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AIR CARRIER SERVICE DIVISION

REGION ONE

APR 25 1958

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REGION ONE, CIVIL AERONAUTICS ADMINISTRATION

NEWS

AND

MONTHLY

DIGEST

MARCH 1958

June 23rd is the Twentieth Anniversary of
the Civil Aeronautics Administration

THE

REGIONAL

ADMINISTRATOR'S

CORNER

ARE YOU A JEKYL-HYDE?

Of course you know the Dr. Jekyll and Mr. Hyde story Robert Louis Stevenson spun, especially if you're prone to late TV viewing of old movies. Now let's apply it to driving.



Do we have Jekyll-Hyde drivers in CAA? Do we have employees who guard their private vehicles zealously and drive them protectively but who switch their driving techniques when they get behind the wheel of a Government vehicle?

We're developing a lot of accident statistics which show that all too often the Government driver - the CAA driver - was negligent in some way. We do not have statistics on their off-duty driving, but we wonder if these employees may not be a little more careful when driving their personal vehicles.

If so, why? Well, the individual has a personal investment in his own car. He has polished it and swept it out and taken it to the service station regularly. He's kept it in good mechanical shape because he wants to be sure both he and his loved ones are riding in a dependable car. When he drives it he's mindful that fenders and grilles, etc., are costly to repair. The little phrase "\$50 deductible" flicks on and off like a neon sign in his mind. He drives safely, keeping alert.

Now, here he is at work. He's going somewhere in a Government car. Is there a difference, really? Doesn't he have just as great an obligation to himself and his loved ones now? Can't he be just as horribly injured or just as surely killed whether he drives recklessly in the Government car or in his private car? Where does it leave his loved ones in either event? Where does it leave him?

Take the reverse situation where a man drives a Government vehicle with care but his own vehicle with the indifference of a teenager in a hot-rod.

Now there we have the same threat to the driver and his loved ones, and we have a situation where an off-duty accident can be as costly or even more costly than where a Government vehicle is involved.

It costs money to replace an essential employee. Other employees are going to stop work to talk about Ed's accident last week, especially if it happened miles away. In fact, the farther away it happened (with the resultant lack of information), the more time will be lost as employees speculate about just what did happen. All the hidden costs of on-the-job accidents are also present in off-the-job accidents.

40,000 is a round figure. If it had a \$ sign in front of it, I'd say it was a nice round figure - if I had it! It's not a "nice" round figure, though, when you realize it's the approximate number of highway deaths per year in the United States.

Whether on-duty or off-duty, a driver is a potential statistic. You are a potential statistic. But, if you drive safely all the time you have a pretty good chance of not becoming Number 40,001.

Let's better our chances. Let's realize that we have the same obligation to ourselves and our loved ones regardless of whose car it is we're driving.

Let's be safe drivers all the time! There's too much to lose too easily if we aren't!

Ora W. Young



Mr. Young and honor award winners. Plaques, in foreground, given to ANF and ATC Divisions.

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Mr. John Burke accepted the plaque for the ATC Division. Both plaques will be on permanent display in the Idlewild Tower. Receipts of the awards were:

Airways Operations Specialists -

Salvatore Marinello
John Burke
Anthony Catalano
Joseph E. Evans
Thomas Fahey
Thomas W. Forster
Joseph M. Kuher
Robert Kukuck
Peter E. Bernhard
Raymond Butkiewicz
Richard J. Borsari

Electronic Maintenance Technicians -

Frank W. Woolley
Marvin C. Wright
Herbert M. Pelton
Charles J. Sabella
Leonard A. Gottesfeld

Honor and cash awards totaling \$3200 were given to sixteen Regional employees at a special ceremony in Regional Headquarters March 21. Mr. Young presented each employee with an exceptional service award and a \$200 check.

The awards were given to eleven traffic controllers and five electronic maintenance technicians "for courageous action involving jeopardy of life in saving Idlewild Control Tower and its equipment from destruction by fire on April 14, 1957".

Each Division was presented with a plaque containing a copy of the exceptional service award, a gold medal and the names of the Division employees receiving the honor. Mr. Woolley accepted the plaque for the ANF Division and



Mr. Wilson, who made the plaques..

TWO ANF MEN WORKING AT LOCAL PRISON

Edward Kelly and Milton Kaplan of the Plant Engineering Branch are surveying the Rikers Island Penitentiary grounds for a possible VOR location.

They'll be on penitentiary grounds for at least two weeks. Each morning when they board the municipal ferry in Manhattan they are checked in by the guards. They are forbidden to carry lunches or packages, but are permitted to drive their government car on the island. They must lock doors and windows whenever they leave it, even for a few minutes. Their lunch is served in the guards dining room by prison trustees. At the end of the day they're checked out. What would happen if they lost their identification card?

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YOU ARE CLIPPING NEWSPAPERS

Last month we asked "Ever clip a Newspaper". This month we thank you for the many clippings you sent us. Clippings have come in from Washington, Elmira, Cleveland, New York and many other facilities and stations in Region One. Please keep your scissors at hand and send us every newspaper item you read that refers to the Civil Aeronautics Administration. Send them to NY-4. Thank you.

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APRIL 15
IS INCOME TAX DEADLINE

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Recognition . . .



CIVIL AERONAUTICS Administration Liaison Officer, Mr. Henry B. Wilson, was recently presented the Air Defense Command Commendation Certificate by Colonel E. Elder, in recognition of his contribution in establishing operational agreement between the CAA and the 58th Air Division. Since August of 1956, Mr. Wilson has been with the 58th as a regional administrator for the CAA and serving as a Liaison Officer between the CAA Administration Office and the 58th. Mr. Wilson was recently transferred to Stewart Air Force Base as a CAA Liaison Officer at Eastern Air Defense Command for all EADDF Divisions. Prior to leaving the 58th, Mr. Wilson stated: "I wouldn't have asked to work with a finer and more co-operative group of people. Everybody from the Commander down has given me his full co-operation, and gone out of his way to be nice."

ROCKETS

The General Safety District Office at Norwood, Mass. has been asked to advise the Rhode Island Rocket Society on CAA policy concerning rocket and missile firing.

The Rhode Island rocket group is not exactly an amateur group. Among its members are Army officers from nearby NIKE sites and officers of the Chemical Corps.

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CAA ON TELEVISION

Sunday, April 27th, the Columbia Broadcasting System will telecast "The Crowded Air" on the program titled "The Twentieth Century". It will be shown in New York from 6:30 to 7:00 PM on Channel 2. In other cities it will be listed as "Twentieth Century" and will be telecast at various hours on the 27th.

HARRISBURG ATFO TECHNICIANS STRANDED IN SNOW WITHOUT FOOD FOR TWENTY ONE HOURS

What was to prove the worst snow storm Pennsylvania had in forth years was building up strength on the night of March 19th. Stanley W. Fink and Joseph Helvink were on duty at Harrisburg ATFO headquarters when a call came through from the New York Air Traffic Control Center. New York said the peripheral transmitter at Big Flats, Pennsylvania was cutting in and out, would Harrisburg please check.

ONE MAN POLICE FORCE

Pete Bertonis is a man of great imagination, so great that he imagined himself into a one man police force and scared off three working burglars.

It all happened of an afternoon some weeks ago when Pete, returning to his home, keenly observed that his garage door was open. He had locked it earlier. Taking a closer look he determined that burglars were working over his \$25,000 split level home.

Known as a resourceful man during his years of service in ANF, Pete retreated to the curbstone to plan his strategy.

He was one, they were many. His only recourse was to make like more than they. So he stomped his feet in quadruple time along his driveway while at the same time shouting ... "This way men .. don't shoot, give them a chance to get out.."

It worked. Within seconds the burglars were leaping from the windows and heading for the woods. Pete apprehended the slowest of the group and held him in an arm lock while he phoned police with the other hand. The police captured the rest of the gang. Nothing was taken from the Bertonis home, nor was any damage done.

CAA MEMO

Frank Wooley, ANF, and Frank Catalano, ATC, are pictured in the March issue of the CAA MEMO. They are shown receiving medals from Secretary of Commerce Sinclair Weeks and CAA Administrator James T. Pyle.

Starting from headquarters at 10:30 P.M. Helvink and Fink drove forty miles through the blizzard arriving at the Big Flats facility at 3:00 A.M. They traced the communications failure to an intermittent power supply from commercial service and power surges which were causing fuses to blow. To insure normal operation they locked the facility on the standby generator to prevent it from going over on the commercial service which would normally happen if the power was restored for a ten minute period.

By 7:30 A.M. their job was finished, but the snow wasn't. Twenty two inches had piled up around the facility, drifts were six feet high. Setting out on foot to a nearby farm house they trudged through the drifts for almost an hour.

The owner of the farm house, Mr. Arthur Jones and his son, with the aid of a block and tackle, pulled the CAA car to the highway. Their efforts were in vain. It was a secondary road and impassable.

Fink and Helvink learned that Mr. and Mrs. Jones had little food in the house and their little baby was quite ill. They phoned the ATFO office at Harrisburg for help. E.J. Biasetti, Chief of the facility took over. He contacted the Pennsylvania State Police who offered a helicopter but couldn't get it off the ground because of the weather. The Highway Department then sent a bull dozer into the secondary road clearing it to the Jones home. The Jones' were able to get food and medicine for their family and Fink and Helvink sat down in a highway diner at 3:00 P.M. to eat, their first food in twenty-one hours.

PERSONNEL DIVISION ASKS HELP IN RECRUITING

Mr. R. A. Farrell, Chief, Personnel Division, has asked all Region One employees to help recruit new employees to fill Electronic Maintenance Technician and Civil Engineer positions.

He said there are many vacancies in both categories that must be filled as soon as possible. He suggests that Region One employees act as recruiters.

Requirements for the Civil Engineer position are a college degree in engineering or its equivalent in experience. Mr. Farrell asks that Region One employees send the applicant's Form 57 direct to NY-90. In Electronic Maintenance Technician jobs, attach a note indicating which location the applicant prefers.

Following is a list of locations where Electronic Maintenance Technicians are needed:

2	GS-7	Albany, N. Y.
1	GS-7	Syracuse, N. Y.
1	GS-7	Elkins, W. Va.
1	GS-7	Wheeling, W. Va.
1	GS-7	Martinsburg, W. Va.
1	GS-7	Morgantown, W. Va.
2	GS-8 (Radar)	Charleston, W. Va.
2	GS-9 (Radar)	Washington, D. C.

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"IT'S A BRAND NEW BALL GAME...."

The 1958 season will open on April 15 in San Francisco, St. Louis, Cincinnati, Milwaukee, Boston, Chicago, Baltimore & Cleveland. On April 18 first season games will be played in New York, Kansas City, Los Angeles, Chicago & Pittsburgh.

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E. A. "JOHNNY" JOHNSON

Working along very quietly in the Manufacturing District Office of the Aircraft Engineering Division at Idlewild is a really senior member of the firm. Ernest A. Johnson - Johnny to his friends (and they are many) - started with Uncle Sam's Air Mail Service as a mechanic's helper back in January 1921 and, except for one break of six months in 1928, has been with CAA and its predecessors ever since.



(1925)

Johnny first saw the light of day in Boston, Massachusetts. During World War I he served in the Tank Corps. He married a school teacher, Dorothy C. Dixon of Cleveland, Ohio, on January 26, 1929 and they have one son, Richard, a graduate of Washington & Lee University. Dick was married about a year ago and he and his wife, Bette, have just presented Johnny with his first grandchild - a boy. Johnny and his wife are now residents of Manhasset on Long Island's north shore. Johnny's outside interests include his membership in the Manhasset Camera Club and in the Air Mail Pioneers.

From January 1921 to July 1928 Johnny served as an airplane and engine mechanic for the Air Mail Service in Chicago, Illinois; Reno, Nevada; San Francisco, California; Salt Lake City, Utah; Cheyenne, Wyoming; and Cleveland, Ohio. Then for about six months he worked as a mechanic for Universal Air Lines in Cleveland. While with Universal Air Lines, Johnny was in what he called a "miracle crash". Although the Hamilton, 8-place aircraft in which he was sitting in the co-pilot's seat on a night flight from Chicago to Cleveland, crashed in a blinding snowstorm, hitting two trees, wiping off both wings and washing out the aircraft, all passengers and crew walked away from the wreck.

In February 1929 he returned to Government service as a mechanic for the Bureau of Lighthouses of the Department of Commerce and was stationed at Bolling Field in Anacostia, D. C., advancing to the position of Hangar Chief under the Airways Division. While at Bolling Field, Johnny was assigned to Capt. Hengsburg's aircraft flown by W. T. Miller and extensive trips were made all over the country, stopping at all Airways Intermediate Fields to conduct inspection of facilities. He had a narrow escape in 1935 at Bolling Field when an airplane caught fire in the hangar. Johnny was luckily able to drop down through the bottom of the ship he was working in at the time and escaped with burns on his arms and face. The hangar was partly destroyed.

In May 1937 Johnny became an Aeronautical Factory Inspector in the Field Service of the Bureau of Air Commerce; served for a period of years as an Associate Aircraft Inspector under the Civil Aeronautics Authority, progressing from that assignment to his present position of Aircraft Factory Inspector in charge of the New York District Office with the CAA.

February 11, 1959 will mark 30 years of service in CAA and its predecessors - this makes him one of Region One's oldest in years of service.

The following new employees were welcomed to Region One during February --

Name	Title	Location
David M. Archung	Airways Operations Specialist	Boston, Mass.
David J. Bassler	Electronic Maintenance Technician	Washington, D. C.
Burvell G. Beacham	Airways Operations Specialist	Bedford, Mass.
Benjamin Bernknopf	" " "	Poughkeepsie, N.Y.
Carl C. Bishop	Electronic Engineer	Jamaica, N. Y.
William Bogan	Electronic Maintenance Technician	Bridgeport, Conn.
William P. Bogdanowich	" " "	White Plains, N.Y.
Thomas M. Brady	Airways Operations Specialist	Syracuse, N. Y.
Charles D. Branham	" " "	Louisville, Ky.
John R. Burns	" " "	Syracuse, N. Y.
Ralph F. Colross	" " "	Washington, D. C.
James E. Dawson	" " "	Rochester, N. Y.
Earl E. Dugan	" " "	Pittsburgh, Pa.
Joseph B. Fredette	Electronic Engineer	Jamaica, N. Y.
Dennis H. Gibbs	Electronic Maintenance Technician	Washington, D. C.
Victor H. Giberson	Airways Operations Specialist	Montpelier, Vt.
Carleton S. Gilman	" " "	Buffalo, N. Y.
Frank Hailstock	Electronic Installation Technician	Jamaica, N. Y.
James G. Hall	Electronic Maintenance Technician	Bradford, Pa.
Parker E. Harris	" " "	Baltimore, Md.
Chester M. Hayden	" " "	Pittsburgh, Pa.
John G. Hock	Civil Engineer	Jamaica, N. Y.
Edward D. Holman	Airways Operations Specialist	Norfolk, Va.
Ernest T. Hoyler	Electronic Installation Technician	Jamaica, N. Y.
Clyde B. Jefferson	Airways Operations Specialist	Windsor Locks, Conn.
Robert E. King	" " "	Washington, D. C.
Alex J. Kravits, Jr.	Electronic Maintenance Technician	Burlington, Vt.
Lloyd C. LaGrange	Airways Operations Specialist	Washington, D.C.
Dan C. LaRue	Electronic Maintenance Technician	Paducah, Ky.
James E. McCarthy	Electronic Installation Technician	Jamaica, N. Y.
Raymond W. McCausland	Electronic Maintenance Technician	Erie, Pa.
James McManus	" " "	Burlington, Vt.
Charles G. Moler	Airways Operations Specialist	Covington, Ky.
Clark F. Molster	" " "	Washington, D. C.
David Mooers	Electronic Maintenance Technician	Portland, Me.
Frank Mosiejewski	" " "	Washington, D. C.
Frank Nesbit, Jr.	Airways Operations Specialist	Washington, D. C.
Paul Ottway	Electronic Maintenance Technician	Houlton, Me.
Marion Payne	" " "	Salisbury, Md.
Herman L. Peterson	Electronic Engineer (Radar)	Jamaica, N. Y.
Franklin L. Pursell, Jr.	Airways Operations Specialist	Cleveland, Ohio
Joseph O. Richard	Electronic Maintenance Technician	Utica, N. Y.
David Somma	Telegraphic Typewriter Operator	Jamaica, N. Y.
Robert K. Swan	Electronic Maintenance Technician	Burlington, Vt.
Amy C. Van Tassel	Clerk-Stenographer	Erie, Pa.
Kenneth C. Walker	Electronic Maintenance Technician	Burlington, Vt.
John F. Wildenberger	" " "	Binghamton, N.Y.
Mack E. Williams	Electronic Engineer	Jamaica, N. Y.
Woodrow W. Williams, Jr.	Electronic Maintenance Technician	Washington, D. C.
Theodore Zaemes	" " "	Washington, D. C.

INCENTIVE AWARDS PROGRAM

Sometimes we hear people say, "If I submit suggestions, won't it make my supervisor look bad and won't it get me in the 'dog house' with him?" These people have the wrong idea. Supervisors have many things on their minds, and can't see or know everything. The employee doing the work is in a position to know more about it than anyone else, and may have improvement ideas that a supervisor would never think about.

We had quite a number of suggestion award winners during February: -

<u>Suggester</u>	<u>Suggestion</u>	<u>Award</u>
Andrew A. Farrell Air Traffic Control Division	Flight Progress Strip-Cutter for computer or printing machines installations at ATC Centers.	\$100
Peder O. Matson Air Traffic Control Division	At those locations in Control Towers, IFR rooms, and Rapcons which are dimly lighted provide a low shielded light similar to those used in theaters to show a low level of illumination along the floor.	\$75
Salvatore E. Guzzardi General Services Div.	Use of an abrasive type paint coating to avoid slipping hazards.	\$50
David Wasserman Air Navigation Facilities Division	Improving adjustment of ASR-3 Video Gain Control.	\$50
Matthew M. Oates Air Traffic Control Division	Plastic filter used with ASR-2 radar scopes replaced with safety glass.	\$40
Frank T. Gardner General Services Div.	Use of a hydraulic press for removal and replacement of Engine Lord Mounts on 985 Wasp Type engines.	\$35
Andrew A. Farrell Air Traffic Control Division	Tear-off bar on electric typewriters used in the preparation of flight progress strips.	\$25
Richard J. Kropacer General Services Div.	Replacement of metal commodes used in lavatories in CAA aircraft with plastic containers to effect less frequent replacement and less time for cleaning.	\$25
Albert Sogliero Air Traffic Control Division	Sliding panels in console type desks at communication stations be used as file drawers in which useful information can be posted.	\$15

<u>Suggester</u>	<u>Suggestion</u>	<u>Award</u>
Stephen J. Wisey, Jr. General Services Div.	Emergency exit lighting fixtures installed above all exits in hangar.	\$15
Stephen J. Wisey, Jr. General Services Div.	Marked safety areas on the floor of the hangar in the Aircraft Service Branch.	\$15
Eudora P. Joseph Budget & Finance Div.	Suggestions for improving safety in Regional Office parking lots:	\$10
Grace Sabato Aircraft Engineering Division	(1) Stop signs	\$10
Jacob Wohl Budget & Finance Div.	(2) Removal of shrubbery obstructing driver vision.	\$10

Feder O. Matson's suggestion was selected as Region One's entry into the Department of Commerce Suggestion Contest on the Prevention of Falls.

AIRPORTS DIVISION

The Regional segment of the 1959 program was discussed at New York and Washington conferences. 147 Project Requests were received totalling \$79.5 million in Federal funds. It is anticipated that \$18.5 million will be available to Region One.

On February 13, 1958, the Chief of the Program Administration Branch, Lamar E. Guthrie, met with representatives of the Washington and District Airport Engineer's office, the Air Force, National Guard, General Services Administration, County officials, and the Airport Engineer for the purpose of discussing the disposal of property and other adjustments necessitated by the Air Force's move from the New Castle County Airport, Wilmington, Delaware. Report of the number of bath tubs piled up would indicate that the Air Force made a clean break.

Arthur F. Chargois, Chief of the System Planning Branch, visited Ohio State University at Columbus, Ohio, to advise University officials concerning development of a Master Plan for their airport. This field is private but the University now proposes to expand it and open it to the public. Such development would provide a much needed second airport with adequate facilities to serve general aviation in the Columbus area.

Final payments were released for projects at Bridgeport, Connecticut; Paducah, Kentucky and Wildwood, New Jersey.

AIRCRAFT ENGINEERING DIVISION

The preflight Type Board Meeting was held at the Vertol facilities on February 21st prior to issuance of the Type Inspection Authorization which, together with review of additional data submittals, resulted in issuance of the authorization and completion of necessary flight tests and ground inspections. Type Certification No. 1H12 has been amended to include both the Models 44A and 44B.

The first two production Model 44B Vertol helicopters are currently being prepared for shipment to Brussels, Belgium, on a lease basis between Vertol and Sabena Airways. The aircraft will be used in conjunction with evaluation of Sabena routes during the Brussels World Fair scheduled for May 1958.

John G. Saure, Chief of the Division, attended the Aircraft Engineering Division Chiefs' Conference in Los Angeles, California, the week of February 24th. Among the highlights were visits to the facilities of the West Coast manufacturers in that area including Lockheed, Convair - San Diego; and both the Santa Monica and Long Beach plants of Douglas.

These visits presented an opportunity for inspection as applied to the recent turbine powered models now being presented for type certification which include the Lockheed Electra 4 turbo prop; the Convair 4 jet; and the Douglas DC-8 4 jet. These aircraft will carry from 88 to 110 passengers. All are of swept-wing design.

The Republic Helicopter Division has received a shipment of five disassembled helicopters by air freight from SUD Aviation of Paris, France; some of which will be sold to the American market. Since these helicopters are received in a disassembled state as import aircraft, discussions have been held with Republic covering the reassembly inspection and production flight testing after inspection prior to issuance of the individual airworthiness certificates.

AIR NAVIGATION FACILITIES DIVISION

The second instrument landing system at Newark, N. J. Airport was commissioned without glide slope, the latter to be commissioned during the early part of March. Because of the proximity of the outer markers of both Newark and Teterboro (having a common major axis) and the possibility of RF and 400 cycle modulation interference and overlapping of non-synchronized keying these two systems are operating successfully from a common keyed 400 cycle tone source through a telephone line connecting the two facilities. Carrier frequency off-set of .004% permits normal operation.

Portland ILS commissioning flight checks were conducted by the Boston FIDO. The Portland newspapers and the local television station sent reporters and photographers who were taken along on demonstration flights of the system and gave good coverage in newspapers in addition to about two minutes of television showing a simulated low approach and how the ILS cross point is worked. ILS commissioned February 20 less G/S which will be commissioned as soon as snow and water conditions are eliminated. The local airport and state aeronautical officials will be given demonstration flights upon completion of the G/S commission which is anticipated late this month or early next month.

Joseph Ram left for Biloxi, Miss. February 3, 1958 to attend FPS-20 school. Estimated duration is approximately two and one-half months.

Representatives of the Italian Government visited the Electronic Engineering Branch for the purpose of discussing ILS siting problems at the Genoa Airport, Genoa, Italy. Siting criteria was discussed and locations for the installation of a localizer and glide slope were recommended to them.

Mr. Walter Kooker and Vincent Galotti visited the Cincinnati, Ohio areas to make preliminary arrangements for conducting a series of tests to determine what radio interference effects Voice of America broadcasts at Mason, Ohio may have with radio communication and navigational facilities required for a proposed airport at Blue Ash, Ohio.

On February 18, 1958, A. T. Chiarito, L. Soriero and L. E. Dettinger participated in a conference held at the South Park Military Reservation (Pittsburgh, Pa.) which was attended by representatives of Air Defense Command, Army Air Defense Command, Corps of Engineers, Army 2nd and Regional AA Command (Ft. Meade). The conference discussed problems concerned with the establishment of radar facility in the Pittsburgh area and their possible solutions. The conference was advised that the CAA would proceed with construction of ARSR-1 facility at the Oakdale site. B. Weinberger conducted a tour of the High Intensity Approach Lighting System and the Sequence Flasher Lights for representatives of the Iceland prime contractors planning similar installations for the Reykjavik Airport. B. Weinberger and R. McEwing participated together with representatives of the Washington Air Carrier Office and OANF in the initial flight evaluation of the new touchdown area floodlighting system at the Washington National Airport. J. Fox met with Collins Radio personnel early in February to discuss the siting of repeaters in the Palermo to New York link system and to set up schedules for the subsequent Buffalo, Cleveland and the Regional portion of Indianapolis-London, Ohio surveys. As a result of these meetings, a different procedure in leasing sites will be tried. Frank VanDemark and John V. Peterson of Property Branch met with officials of the City of Oberlin regarding the proposed relocation of the Cleveland Center in Oberlin. Negotiations completed and Washington has approved location.

On February 5, George Levine of the VORTAC conversion group visited the site of the Cape Charles, Va. VOR to plan restoration measures to stop the erosion which threatened the site. He secured the cooperation of the Corps of Engineers, who have agreed to bulkhead the eroded area under a reimbursable agreement. In the interim, the owner has granted permission for a temporary fill to be made and the Construction Section is placing this under the VORTAC conversion contract.

Representatives of the Radar Systems Engineering Section, Maintenance Branch, attended a conference on the evaluation of the Airport Surface Detection Equipment presently being installed at the Idlewild Tower. This ASDE facility will undergo a detailed engineering and operational evaluation for the purpose of developing final specifications for a production model. The Washington office has assigned the responsibility for the engineering evaluation to the First Region Maintenance Engineering Branch, Radar Section. A conference of ATDS and ATFO Chiefs in the New York area was held during the month.

Harry Semerjian, Electronic Engineer and Catherine Henriksen both of the Electronics Engineering Branch were married on January 10, 1958.

GENERAL SAFETY DIVISION

The increase in aviation activity in the Philadelphia area is indicated by the fact that traffic at North Philadelphia Airport increased 69% during 1957 as compared with 1956.

During the evening of Tuesday, February 11, 1958, Inspector Beykirch (Haddonfield GSDO), participated in a career conference sponsored by the Guidance Department of Monsignor Bonner High School in Philadelphia. Mr. Beykirch gave a presentation to four different groups on the subject "Your Future as an Aviation Mechanic."

Mr. Hiroyasu Hirota, a member of the Japanese Civil Aviation Flight Training Program, visited the Teterboro General Safety District Office for two days, for the purpose of familiarizing himself with Flight Schools and Mechanic Schools in the area.

AIR TRAFFIC CONTROL DIVISION

Walter Buechler of the Planning Branch who attended a recent black light demonstration at the LaGuardia Tower, reported that the light reduced the glare and reflections in the LaGuardia Tower since the control cab at that airport is non-standard.

On March 12, Ray Okerlund, formerly of the Operations Branch, bid farewell to his CAA friends. Ray has accepted a position with the International Cooperation Administration in Kabul, Afghanistan, as an AOS Specialist (Communications).

Mrs. Ann Coecaro, formerly of the Operations Branch, transferred from the Air Traffic Control Division on Friday, March 21, and has taken a position with the Weather Bureau, Regional Office. Ann had been with ATC three and one-half years. A luncheon was given in her honor by all the girls in the Division. Also honored at the luncheon was Mrs. Catherine Rizzuto who will leave CAA on Friday, March 28.

AIR CARRIER SAFETY DIVISION

There is considerable activity in the air transport industry with relation to the coming transition to the jet age. Many problems will arise which are not apparent in reading magazine articles prepared by factory and company sales and traffic personnel.

There will be a tremendous training program required of each airline transitioning to jet aircraft. Pilots, mechanics, flight engineers, dispatchers and ground handling personnel, all will have to undergo intensive theoretical and practical training in the new aircraft. Maintenance and overhaul shops will have to be built; new inventories of spare aircraft and engine parts will have to be stocked.

Inspectors assigned to American Airlines and Capital Airlines are presently involved in this program. This is especially applicable to American

Airlines assignment. The Inspectors under the guidance of Tom Copeland are planning to accompany American Airlines' Operations and Maintenance supervisory personnel to the Boeing and Lockheed factories, in the months ahead, to monitor and observe the formulation of the training programs which will be established by this air carrier.

In addition to the above, Inspectors Hudson, Skully, Farinacci, Moran, Haniquet and Becker have recently checked out in the F80 at the Aeronautical Center. It is planned to have all Inspectors become jet qualified in order that they may better evaluate the air carriers' jet operation and their airspace requirements during jet penetration and instrument enroute and let-down operation.

Similarly, inasmuch as all transport pilots must of necessity have type ratings for the new jet aircraft, the Inspectors will also have to be trained in this equipment in order to conduct the flight tests.

During the month, the LaGuardia Office and the Regional Office were kept very busy attending conferences with Vertol Helicopter and New York Airways, Inc. in preparation for the introduction of the Vertol Helicopters into scheduled service in the near future.

The Idlewild ACSDO spent a busy month inspecting all of Trans Caribbean Airline's operations and maintenance facilities in preparation for that air carrier's newly authorized scheduled New York-San Juan operation. Proving flights were conducted on February 21/22 and the operating certificate was issued as a result of the good showing on these flights. This is the first instance of an irregular "non-scheduled" graduating into the realm of scheduled air carriers.

Mr. Brian J. Vincent, Chief of the Operations Branch, NY-227, left New York for Washington, W-227, after spending ten years in Region One.

No one will be sorry to see February and March of 1958 go, together with the snow storms and associated bad weather. Throughout the Region, runways were closed, snow plows were kept constantly busy and aircraft were all too frequently getting stuck in snowdrifts. Wing tips and propellers were nicked and Inspectors were kept very busy on accident and incident reports.

GENERAL SERVICES DIVISION

Extremely crowded conditions have been eased in the Office of the Chief, General Services Division, and in the Special Services Branch, Procurement Branch and Property Management Branch through the move of the Reproduction Room into the old "Central Files" room and an overall rearrangement of partitioning. The offices of the Division Chief and Deputy Chief are now located at the end of the South wing, third floor, with the

Property Management Branch, Procurement Branch and Special Services Branch extending northward in the order given.

C. W. Penny, Chief, Aircraft Service Branch and H. Newman, Chief, Avionics Section, attended the Supervisors Course at the Regional Office.

Through the combined efforts of the Aircraft Control Division in Washington, the Aeronautical Center and our Aircraft Service Branch, Douglas N-20 was returned to service after suffering considerable damage in an accident at Presque Isle, Maine.

Dave Roth of the Aircraft Radio Shop has been on extended sick leave but is expected to return to duty shortly.

During the month of February, 1958 Alfred Fanelli of the Aircraft Service Branch returned from attending a six week ACES course at the Aeronautical Center.

John V. Peterson made a trip to Chicago with Frank Van Demark of the ANF Division, meeting with GSA officials to explain in detail negotiations to date leading toward the relocation of the Cleveland, Ohio Air Route Traffic Control Center. Henceforth, GSA will participate fully in the matter.

Maitland A. Browne has returned from a special 30 day assignment assisting the Operating Materials Division of the Aeronautical Center at Oklahoma City, Oklahoma.



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