Peterson, Regional Occupational Safety Officer. Mr. Peterson is being assisted by Michael Kozulak, Administrative Officer for Safety.

In explaining the program, Mr. Kozulak pointed out that licenses now in force will be invalid after March 15, 1959. Qualified examiners at Regional Headquarters and various field offices will conduct the tests.

One of the first to take the test in Region One was Joseph D. Blatt, Regional Administrator. On this page and next are photographs of Mr. Blatt being examined by Mr. Kozulak.



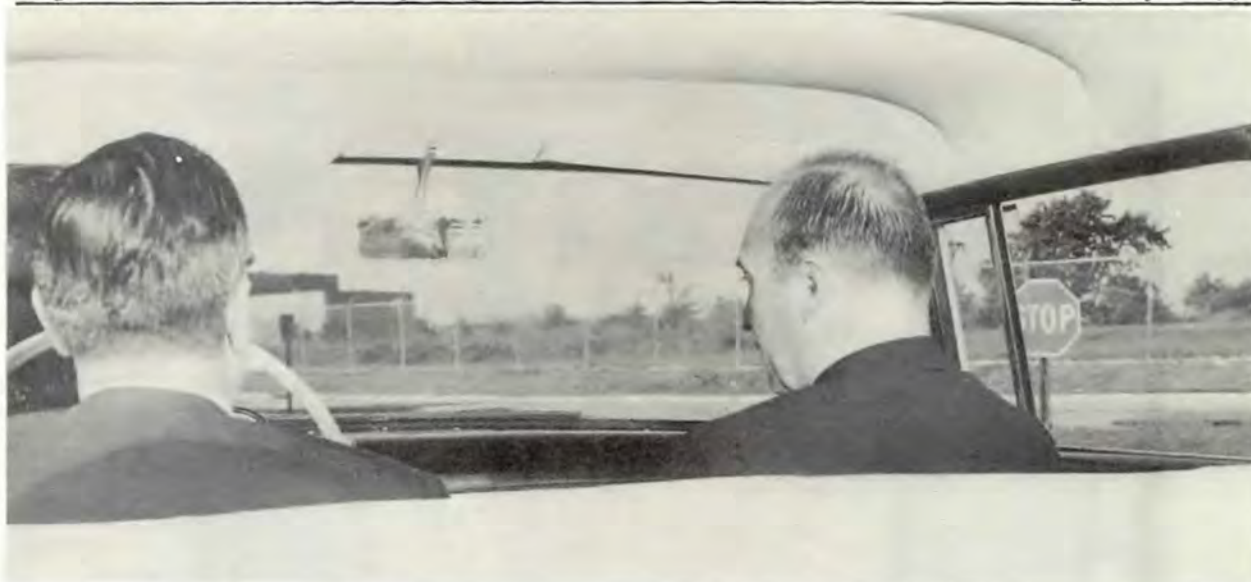
Vision Test



Hearing Test



Beginning of Road Test



Vehicle familiarization in a safe area

At Right - Road Test



Conclusion of test, Examiner explaining to applicant that he will be notified of results of road test by Regional Occupational Safety Officer.



CAA ROAD TEST EXAMINERS ARE QUALIFIED

On August 12, 13 and 14th the initial Road Test Examiners course was held in the Federal Building, N.Y. International Airport to qualify personnel of Region One as "CAA Road Test Examiners" for administering the Driver Examinations to operators of government motor vehicles. The course was conducted by CSC Examiner Michael Kozulak and assisted by CSC Examiners Maitland A. Browne, Louis Signorelli, Robert C. Nelson and John Pfalzgraf. In the above photo reading from left to right are: First Row- Carl R. Fernsten, Chester W. Talix, James G. Dong, Arthur Young, Michael Kozulak, Edward T. Dunne; Second Row- Luther E. Fleming, George A. Patten, Laurence G. Tonne, William C. Welde, Samuel I. Greenman, James E. O'Brien; Third Row- Spencer C. Sims, Seymour M. Tannenbaum, Norman J. DaSilva, John J. Dorman, Paul R. Boyd, John K. Myers. Others who qualified but do not appear in the above photo were: John A. Christiansen, Michael R. Lucidi, A. J. Nogard, Edward A. Schussler, Richard H. Behrens, Samuel V. Samuelian, Harry W. Claybrook, Ernest A. Kaeufer, and Albert J. Wankowicz.

On August 18th and 19th Examiner Courses were conducted by CSC Examiner Michael Kozulak at the Federal Building, for personnel headquartered at the Operations Building and Far Rockaway Airways Technical District Office, and at the Administration Building at LaGuardia Field for personnel headquartered there.



RECIPIENTS OF INCENTIVE AND SUSTAINED SUPERIOR PERFORMANCE AWARDS

AUGUST 1958

(Pictured here are those winners who received their awards from Mr. Blatt. Others not shown received their awards at field locations).

INCENTIVE AWARDS PROGRAM

An unusual variety of awards were presented during August and September.

Initial Awards for Employee Suggestions

<u>Name</u>	<u>Suggestion</u>	<u>Amount Awarded</u>
Dominic P. Tocci Air Navigation Facilities Division	Filing procedure involving correspondence originating in Federal Building.	\$15.00
Eleanore A. Kurpiel Air Carrier Safety Div.	Non-skid wax where linoleum or asphalt tiles are used.	25.00
Eleanore A. Kurpiel Air Carrier Safety Div.	CAB Form 457, "Statement of Witnesses", be printed with a blank heading to facilitate the use of the form by CAA.	10.00
W. B. R. Zetterstrom Airports Division	A method for coordinating and codifying information relative to control tower design and construction.	125.00
Richard J. Growley Airports Division	" " "	125.00
Salvatore E. Guzzardi General Services Div.	Utilization of present generator stand to functionally check the generator and electrical systems of the C-188 Beech- crafts and DC-3 Douglas aircraft.	125.00
Gertrude J. Gebhard Budget & Finance Div.	Form to show bond record.	50.00
Stanley G. Wheeler Air Navigation Facilities Division	An improvement in test signal injection method for bandpass checks and align- ment of ASR-1 receivers.	50.00
Helen L. Venskus Air Traffic Control Div.	An amendment to Standard Procedures for Flight Assistance Service and GENOT-227. The amendment authorizes operating personnel to place toll calls one-half hour after receipt of the ALNOT when attempting to locate overdue or missing aircraft at adjacent airports.	200.00
John P. Sharer Air Traffic Control Div.	Upon receipt of an ALNOT CANCELATION the specialist shall broadcast it immediately and include it also in the next regularly scheduled broadcast.	50.00

(Cont. Page 10)



RECIPIENTS OF INCENTIVE AND SUSTAINED SUPERIOR PERFORMANCE AWARDS
SEPTEMBER 1958

<u>Name</u>	<u>Suggestion</u>	<u>Awarded</u>
Robert W. Bearns Air Navigation Facilities Division	Use of a tubing cutter in place of a pocket or electricians knife when making up RG-8U or RG-17U coax connectors.	\$ 15.00
Alfred A. Bagdonas Air Navigation Facilities Division	" " "	15.00
O. V. Campbell Air Navigation Facilities Division	A tester for use in adjusting balancing network CA-1621 equipment Filter Hybrid units.	100.00
John F. Burke Air Traffic Control Div.	A type of low-shielded light to be used in towers, Rapcons and IFR rooms.	10.00
John F. Burke Air Traffic Control Div.	Plastic or Plexiglass covering for radar console desks.	50.00
John S. Ferina General Services Div.	Fabrication of a tool to close the speed ring of a CAA Beech C-18. (He has received an initial award of \$60.)	20.00
Seymour Barth General Services Div.	Unit for spray washing aircraft engines. (He had received an initial award of \$15.)	30.00
Kenneth R. Galbraith Air Traffic Control Div.	Telautograph installation for IFR room. (He had received an initial award of \$50.)	50.00
Andrew A. Farrell Air Traffic Control Div.	A flight progress strip cutter for computer or printing machine installation at ATC Centers. (He had received an initial award of \$100)	150.00
Dominic Leone Air Navigation Facilities Division	A simple tape guide for the purpose of preventing reperforator tape dragging in the transmitter distributor automatic scanning control units. (He had received an initial award of \$75.)	30.00
William D. Crawford General Safety Division	Reduction of the number of maps used for private pilot written examinations.	85.00
Gertrude J. Gebhard Budget & Finance Div.	The use of a stamp clipped to a pen to record leave posting.	20.00
Walter E. Bailey Air Navigation Facilities Division	Installation of Celotex Covers for ventilating louvers in various CAA buildings during winter months to cut down heat loss.	100.00

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A CHALLENGE TO CAA'ers

by M. Kozulak

No one likes to lose a fight. And a real fighter seldom loses one. That's why the forces of safety are not going to lose the BATTLE ON ACCIDENTS. But the cold facts compel us to admit that the tide of battle has been going against us. For instance, in the fall of 1956, 13 of our fellow-employees were injured in various occupational accidents other than in driving. There were 3 motor vehicle accidents.

Last fall, guess what? Yes, we again had 13 reports of injuries, the same as the previous fall but our motor vehicle accidents jumped to 17 -- almost a 500% increase over the previous fall report.

Here's our boxscore prediction for this FALL:



Number of Accidents Resulting in Personal Injuries	Number of Govt. Motor Vehicle Accidents
13	11

There is, of course, only one thing to do. We must recruit more strength, regroup our forces, fight harder than ever and keep on fighting. Where do we get this new strength? From the one great untapped reservoirYOU

It is no secret to any safety supervisor that our personnel has been less than widely enthusiastic in its zeal to help stop accidents. Confronted by the fact that our overall accident statistics are rising, the general reaction is "That's too bad. Why doesn't someone do something about it?"

A new attack is needed - a vigorous, hard-hitting, all-out attack that will overcome this apathy and push back the threat of the rising flood of accidents, injuries, and yes, maybe --- death.

To provide this new attack, the General Services Division is launching a new, continuing, comprehensive campaign under a new Regional Order released last week entitled "Regional Occupational Safety Program". Its purpose is to unite Headquarters Staff Officials, Officials-in-Charge of field facilities and all personnel in the Region in a concerted drive to give the BATTLE ON ACCIDENTS a new impetus and drive.

Let's put safety at the top of our list. This is literally a fight for life - - your job and your own life is at stake. This is a battle to the finish and we must win it!

<u>Name</u>	<u>Suggestion</u>	<u>Awarded</u>
Harry M. Hackerty Air Navigation Facilities Division	Conversion of the 6V/115 volt Model 3064 Gonset Communicator to operate on 12 volts as well, thereby saving battery life.	55.00
William F. DeCeck Air Traffic Control Div.	Modification in procedures for inter-center coordination between N.Y. and Boston Centers, so as to lessen the interphone utilization time.	25.00
Margaret M. Duffy Legal Division	The modification of the bulletin board in the Federal Building lobby to accept notices of meetings and conferences.	25.00
David Roth General Services Div.	Removal of TACAN bearing indicator from Flight Inspection DC-3 aircraft facilitated by installing four Rivnuts in the existing screw holes in the instrument panel. This enables the installation and removal of the instrument from the cockpit, instead of from the nose.	25.00
Emily W. Redinger General Services Div.	Minimization or elimination of status advice to bonding companies, by doing the following: In effecting the final transmittal of the Contract Release and Payment Voucher to the contractor for his signature, a carbon copy of such transmittal will be forwarded to the bonding company for their information.	20.00
Vincent Bocchetto, Jr. General Services Div.	The installation of a crash axe in all newly standardized DC-3 aircraft.	25.00
John S. Ferina General Services Div.	Type dip stick for measuring quantity of gas in DC-3 tanks.	20.00
John S. Ferina General Services Div.	A tool to eliminate unnecessary jacking of C-188 aircraft when changing a wheel or tire assembly.	25.00
Max C. Kelch (Trans. to Los Angeles)	Video mapping negatives be placed between two sheets of 1/16" plastic instead of glued onto the back of one disk.	20.00
Vernon L. Robinson (Trans. to Aero Center)	Replacing 51R-3 VOR receivers with MN85DA type receivers.	15.00
Vernon L. Robinson	A tool for removing 4 x 150 type tubes from UDI-1 transmitter section.	15.00

Awards for Special Acts of Service

<u>Name</u>	<u>Act</u>	<u>Awarded</u>
Beatrice B. Katz General Safety Division	Taking over and performing in a highly commendable manner not only her own duties as a GS-3 Clerk-Stenographer but also the duties of an Aviation Clerk, GS-5 for the period May 27, 1957 to September 4, 1957.	\$100.00
Joseph Helvink Air Navigation Facilities Division	Special service in connection with the restoration to normal operating condition of the Big Flats RCAG during the severe blizzard of March 19, 1958.	50.00
Stanley W. Fink Air Navigation Facilities Division	" " "	50.00
Lester L. Prosser Air Navigation Facilities Division	Service in overcoming a complete outage of the Big Flats RCAG on Feb. 9, 1958, after traveling fifty miles of snow and ice choked roads to climb a seventy-five foot antenna tower completely covered with from one-half to two inches of hard ice, and then to hang out over the safety railing to chip and clear the antenna of ice. This was done in zero degree weather and winds of 50 knots.	125.00
Stanley W. Fink Air Navigation Facilities Division	" " "	125.00

Awards for Sustained Superior Performance

Edward J. Fitzgerald	Air Navigation Facilities Division	250.00
Earl E. Blanchard	Air Navigation Facilities Division	250.00
Lloyd W. Boggs, Jr.	General Services Division	200.00
John F. Fowler	Air Navigation Facilities Division	200.00
Victor Scaperoth	Air Navigation Facilities Division	200.00
Lucy M. Carrese	General Services Division	150.00
Ann M. Stonnell	Air Carrier Safety Division	150.00

FEDERAL BUILDING BLOOD BANK

Quoted below is a portion of the letter received from the American Red Cross following their visit to the Federal Building on August 11:

"Thank you so much for putting on such a smashing drive on August 11. As you know, we collected 144 pints of blood and you literally saved the day for us If anyone has advised you that the wait was extreme please extend our apologies. We were short staffed that day and I can only say that I shall do my level best to see that it never happens again"

It is indeed gratifying to the members of the Blood Bank Committee to witness the cooperative attitude of all those who helped the Bloodmobile visit so successful. The list includes not only all who volunteered to donate blood but also Mr. Claren and his staff from GSA who made the space in the garage available for our use, and the following, who worked in their respective divisions to recruit donors:

Personnel - Ralph Ferrara
Budget & Finance - Irene Foley
General Services - Lucy Carrese, Terry DeLuca, Jack Aronowitz
 Jim O'Brien, Lucy Fairweather
Air Carrier - Margaret Conahan
Aircraft Engineering - Rita McLean, John Vogel
General Safety - Frank Estill
Airports - George Patten, Ruth Specht
Air Traffic Control - Mary Ann Triantafillides, Florence Connelly
Air Navigation Facilities - Barbara Holly, Rosemarie Reale,
 Ed Fitzgerald, Tony Arcidiacono

Weather Bureau - Roz Ebenholtz

If you were unable to donate on August 11, you can donate through one of the Red Cross Centers in the New York Area, or you can join with one of the aviation groups at Idlewild or LaGuardia Airports, when the Red Cross is in these areas. Contact Kay O'Brien on Extension 204 for additional information.

AIRPORTS DIVISION

Richard J. Crowley and Warren B. R. Zetterstrom, Architects in the Airports Division, shared in an award of \$250 for the development of a booklet entitled "Outline Specifications & Suggested Details for Control Towers". While the material in this booklet has also been found to be valuable by other CAA Divisions, it was prepared primarily as a guide for architects and engineers employed by sponsors' of Federal Aid Airport Projects to familiarize them with the specific design and electronic requirements for CAA and Weather Bureau operations. The award was presented in a ceremony on August 14th by Mr. Blatt, our Regional Administrator.

The Airports Division is pleased to announce the appointment of Hugh C. Card and Richard T. Puckey as District Airport Engineers in Columbus, Ohio and Harrisburg, Pa. Both of these gentlemen are former Division employees and are well experienced in its functions. Mr. Card held the positions of District Airport Engineer in Louisville, Kentucky and Boston, Mass., and Mr. Puckey was the Chief of the Airports Division in the old Seattle, Washington Regional Office.

AIR CARRIER SAFETY DIVISION

United States Overseas Airlines, Inc., has moved its main Maintenance and Operations Base to the West Coast. This Region has therefore relinquished the certificate responsibilities for this carrier to Region 4.

The number of noise complaints received in the Safety District Offices and Regional Office from residents living adjacent to the four major metropolitan airports has been unusually high this summer. The result of which imposes a large workload factor on the Regional Office and the District Offices. Although safety is, in most cases, not involved, each complaint must be diplomatically handled.

Northeast Airlines was approved for operation of the British Viscount in August.

Mohawk Airlines has moved its headquarters for Maintenance and Operations from Ithaca, N.Y. to Utica, N. Y.

The transition to the Jet Age has started for Region One personnel. Air Carrier Safety Inspectors are now in training at Boeing, Seattle, Washington, for the 707 and at Lockheed, Los Angeles, for the Electra. Next on the list is Douglas, Los Angeles, for the DC-8. Before long it is expected that many air carriers will be in full scale jet operation.

Last fall this Region conducted an extensive investigation of falling ice in the Philadelphia and New York areas. After a number of meetings between representatives of the aviation industry and our higher

echelons, Washington, it was jointly agreed that modifications to aircraft would be made to prevent any possibility of ice formation at those locations on the airplane which permit overboard drainage. Recently we have had two ice falls, one of which caused considerable damage to a home. We have now requested our air carrier offices to investigate the status of the modifications for the carriers for which we have certificate responsibility.

AIRCRAFT ENGINEERING DIVISION

Personnel of the Division participated in a training program associated with approval of alterations to aircraft for General Safety Maintenance Inspectors during the week of August 25th. This Division provided instruction in each of the four basic specialties of the Division; airframe engineering, powerplant engineering (installations), flight test and manufacturing inspection. The course was designed to provide a better basis for decision as to minor and major alterations or modifications to aircraft as well as certain basic criteria which could be used by the Inspector in arriving at a satisfactory basis for approval of the minor types of changes.

The Preliminary Type Certification Board Meeting was held at the facilities of the Sikorsky Aircraft Division on August 18 and 19 covering the Sikorsky Model S-62, single turbine-powered amphibious helicopter.

GENERAL SAFETY DIVISION

George H. Weitz, who for the past fourteen years has been assigned to the General Safety Office in Washington, became Chief of the General Safety Division, Region One, as of September 7th.

Robert V. Reynolds, who has been Chief of the Division for the past nine months, was reassigned to Region 4, Los Angeles, as Chief of the General Safety Division.

Being assigned to New York is like coming home to Mr. Weitz. He was born on Long Island and before joining CAA in 1940, was a fixed base operator at Roosevelt Field. His entire career has been in aviation which he recalls as "about thirty years". During the early thirties he had a working relationship with some of the famous non-stop trans-Atlantic flights from Roosevelt Field. During World War II he served in the Pacific with the Marines and is presently an officer in the Marine Corps reserves with the rank of Lt. Colonel.

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When the personnel of the Haddonfield GSDO recently learned of their proposed move to the North Philadelphia Airport Mr. Lynn S. Probst, Supervising Inspector of that office was compelled to pen the moving lines which appear on the following page.

THE ECHELON LAMENT

by Lynn S. Probst

Under the spreading maple tree,
The Haddonfield Office stood,
Mid grass and flowers and vagrant breeze,
Mid open land and wood.

The office folk did their work with care,
They wore bright smiles like plumes,
Said they, "Just smell that good fresh air,
We're far from the traffic fumes."

One day the boss from New York R. O.
Dropped in on a day quite chilly,
Said he, "Tough luck but you gotta go
To the airport at North Philly."

Inspector Hall said, "What was that?"
"Do we have to leave this place?"
If we move, you can bet your hat,
A city tax we'll face."

Said Inspector Van, "That move suits me,
I think it'll be just great.
You see I live across the line,
In Bill Penn's sylvan state".

Our GS-3 gave a moan quite low
And said, "Men this is it,
The day we move, be there calm or blow,
Will be the day I quit."

Inspector Beykirch phoned his spouse,
And he was seen to frown,
As he said, "Pack all the stuff in the house,
We're moving to Levittown.

Poor Pat just rocked back on her heels,
Said she, "This sure is a beaut,
I'll have to go buy four new wheels,
For a fifty mile commute."

When the boss man left they all jumped Lynn,
Who said in a voice quite nervous,
"I'm with you, to move is a sin,
But give all for the good of the service."

Our new office is nice, our neighbors are kind,
There's hard surface to land upon,
But in our hearts forever enshrined
Are memories of Echelon.

AIR NAVIGATION FACILITIES DIVISION

The control line checking equipment was developed by this Region for the purpose of remotely checking the over-all efficiency of long telephone voice and control lines to peripheral air ground stations. An inspection made by representatives of the Washington Office early this year revealed that a relatively high percentage of the outages of the Remote Control Air Ground (RCAG) facilities was occasioned by control line failures rather than failures of transmitting and receiving equipment at the distant point. It has been shown that call-outs have been extremely costly and time consuming on the part of the technician, further other facilities suffered through lack of maintenance because of the time required to restore the peripheral site to normal. The tone control line checking equipment provides the maintenance technician or the controller a rapid means of checking the line by removing from the transmission line a permanently connected 2800 cycle frequency shift carrier, which removal energizes a 500 cycle oscillator at the remote control point. The output of this oscillation is impressed on the receiver line through a timing device and measured at the control center. Therefore, efficiencies of the two circuits are measured simultaneously in a matter of 15 seconds and the source of the RCAG failure determined.

This system has been constructed, and installed at the New York Center and its peripheral outlet at Millville, New Jersey, for evaluation. It is expected that this unit will soon be permanently connected into the Center operations on an active line.

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The versatile helicopter has taken on a new task -- pouring cement from the air -- and is saving time and money in the construction of power lines across a mountain range.

In a similar job last fall, the helicopter carried steel girders to mountain sites where crews erected towers on cement pilings. The cement was carried to the site by truck at that time.

This year the helicopter was used for almost the entire project. First, it carried crews to the mountain construction sites where holes were prepared for the cement footings. The helicopter then picked up hoppers of wet cement at the base camp and returned to the site where it was poured directly into the holes while the helicopter hovered.

Next the helicopter brought up the prefabricated tower sections and lowered them onto the footings.

Weight of the cement load was about 3,000 pounds and the tower sections weighed about 3,500 pounds. Estimated savings in time ranged from hours to days.

GENERAL SERVICES DIVISION

by John V. Peterson

Mr. Robert L. Mitchell, Deputy Division Chief, visited the Washington Office on August 13-15 to confer on the new Facilities Provisioning Policy and other Divisional matters.

The Aircraft Service Branch was augmented by the entrance on duty of A & E Mechanics Steve Klidonas, Zopito Soccio and Angelo Alborno and Electronics Technicians Bill Kelly and Sebastian Lanotte.

Mr. Thomas Smith of Aircraft Service is attending a ten week NAVAIDS Training Course at the Aeronautical Center.

Wedding bells chimed for Miss Arlene Himes (now Mrs. William Hemminger) and Miss Helene Catalano (now Mrs. Nat Bucceri), both of the Procurement Branch. Callers-up on procurement matters please note.

Messrs. Thomas Travaglini and Fred Carollo have entered on duty in the Printing Plant, Special Services Branch.

Mr. Michael Kozulak, Administrative Officer (Safety) of the Property Management Branch, conducted Agency Driver Examiner qualification tests and indoctrination at Boston, Massachusetts.

Mr. Maitland A. Browne, Supply Specialist, Property Management Branch, is on special detail to the Operating Materials Division at the Aeronautical Center for one month.

Mr. Michael Franco transferred from the Property Management Branch, to the Maintenance Engineering Branch and Mr. Ted Sosnowski was promoted to a new position in the Procurement Branch.

A story by John V. Peterson, Property Management Branch Chief, which deals with a closed circuit TV network between all atomic installations in the world will appear in the November issue of Infinity Science-Fiction magazine on most newsstands the second week of October.

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NEWS & DIGEST NEEDS REPORTERS

Beginning with the October issue we plan to devote more space to news covering the hundreds of field offices in Region One. To do so we need your help. Send your news items to NY-4. The deadline is the 25th of the month for publication the following month.

Does your office or facility receive enough copies of the NEWS & DIGEST? If you need additional copies send your request through your Division Chief to NY-4.

YOU CAN HELP



**STOP
FIRES**

**SAVE
LIVES**

NATIONAL BOARD
OF FIRE UNDERWRITERS

FIRE PREVENTION WEEK

OCTOBER 5TH - 11TH