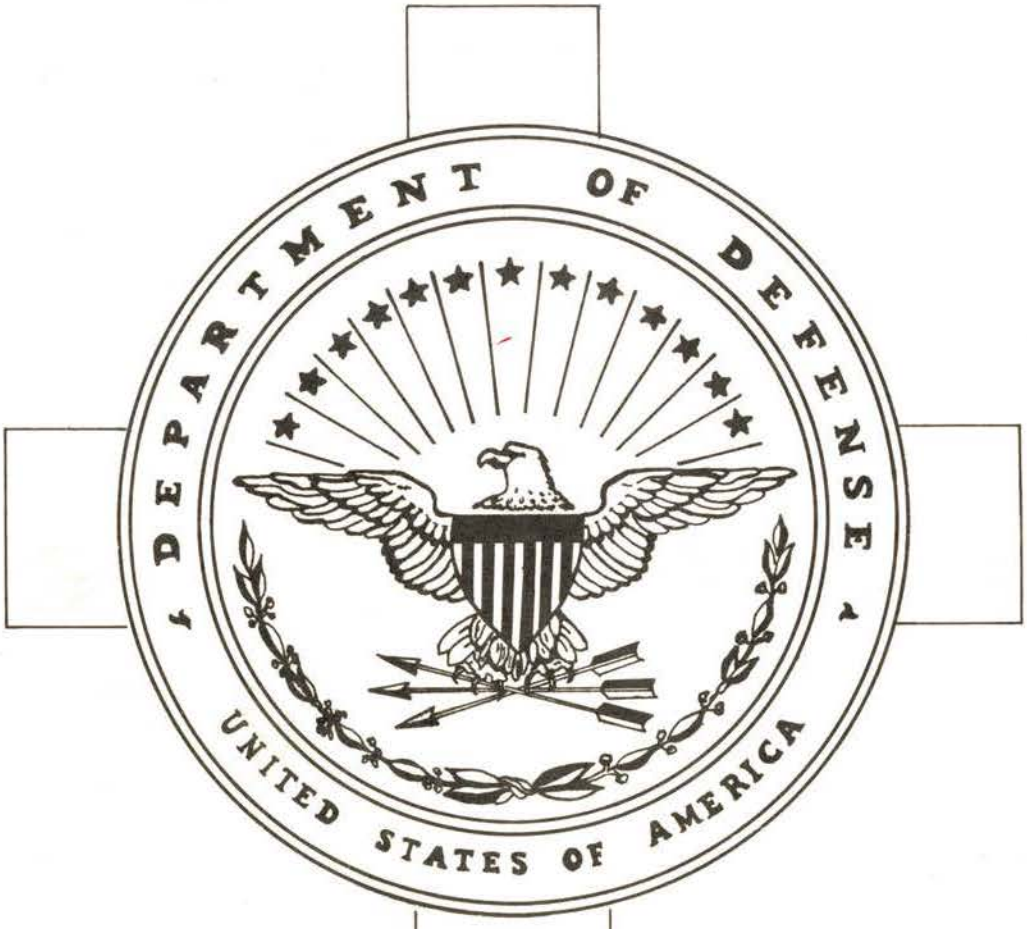
OMNIVOICE

MAY, 1961

LOS ANGELES 45, CALIFORNIA



In Memorium

OMNIVOICE

Volume III **Number V**

PUBLISHED MONTHLY BY THE REGIONAL PUBLIC AFFAIRS OFFICE

FOR THE PERSONNEL OF THE

FEDERAL AVIATION AGENCY

REGION IV

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ON THE COVER

MEMORIAL DAY

From out our crowded calendar
One day we pluck to give;
It is the day the Dying pause
To honor those who live.

(McLandburgh Wilson)

FROM THE *Washington News* ROOM

NEW AIRPORT POLICY

The Federal Aviation Agency and the Civil Aeronautics Board have jointly issued the following statement of policy with respect to the use and development of air carrier airports:

"The Federal Aviation Agency and The Civil Aeronautics Board have become increasingly concerned over the establishment of separate air carrier airports in cities sufficiently close to be served through one airport. The use of two or more airports by the scheduled airlines in serving an area in many instances tends to diminish the services to each airport and increase the cost of air transportation. The concentration of the services provided to an area through the use of one airport will often improve the service offered by both scheduled airlines and general aviation. However, this would never be accomplished in such a way as to compromise the safety of either scheduled air transport or general aviation.

From the point of view of the Civil Aeronautics Board, scheduled airline service into two separate airports that are reasonably adjacent often results in a deterioration of the quality of airline schedules to the area. In many cases, without substantial inconvenience to the air passengers, they could be served through a single airport, resulting in improved scheduling, better quality of service through the use of larger equipment, and an overall improvement in air service to the area.

The Federal Aviation Agency and the Civil Aeronautics Board agree that the use of a single airport serving adjacent communities, where such action may result in a saving both to the Federal Government and the localities served, as well as improving the air service to the area, should be an increasingly important factor in considering applications for Federal funds for airport construction purposes and applications for certificated airline service."

FAA SETS NEW RULES FOR AIRCRAFT RENTAL

Under new rules for aircraft renting by Federal Aviation Agency personnel, FAA pilots authorized to rent aircraft will be qualified on one or more of four aircraft categories and will carry an official "Authorization to Rent" card on which will be listed the categories of aircraft which they are authorized to rent. Renters may require a flight check at their discretion, and the FAA rules establish the amount of this check time for which the Agency will pay.

FAA ARRANGES ALTITUDE TRAINING INDOCTRINATION FOR AIRMEN

Civilian flight crew members, who will be flying at the high jet altitudes, may now take physiological altitude training under an agreement between the Federal Aviation Agency and the U.S. Air Force. The training will be available at 35 Air Force facilities through the U.S. and four overseas facilities as follows: Albrook Air Force Base, Canal Zone; Johnson Air Force Base, Japan; Kadena Air Force Base in Okinawa and Wiesbaden Air Force Base in Germany. A charge of $5.00 will be made for each airman to cover the cost of the training.

EYE STANDARDS ARE EASED BY FAA

The Federal Aviation Agency has eased its eye standards for airline and commercial pilots as a result of a long period of study by the Bureau of Aviation Medicine and its group of consulting ophthalmologists. A certain degree of eye deviation (lack of bifoveal fixation), the studies determine, will still permit a pilot's eyes to form a single image. This is within the standards of safety as outlined by FAA eye tests. Even though certain stated values of eye deviation are exceeded, the Civil Air Surgeon of the FAA may issue a medical certificate if the applicant undergoes examination by a qualified eye specialist and shows that he can compensate for the deviation and it will not affect safety of flight. A medical certificate will not be denied the airman pending the result of the examination.

AIRPORT STUDY HELPS DEVELOPMENT OF GENERAL AVIATION FIELDS

A study recently completed by the Federal Aviation Agency, "Economic Planning for General Aviation Airports," serves as a valuable guide in the development of airports for general aviation. Prepared by the Airports Division in the Bureau of Facilities and Materiel, the study is the fourth volume in a research program intended to make the establishment of general aviation airports responsive to the economic and aviation needs of a community.

FAA FORECASTS THE NATION'S AIRPORT NEEDS OVER NEXT FIVE YEARS

A total of 465 new airports should be built and 2,834 existing airports should be improved if we are to meet the nation's civil aviation needs over the next five years, N.E. Halaby, Administrator, Federal Aviation Agency, said recently in a report submitted to the Congress. The estimate was made in the Agency's National Airport Plan for 1961 which lists, city by city and state by state, those airports requiring improvements and those communities where new airports will be needed. The National Airport Plan is submitted to the Congress annually as provided in the Federal Airport Act of 1946. It must provide in terms of general location and type of development the projects considered by the FAA Administrator to be necessary to provide a system of public airports adequate to anticipate and meet the needs of civil aeronautics.

FAA AND WEATHER BUREAU PLAN TEST OF PILOT-TO-FORECASTER SERVICE

To further improve air safety by making available to airborne pilots more complete and up to date weather data, the Federal Aviation Agency in cooperation with the U.S. Weather Bureau will launch a year-long pilot-to-forecaster test on July 1. During the test, weather briefing service will be available from a forecaster to any requesting pilot in the Washington, D.C., and Kansas City, Missouri, areas. Weather information will be made available to more than 50,000 general aviation pilots under the 12-month test. It will provide minute data relating to hazardous or unusual weather as rapidly as it is desired. This specialized and tailored support will supplement current weather service.

FAA PROPOSES 288 MPH AIRCRAFT SPEED LIMIT NEAR AIRPORTS

As a step in improving the air traffic control system, the Federal Aviation Agency proposed a speed limit of 250 knots (288 miles per hour) for all arriving aircraft operating below 14,500 feet within 50 miles of the destination airport. The proposed rule would apply to aircraft flying under either instrument (IFR) or visual flight rules (VFR), in both controlled and uncontrolled airspace.

FAA REGION FOUR F.C.U.

5651 W. Manchester Avenue.,

Los Angeles 45, California

Date: _____

I desire to become a member of the Credit Union. Please send me membership application card and additional information. _____

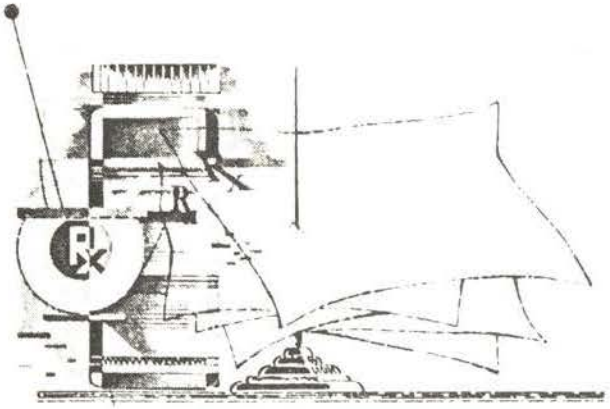
Along with my membership application, I wish to apply for a loan of $ _____, to be repaid in _____ monthly _____ payments.

Entered on Duty FAA

Date: _____

Name: _____

Address: _____



REGIONAL FLIGHT SURGEON'S COLUMN

MEDICAL EXAMINERS ATTEND SEMINARS

FAA and the University of Southern California sponsored a medical Seminar for Aviation Medical Examiners held May 1, 2 and 3, 1961, at the Biltmore Hotel, Los Angeles. Fifty-eight Medical Examiners attended the three-day course.

USC's medical faculty arranged for and presented advanced clinical subjects that pertained to aviation medicine. FAA provided a panel discussion of the responsibilities, qualifications, and demands of present day flying. Rodney Stieh of the General Aviation Office, Dwight Peterson of the Air Carrier Office, and Frank K.

MEDICAL DIVISION'S AIRCRAFT ACCIDENT ROLE

In the Fourth Region there are over five-hundred Aviation Medical Examiners who are designated as available within their area to assist FAA accident investigators. Twenty Pathologists working in the field of forensic medicine, appointed as consultants to the Civil Air Surgeon, are located throughout the United States. These related facts were lifted from the Aircraft Accident Procedures Folder recently compiled by the Regional Flight Surgeon in Los Angeles.

The folder, designed to provide finger-tip information, also has sections on FAA Regulations and Policy, FAA and CAB Accident investigators by areas, and all notification procedures with the different FAA Bureau responsibilities. Key individuals, including all FAA Investigators, Aviation Medical Examiners so designated, and Pathologists are listed by name, address, and telephone number.

Accident notification and investigation work being a twenty-four hour job, an extra copy of the folder is kept at home by the Regional Flight Surgeon and his assistants.

When notification of an aircraft accident is received in the Regional Medical office, the immediate need is to determine the degree and amount of medical support necessary. A plane crash of undetermined cause immediately poises the problem of determining whether a human factor – a health factor – could have been responsible.

The Bureau of Aviation's Washington Headquarters and its field offices coordinate to furnish the necessary technical medical support of all air accident investigations.

PRETTY NEW FACES

For the information of our friends not located here in Regional headquarters, we've recently acquired some new faces. Pretty ones too. Eileene McGrath, who is our Employee Health Nurse and comes to us from Hughes Aircraft. Louwana Marsden, Clerk-Steno, who transferred in from F & M; and Dana Clark, Clerk-Typist, who will be with us for the summer.

****

TRUE STORY?

The following yarn recently was aired in the Congressional Record, where it was put after an appearance in one of the magazines published by the Rotary Club.

"DO YOU HAPPEN TO KNOW THIS MAN?"

"A young man lived with his parents in a public housing development. He attended public school, rode the free school bus, and participated in the free lunch program. He entered the Army, upon discharge retained his national service insurance. He enrolled in the state university, working part time in the state capitol to supplement his GI education check.

Upon graduation, he married a public health nurse, bought a farm with an FHA loan, and obtained an RFC loan to go into business. A baby was born in the county hospital. He bought a ranch with the aid of the veterans' land program and obtained emergency feed from the government.

Later he put part of his land in the soil bank and the payments soon paid out his farm and ranch. His father and mother lived very comfortably on the ranch on their social security and old-age assistance checks. REA lines supplied electricity. The government helped clear his land. The county agent showed him how to terrace it; then the government built him a fishpond and stocked it with many fish. The government guarranteed him a sale for his farm products at highest prices.

Books from the public library were delivered to his door. The government insured the money he banked. His children grew up, entered the public schools, ate free lunches, rode free school buses, played in public parks, swam in public pools, and joined the FFA. The man owned an automobile so he favored the federal highway program.

He signed a petition seeking federal assistance in developing an industrial project to help the economy of his area. He was a leader in obtaining the new post office and federal building, and went to Washington with a group to ask the government to build a great dam costing millions so that the area could get 'cheap electricity.'

He petitioned the government to give the local air base to the county. He also was a leader in the movement to get his specific type of exemptions.

Then one day he wrote his congressman: 'I wish to protest these excessive governmental expenditures and attendant high taxes. I believe in rugged individualism. I think people should stand on their own two feet without handouts. I am opposed to all socialistic trends and I demand a return to the principles of our Constitution and the policies of states' rights.''

As all old newspapermen know, the venerable New York Times is a sedate and conservative lady. So her copy editors, doodling between editions, came up with these examples of how the Times might have played the great events since time began:

Jehovah Resting
After 6-Day Task

Woman Created
From Rib of Adam

Cain is Accused
in Killing of Abel

Noah Builds Ark,
Sees a long rain

Methusela Dies;
Judean was 944

Moses, on Sinai,
Gets 10-Pt Plan

Ten Chores Set
For Greek Hero

Archilles is Shot
in Trojan Battle

Penelope Joyful
After Long Wait

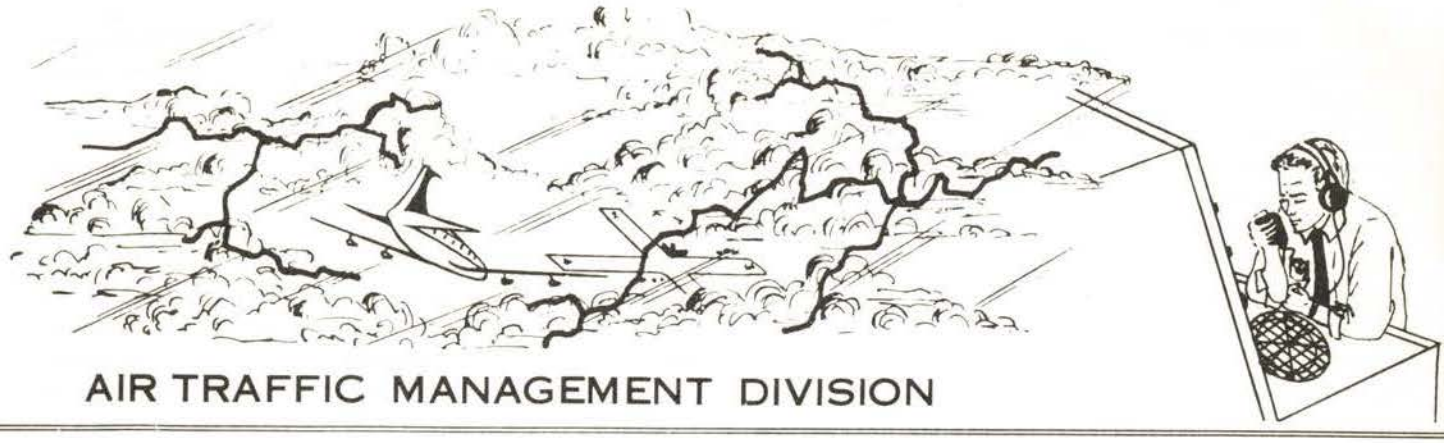
Homer Dies at 89;
Poet Wrote 'Iliad'

Boy Slays Goliath
with a Slingshot

Solomon Offers
to Sever a Child

2 K[illegible] Report

Rome in Flames;



AIR TRAFFIC MANAGEMENT DIVISION

FILED BY FIELD

TWO NOTES FROM THE SEATTLE ARTC "CENTERLINE" – (A fine little newssheet). A local Seattle area trout derby is being handled by one Bill Karp. Very fitting.

A memo to collectors – if any of you have a $1,000 bill, hang on to it as none have been printed since 1945.

THANK YOU

The April "AIRFACTS" – pilots' magazine, contains an article in which a pilot-reporter relates an account of a recent flight in the Pacific Northwest. Favorable reference is made to contacts with the Portland Flight Service Station, where Bill Tullis was on duty – the author being impressed with the complete package he received – current weather, forecast, winds, etc.

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Fred Burnett, Santa Fe FSS, received a sincere "thank you" letter from a pilot, an official of the Pan American Construction Co. of Albuquerque whom Burnett spent considerable effort in an attempt to locate following a phone call from the pilot's concerned wife.

****

Chief Don Whitney and his controllers at Spokane received a letter of appreciation from Col. S.W. Twaddell, Jr., of the 25th Air Division, for the "superior skill and cooperation" exhibited during the 25th A.D. Operational Readiness Inspection held during March 15-27, 1961.

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SAVE AND ASSIST SECTION

(Many, many of these during the past month!)
Don Bennest, McChord RAPCON located, identified, and vectored an F-106 to a position to complete a PAR approach. The aircraft's TACAN equipment was inoperative and the pilot had no other means of navigation.

Controllers Jerry Luce and John Smith, Denver Tower, assisted the pilot of a T-6 in the early hours of the morning to a safe landing. Pilot had encountered a moist air mass resulting in severe ice formation and he indicated the cooperation and guidance from the tower was of real value.

****

Don Sperry, Kenneth Olson, and Walter Forrestall of the Moffett RATCC assisted the pilot of a Piper Comanche to a safe landing recently. The pilot had experienced malfunction of navigation equipment and was guided to the San Jose Airport by a combination of VHF/DF and radar.

****

Two controllers at Hill RAPCON, Lynn H. Montgomery and Thomas L. Hutchinson were instrumental in assisting several Air Force aircraft to safe landings on March 20, 1961. The following excerpts from a memorandum from Watch Supervisor George Baker, who also was performing yeoman service during the emergencies, are worth repeating, as follows:

The day watch (0800-1600) on March 20, 1961, at Hill Field RAPCON had been operating under normal and routine IFR conditions due to low ceiling and intermittant snow showers. The first indications that other than normal operation might become necessary was a call from the Salt Lake City Center stating that Air Force 06052 and Air Force 06054, U-3-B type aircraft, IFR to Hill Air Force Base from Offutt Air Force Base, might run short on fuel prior to reaching the initial approach fix for Hill Air Force Base.

At 1840Z Air Force 06052 reported over the Huntsville Fan Marker and requested an immediate approach, stating he was very low on fuel. Mr. Montgomery immediately assumed control of the aircraft and issued the Hill weather and other necessary information and for the pilot to expect a precision approach to runway 14, Hill Air Force Base. At this time, the pilot reported he was down to 18 gallons of fuel and had three people on board with no parachutes. Prompt radar identification was established and the necessary vectors were issued to execute a precision approach.

At 1845Z, however, a flight of T-33's reported that they had missed their approach and wanted a radar vector direct to Salt Lake City. The pilots reported that Hill Field had less than two hundred feet ceiling and one half mile visibility. Ogden Tower was immediately alerted to accept the two U-3-B aircraft for landing. The Ogden weather was reported as "estimated six thousand broken, higher overcast with ten miles visibility. Montgomery immediately advised the pilot of Air Force 06052 of the Hill Field weather and stated that a radar vector direct to the Ogden airport would be given. It is to be noted that at the present time there is no authorized radar approach to Ogden Airport. By the efficient use of radar, the aircraft was placed directly over the Ogden airport and kept in the immediate vicinity by the use of a tight box pattern. At 6000 feet MSL, the pilot reported he was breaking clear of the clouds and had the airport in sight. A successful landing was accomplished at 1854Z with less than ten gallons of fuel remaining.

During this same period of time, starting at 1849Z, Mr. Hutchinson was attempting to contact Air Force 06054. Due to the high mountains immediately east of Hill Field, satisfactory communications were not established until 1850Z. Mr. Hutchinson advised the pilot that he would be given a radar vector direct to the Ogden airport for landing due to the weather at Hill Field. At 1851Z the pilot reported that he was down to five gallongs of fuel and had not checked Huntsville Fan Marker. This Marker is located seventeen (17) miles east of Hill Field. At 1855Z the pilot reported over the Huntsville Fan Marker. Mr. Hutchinson advised the pilot that radar contact would be made four miles west of the Fan Marker. The pilot reported that he would need it as he was just about out on one engine. Immediately upon observing a target four miles west of the Fan Marker, Mr. Hutchinson issued a vector direct to the Ogden airport using this turn for radar identification purposes. Mr. Hutchinson advised the pilot of the highest terrain on his flight path and for the pilot to maintain his altitude if possible; and that he would advise when the aircraft was clear of the mountains. At 1857Z the pilot was advised that he was clear of the mountains and that he could begin a descent at pilot's discretion and to advise leaving altitudes. The pilot reported that he was beginning his descent and to please keep him in close to the airport.

Upon arrival over the airport, the aircraft was kept in a tight box pattern directly over the airport. At 1901Z, the pilot reported that he had lost both engines, and that he was at 10,000 feet MSL descending. Ogden Tower was advised of the situation and advised to keep all runways clear for a "dead stick" landing. Mr. Hutchinson advised the pilot he was cleared to land any runway at Ogden and to advise when he was in VFR conditions and had the airport in sight. At 1902Z the pilot reported he was at 7000 feet and breaking clear of the clouds and had Ogden Airport in sight. A successful "dead stick" landing was accomplished on runway 03 at 1904Z.

FAA BUILDING PROGRAM AT RECORD HIGH

The current program of the Federal Aviation Agency (FAA) in building additional air navigation aids is the largest to date - $163,250,000 for the year ending June 30.

The program is designed to meet the ever-increasing demands being made upon the Federal Airways System by both civil and military aviation.

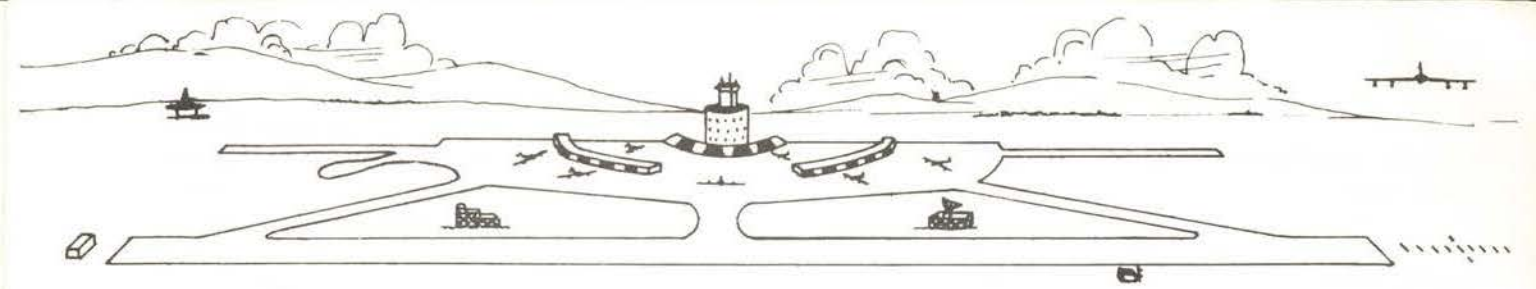
Many of the major elements of the Agency's air navigation and air traffic control system will be increased or improved. Emphasis will continue to be placed on various types of radar for air traffic control operations. Also being programmed are additional airport control towers, radio communications, improved teletype service, instrument landing systems and high intensity approach light systems.

The program provides for the construction of nine transition terminal air traffic control center or Air Route Traffic Control Center buildings at an average cost of $1,900,000 each.

Thirteen long range radars, each costing an estimated $2,400,000, for ten Air Route Traffic Control Centers, are contained in the program. Forty-one radar bright displays, costing an average of $405,000, will be installed at 22 Air Route Traffic Control Centers. The latter equipment provides traffic controllers with a radar display that may be used in brightly lighted rooms.

Additionally, the program calls for the installation of 14 radar beacon systems at an average cost of $293,000 at 13 long-range installations. Radar beacons provide controllers with more positive identification of radar targets.

Thirteen airport traffic control towers, costing an average of $160,000 each, will be established under the program. Instrument landing systems will be installed at 20 airports at an average cost of $269,000. In addition, eighteen instrument landing systems will be relocated under the program.



FACILITIES AND MATERIEL

DIVISION CHIEF COLUMN

Bringing our annual performance appraisal period to a close, we were especially pleased to find such a large number of our field and Regional Office employees being given recognition for their services. The rack-up below represents an impressive amount of continuing and exemplary Government service on the part of the employees of the Facilities and Materiel Field Division, Region IV. (Looks like it paid off too in terms of "extra dividends.") Needless to say, I much appreciate your efforts and I know the Branch Chiefs and your supervisors join me in expressing my thanks.

Service Awards (3630 Years) - F&M Division Totals:

15 Yrs.		20 Yrs.		25 Yrs.		30 Yrs.		35 Yrs.		40 Yrs.
RO	Fld.	RO	Fld.	RO	Fld.	RO	Fld.	RO	Fld.	RO Fld.
20	51	16	51	8	18	5	7	2	3	*1

*J. G. Melville, Chief, Maintenance Branch, is responsible for us breaking into the 40-year column. Jerry says he isn't either an "old goat;" that this results from his getting credit for early maritime service when he was so young they had to get a special act of Congress to issue him a radio operator's license.

Sustained Superior Performance Awards - F&M Division Totals:

Field		Regional Office	
No.	Cash	No.	Cash
79	$10,891.00	17	$2,860.80
42	7,499.00	26	4,892.10

Total F&M Division Cash Awards: $25,843.!!

I had the pleasure of spending the week of April 24 with our Bureau Director, Mr. Tippets. Thumbed a ride with Mr. Halaby in the FAA Grumman Gulfstream from Santa Monica to Colorado Springs, Monday, April 24th, for the closing two days of the American Association of Airport Executives Annual Conference. Then accompanied Mr. Tippets and Gene Kropf, RM-405, to Albuquerque ARTCC, Wednesday, April 26. Back to Denver that night for a visit to the new Denver Center construction at Longmont Thursday and on into the R.O. Spent Friday with Mr. Tippets at Palmdale looking over construction of the new Los Angeles Center and the Edwards RAPCON. By Friday night I could understand why the Director complained that his feet seem to get tired more than they did a few years ago!

MAINTENANCE BRANCH

April 26th was a big day for the ATDO-4 Albuquerque office. Joseph Tippets, FM-1, Washington, D.C. and A.E. Horning, FM-4000, Los Angeles, came to Albuquerque for the official ground-breaking ceremonies for the new Center. The program was extremely impressive - jet precision flights overhead, parachute jumpers and a helicopter entering into the festivities. Local dignitaries, Lt. Governor Tom Bolack, City and County Commissioners, Army and Air Force Base Commanding Officers and FAA personnel were present. The Chamber of Commerce, under the direction of Edward Jory, President, hosted a luncheon at the Robin Hood Inn following the ceremonies. C.F. McNulty, Chief, ATDO-4 and Earl E. Dunahay, Chief, ATFO-40, then played hosts to Messrs. Trippets and Horning by taking them on an inspection trip of the Sandia Mountain High Site, some miles distant from Albuquerque. The road to this Site leaves much to be desired, but the drive and scenery could easily be called beautiful and picturesque!!

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The instructor Training Course conducted in Albuquerque by Chet Stalker of the Regional Office closed out on April 7. Those Maintenance employees who were privileged to attend enjoyed it immensely. Each returned to duty with a great desire to put all the methods into immediate practice.

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Grand Junction, Colorado's new Control Tower is building apace. Brick is going up fast covering the exterior of walls and elevator shaft. Buildings such as this are always a welcome addition to the airports in this age of ever-increasing air traffic.

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AIRPORTS BRANCH

THE ISLANDERS HAVE NOISE ABATEMENT PROBLEMS TOO!!

William Neilson, Manager, Maui County Airports, Maui, Hawaii, wrote us the other day to outline a "complaint" he began receiving when Pan American started to use Kahului Airport for Jet training. We think his description of his problem is worth passing on to you.

> Some time ago Pan American started using Kahului Airport for transitional training flights for Boeing 707's on an irregular basis. Naturally, we were interested in knowing the public reaction to this and soon found the answer.
>
> The first day we were deluged with calls from people wanting to know what was going on and a large crowd showed up at the airport to watch.
>
> The next day 'complaints' started coming in. Traffic pattern was right turns in order to avoid town and flying over a populated area and this was what the 'complaints' were about. Many calls were received from the town of Kahului and Wailuku, the gist of which was, 'why won't that big plane fly over town so we can see it?' And we still receive such complaints when the 707's show up.

We are sure that to the harried and harassed industry noise abatement groups and committees in our critical noise complaint areas, Mr. Neilson's letter will stand as proof positive that Hawaii is indeed Paradise.

LITERALLY A "SKY HARBOR"

The terminal building presently under construction at Sky Harbor Municipal Airport; Phoenix, Arizona, is one of the last terminal buildings where we were permitted to use Federal aid to participate in all basic terminal building functions. Joe Lovercio of the District Airport Office in Phoenix, Arizona reports on the following unusual details relating to this project.

> Consistent with the challenging jet age, all areas of airport development have been planned very carefully by Phoenix Airport officials to cope with this ever changing problem. The terminal building is considered the first stage of a 3-stage development ultimately serving three aircraft loading fingers with aircraft positions sufficient to meet the needs of 1985.
>
> Of particular interest to architects and engineers in the construction of the first stage is that pre-stressed concrete plays such an important part. The roof consists of a series of single 'T' pre-stressed concrete units placed side by side to form the deck receiving roofing materials. These pre-stressed 'T' beams permit long clear spans with a minimum depth. The lobby, for instance, which has a ceiling approximately 28' high and a clear span between supports of 84' is covered by a series of 22 of these single units 8' in width, 3' in depth, and 152' in length, resulting in a 34' cantilever overhang on either side of these supports. These members are unique in that a combination of pre-tensioning and post-tensioning of reinforcing cables is used. Pre-stressing concrete in a non-technical sense can be illustrated by taking a stack of books between both hands, pressing them firmly together to form a bridge capable of supporting additional books. Pre-stressing the steel in an ordinary beam actually does the same thing resulting in better control of deflection in long spans. It is believed that the beams used over the lobby are the longest single 'T' pre-stressing concrete units ever made and the first to employ a combination of pre-tensioning and post-tensioning is application of stresses after casting the beams. In this case, the primary function of pre-tensioning is to facilitate early handling of the beams, thus expediting construction operations.
>
> The beams were pre-cast in the construction yards of Arizona Pre-stressed Concrete Company located approximately two miles from the airport. The transportation problem was solved by the use of special trailer trucks equipped with sterrable dollies. Each one of the single 'T' units weighed approximately 95,000' and special permits had to be secured for the haul. Company-owned cars having two-way radios were used to direct hauling operations, as the route taken on the airport crossed taxiways, thus requiring contact with the Airport Traffic Control Tower. The 160' length of this assembly also posed a problem, as a special access road had to be constructed to permit maneuvering a turn in order to get on a straight run to the airport. To lift the 'T' beams in place on the structure, two large 60 ton cranes were employed, one being a stationary crane, while the other movable in order to place the beams in position.

Other considerable developments now in progress on the airport in the way of apron construction, runway extension, and other allied work is all directed towards serving the needs of this rapidly expanding jet airport. It is anticipated that this "Sky Harbor" in the form of a Terminal Building will open its doors to the public by the beginning of the year 1962.

Sky Harbor Airport development at Phoenix, Arizona

PERSONNEL APPOINTMENTS

Two new District Airport Engineers, Mr. K.K. Kellner and J.J. Connors were selected for the Los Angeles and Carson City District Offices respectively. Kenneth K. Kellner was former Assistant District Airport Engineer at Los Angeles, and J.J. Connors was former Assistant District Airport Engineer at Seattle, Washington.

Due to the recent transfer of responsibility for the Facility Records Program from the Washington Office to the Regions, we have appointed the following airport engineers at the District Offices:

Wayne W. Flaherty – Seattle D. O.
Gerald M. Dallas – Carson City D. O.
John L. Hopkins – Oakland (NOCAL) D. O.
Harold E. Kading – Phoenix D.O.

ESTABLISHMENT BRANCH

Fred Fernainy, Civil Engineer with the NavAids Plant Unit, believes the adage "Join the Navy and see the world" should be modernized to "Join the F.A.A. and see the world, over, beyond and under." Fred, who has had a wide variety of experiences since joining the FAA two years ago, reports as follows on a recent assignment at San Diego, California:

> We had just completed construction of the ALS and ILS at Lindbergh Field. Installation crews had moved in and were in the process of tuning their equipment when they noticed some interference in their Localizer. After several investigations, trouble shooting and expert consultations, it was concluded that the trouble was caused by some defective cables which unfortunately were buried under three feet of dirt at the bottom of a channel twenty feet deep. They decided to replace the cable, using a better quality and heavier in size. This work required a diver to go down to the bottom of the conduit, which was strapped to the pile supporting the light platform, trace the damaged cable, pull it out and then feed the new cable in. Having done some skin diving back home in Beirut Lebanon, I immediately volunteered for the job. It did not take long to get into the diving suit and strap on the aqua lung, and splash, down I went into the dirty cold water. Needless to say it did not exactly feel like the clear blue Mediterranean, but I was in for it and it was too late to back out. I tried to keep close to the pile as I submerged slowly, touching it from time to time to guide me as visibility was absolutely nil. All types and species of Marine life had adhered to the pile, covering every available inch from top to bottom; somehow they too seemed to be using it for guidance and security.
>
> Finally reaching bottom I was disappointed in discovering that the conduit end, where the cables are supposed to come out, was completely buried. Quick decisions had to be made right there and then. I took the only feasible solution under the circumstances and started to dig. Being unable to use a shovel or a pair of gloves, as the sense of touch was most important, I dug with my bare hands through two feet of rocks, shells, mud, and what have you, not counting all the little sea monsters that got mad and took a bite at me now and then, and finally reached the end of the conduit. I felt relieved, but unfortunately the feeling did not last for right about then I ran out of air and had to go up for a fresh tank. Ascending a little too fast I suffered the consequences – but who cares about a nose bleed when down below there's work to be done. Quickly I changed tanks,

took an extra whiff of air just for luck, and went down again. Reaching the bottom I was momentarily discouraged when I found the little fellows hard at work, backfilling every little rock and grain of sand as fast as it took me to dig them out. Apparently they did not like my intrusion, but this time I was better equipped and they soon found out they were dealing with a very persistant customer.

I finally reached the damaged cable, pulled it out and the new cable in. The first station was the hardest. Knowing the problems, the job went much faster at the remaining seven stations.

Well done Fred. We will keep you in mind when other diving jobs come along. In fact, someone will have to check to be sure the power cable is buried the required five feet below the harbor bottom on the new Mission Bay VORTAC job.

FAA Frogman

FREQUENCY MANAGEMENT STAFF

Regional Frequency Management Officer Lonnie L. McAdoo attended a Washington Office Frequency Management conference during the week of April 3. He reported a very interesting and worthwhile conference, also many items of business were taken care of while there. Mr. McAdoo was held over for a second week to write and finalize specifications for the mobile interference tracking vans which FAA expects to purchase.

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The Radio Spectrum
Is A Finite and Vital Natural Resource
Conserve it

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We again wish to bring a little information which we think will be of interest to all. This writing will again point to our above "pet" slogan. Believe everyone is quite familiar with the requirements set up for FAA's ultimate VOR system and at this stage of the game we are seriously concerned if we can frequency all of the VOR system requirements.

As a step toward progress the FAA contracted with the National Bureau of Standards to conduct a study using automatic computation methods for determining the best possible operating frequencies for each VOR of the FAA's system. The rapid expansion of commercial and military air operations makes it necessary to add a substantial number of new VORs to the system each year. The location of these VORs are determined by technical and economic considerations, however, the choice of frequency assignments constitutes a difficult combinational problem.

The difficulties of frequency selection stem from the fact that VOR with identical or neighboring carrier frequencies must be spaced widely enough to prevent signal interference. Furthermore, this must be accomplished within the range of 100 discrete frequencies assigned to FAA. However, not only is the "interference radius" of a VOR large (approximately three times the radius its signal serves) but the number of VORs in existence is already considerable and is increasing rapidly. For these reasons, assigning a frequency to a new VOR without introducing any interference requires a laborious examination of many "old" VORs.

Such an assignment may in fact be impossible without changing the frequency of one or more old VORs. This in turn may create new interferences in the system and require alteration of the frequencies of still more VORs. The insertion of a new VOR into the network has sometimes required frequency changes at as many as 11 old VORs. Such changes are expensive and disturb the smooth operation of the system, since pilots must be informed of and become accustomed to the alterations. An additional requirement introduced into frequency assignment is therefore the limitation of the number of changes.

As the frequencies and VORs (old and new) are finite in number, there are only a finite number of ways in which frequencies can be assigned through the network. This means that in principle the problem could be solved by examining all such network-wide assignments, rejecting those which lead to interference, and then selecting from the remainder, one which assigns the original frequencies to the largest number of old VORs. This procedure is impractical because the number of cases to be examined, though finite, is so enormous (exceeding 102000) that the investigation could not be carried out in a reasonable time even on the most rapid electronic computer.

By this, one can understand the enormous problem facing the Frequency Management Staff. We feel that the future of the VOR system may well depend on how well the VOR frequency spectrum is utilized.

FLIGHT STANDARDS DIVISION

ENGINEERING AND MAINTENANCE BRANCH

WORLD WIDE OPERATIONS

Engineering and Manufacturing Branch pilots and engineers participated in a long-distance, short-time functioning and reliability flight of the turbofan DC-8 the weekend of April 21. The trip established a new non-stop distance record for commercial transports between Long Beach and Rome. The next day the airplane flew from Rome to Caracas, Venezuela, with an intermediate stop at Amsterdam. On Monday it flew non-stop from Caracas to Long Beach. In a little less than 69 hours away from Long Beach, the airplane covered something over 17,000 statute miles in less than 32 hours of flying time. The airplane functioned in an excellent fashion. The weather was fine, and needless to say, there was very little time for sightseeing.

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Glen Welsh participated in a California Air National Guard training flight to Japan during the past month. He reports the airplane was not at all cooperative in that maintenance difficulties and subsequent ground delays were experienced at Wake Island and Travis Air Force Base. The airplane worked very well at Honolulu and Tokyo.

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Mr. Harold Tanke spent about two weeks in France - a few days in Paris, and the rest of the time in Toulouse with Sud Aviation. He was assisting the Maintenance and Operations Branches in getting the Caravelle 6R ready for use by United Airlines. United expects to start operation with the Caravelles within the next couple of months. He reported that the Caravelle is a "sweet" flying airplane and that he thoroughly enjoyed the two weeks in France.

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We have been missing C.T. Holman again from our office because of illness. We hope his stay in the hospital will not be too long, and that news of his improvement will be received soon.

One of our girls in Propulsion Section, Susan Peterson, came in one morning recently with a big smile on her face and a big sparkler on her finger. Understand the lucky fellow is from Air Traffic Control. Best wishes, Susan.

AIRCRAFT MANAGEMENT BRANCH

We were honored with a surprise visit from our Washington Division Chief, Mr. C. B. Walk, Jr., on Monday, May 1. This was Mr. Walk's first visit to our Region since assuming his post as Chief of the Aircraft Management Division. He spent the day getting acquainted with our facilities and the people who work in the Aircraft Management Branch.

The Facilities Flight Check District Office Supervisors' conference was held in the Regional Office May 8 – 11. Those attending were: Messrs. J.B. Duncan, Santa Monica; E.L. Rowe, Oakland; J.C. Bowen, Seattle; R.E. Kelly, Salt Lake City; Wm. R. McLin, Jr., Phoenix and J.C. Pfeffer, Denver. The conference was chaired by Mr. Fred O. Wilder, Chief of the Aircraft Operations and Procedures Section. Items discussed included the new FFCDO organization and responsibilities.

Our FFCDO 4-1 Santa Monica Office has moved from their Wilshire Boulevard address to new quarters at the Santa Monica Airport. This will improve their operation due to the fact that they are now situated just across the street from the Region 4 hangar and operations base.

Mr. Jess R. Speckart has transferred to the position of Airspace Officer for the Division, and Mr. John A. Gianelli has transferred to the Operations Branch. Mr. Donald L. Van Handel has been selected for the Procedures and Airspace Coordinator position in the Aircraft Operations and Procedures Section which was vacated by Mr. Speckart.

Bon Voyage to Messrs. Guy L. Brown, Supervising Airplane Pilot, FFCDO 4-1, Santa Monica, and Paul V. Fischer, Supervising Electronic Technician, Aircraft and Avionics Maintenance Section, who have accepted positions in Frankfurt, Germany.

OPERATIONS BRANCH

MORE NEW FACES TO BE SEEN AROUND THE OPERATIONS BRANCH:

John A. Gianelli and R.L. Jones – Air Carrier Operations Section; G. W. Hopkins, General Operations Section; Wm. Hawk, Business Operations Section.

Recent additions in AIR CARRIER and GENERAL AVIATION DISTRICT OFFICES:

R. F. Stich, Los Angeles ACDO: Charles L. Nelson, Jr. and E. L. Thompson, Burbank ACO: Eldwin H. Dudley, Vonda Van Elsberg, H. Kays, Fox T. Ponder and William G. Snow, San Francisco ACDO: Rachel Autry, Alfred L. Kolena, Raymond Ziesmer, Jr., Denver ACDO; A. E. Winenger, Long Beach GADO, C. A. Martineau, Medford GADO, Dale H. Uppinghouse, SLC GADO, Howard Cable, Spokane GADO, Robert J. Krass, San Diego GADO, Eugene G. Olson, Phoenix GADO and William G. Reese, Santa Monica GADO.

Recent Changes:

R. B. Fishback to the Boise GADO and Supervising Inspectors E. S. Leach to the Albuquerque GADO and A. E. Romaine to the Salt Lake City GADO.

RECENT DEATH

Inspector Robert A. Cole was killed in an airplane accident on April 21, 1961. He had been assigned to the FAA School on April 18 for a temporary period of 30 days as a DC-3 Instructor. Mr. Cole entered our employment on September 12, 1960 as an Air Carrier Operations Instructor at the Denver ACDO where he had been primarily assisting the Principal Inspector on Frontier Airlines. Although a recent member of our organization, Mr. Cole had showed himself to be an outstanding worker and a fine companion.

PEOPLE AND PLACES

The Branch/Section Chiefs Meeting held at Washington, D.C. was attended by Messrs. Ashwell, Elder, Covert and R. W. Johnson sitting in for C. W. Walker who was presently in Washington, D.C. on a temporary assignment. (Mr. Johnson is on a special detail to the R.O. from the Denver ACDO).

Mr. C. F. Stacy has just returned from the Caravelle SE210 Flight Operations Evaluation Board Meeting held at Toulouse, France. This was the first time that such a board meeting had been held in a foreign country on a foreign manufactured aircraft for use and certification within the United States in that it differed in its handling from the Viscount. This meeting was held during the French-Algerian revolt which resulted in the grounding of all the French aircraft in Southern France. This necessitated personnel riding trains from Toulouse to Paris – a trip of about 8 hours – which gave an opportunity to see the French countryside and observe local customs. The secretaries in the Operations Branch were the recipients of some local wares in the form of exciting Jacques Fath scarves.

MAINTENANCE BRANCH

New arrivals in our Maintenance family Field Offices are:

Wythe M. Fielder – E/E Inspector ACDO - SFO
Dudley R. Rider – A/C Maintenance Inspr. ACDO - BUR

Welcome to you both, and we hope you will enjoy these assignments.

Inspectors Stan Quick and Ray Capehart have been in Toulouse, France and Copenhagen, Denmark on Caravelle familiarization and also participating in the Maintenance Review Board meeting for this aircraft during this trip.

R. A. LaTulipe has arrived in the Regional office to assist Roy Outcen in the Maintenance Airmen and Schools Section, FS-4380. Dale Mumford from Seattle GADO 4-3 is being transferred to Spokane GADO 4-14 as successor to Bob LaTulipe.

Inspector Bob Boston of FS-4320 has spent the last month at LAX ACDO filling in for Ray Capehart who has been absent on other assignments.

The Sikorski S-61 Maintenance Review Board Meeting at New York is being attended by Inspectors Quick and Capehart on their return from France.

The Chief, Maintenance Branch, FS-4300, W. A. Glenn, has been on a trip to Washington, D.C., and Charlotesville, Va., for conferences and coordination of national programs for training at the Executive "Charm" School.

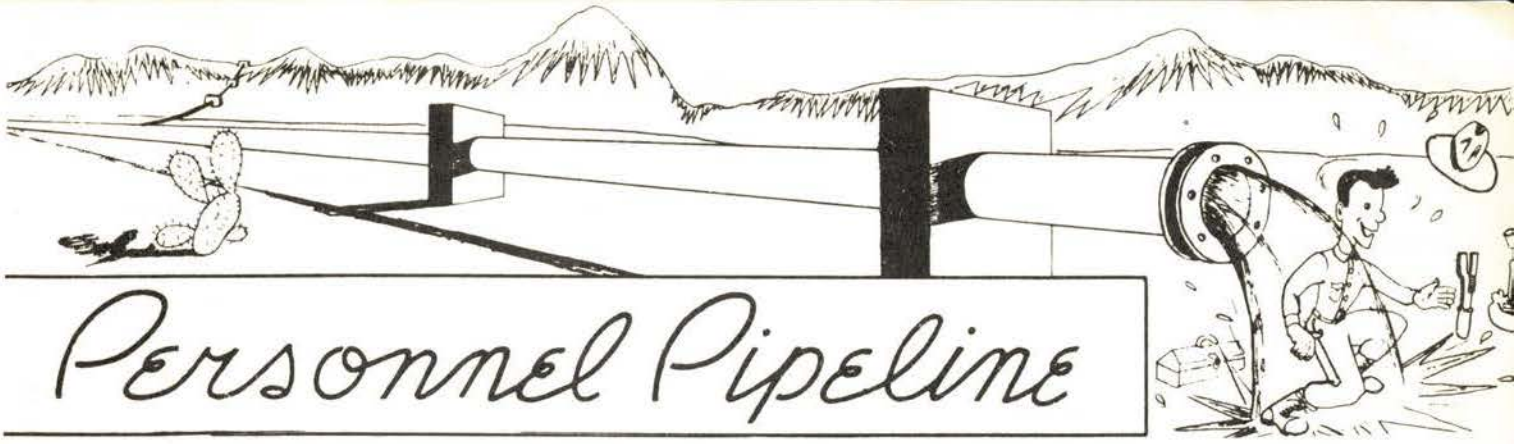
Similarly, R. I. Prey, Deputy Chief, Maintenance Branch, FS-4301, has been on temporary detail to the Washington Office to assist in the revision of the "Inspectors' Work Program" monthly report (FAA-2715). We shall welcome both back to the Regional fold.

It has recently been announced that United Air Lines is evaluating the Collins Air-borne Distance Measure Equipment. It is expected that a firm order for equipment to accomplish this navigational function will soon be made.

Wilcox Electric Company, Kansas City, Missouri, has announced an agreement with a British Company for distribution rights to the British Aircraft Weather Radar equipment. The authorization is for world-wide rights, except England.

The Utah State Highway Patrol has purchased a new Piper PA-24 "250" aircraft. It will be used as an "air eye" in traffic control and law enforcement.

Inspector Ellis and D'Estout attended the Experimental Aircraft Association monthly meeting at Hayward Airport on April 11, 1961. This meeting was attended by a great many members and enthusiasts and appeared to disclose a great deal of activity in this field.



Personnel Pipeline

About 400 bills directly affecting Federal employees have now been introduced in this session of Congress. A birds-eye view of some of the bills in the legislative hoppers follows:

Appeals

Bills have been introduced in both Houses to extend to nonveteran employees the same appeal rights from adverse personnel actions as are provided by law for veteran Federal employees.

Leave

A 1960 law changed from a calendar year basis to a fiscal year basis the 15 days' military leave to which each Reservist of the Armed Forces is entitled. There is a bill pending now, however, prescribing that such leave would be reverted to a calendar year basis.

Retirement

Some half a dozen bills have been introduced to provide retirement on full annunity after 30 years of service regardless of age.

Revision of Form 57

We have heard that the famous Form 57 "Application for Federal Employment" will be revised quite soon. The Civil Service Commission has been analyzing and reviewing suggestions on remodeling it, and the new form is scheduled to come off the press soon.

PROPOSED PERSONNEL LEGISLATIVE BILLS

BILL	DESCRIPTION
S. 1340	Would amend the Civil Service Retirement
H.R. 5828	Would provide for recognition of Federal employee unions and to provide procedures for the adjustment of grievances. (Same as H.R. 997)
H.R. 5892	Would amend the Civil Service Retirement Act of May 29, 1930, as amended, to provide that accumulated sick leave be credited to retirement fund.
H.R. 6073	Would provide certain survivor annuities from the civil service retirement and disability fund. (Same as H.R. 1843)
H.R. 6098	Would provide that employees whose basic compensation is fixed and adjusted from time to time in accordance with prevailing rates by wage boards or similar administrative authority serving the same purpose, shall be paid on a weekly basis.
H.R. 1948	Would establish a plan and appropriate procedures for the promotion of employees of the Government on the basis of merit.
H.R. 5444	Would amend the Classification Act of 1949 to authorize the establishment of hazardous duty pay in certain cases.
H.R. 5493	Would provide certain employment preference for Government employees disabled in line of duty.
H.R. 5563	Would establish a system for the classification and compensation of professional engineering, physical science, and related positions in the Federal Government, and for other purposes.
H.R. 5576	Would declare October 12 to be a legal holiday, to be known as "Columbus Day."
H.R. 5619	Would amend the Federal Employees Health Benefits Act of 1959, to eliminate any discrimination against married female employees.

CHIEF TURNS AUTHOR

Bill Sullivan, Chief of the Management Employee Relations Branch, is now completing a 30-day detail in Washington. On this detail, Bill is initially writing various chapters of the Agency Practice dealing with personnel and employee management matters.

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SURVEY FINDS FEDERAL EMPLOYEES SATISFIED WITH HEALTH BENEFITS PROGRAM

The overwhelming majority of Federal employees are well satisfied with their 9-month-old health benefits program, but many would like to see certain changes made, preliminary data from a Civil Service Commission survey reveal.

Incomplete returns from short questionnaires being filled out anonymously by 1 out of every 10 employees show that:

- Ninety percent of all employees would stay with their present plans; only ten percent would change if they could do so now.
- More than a third have actually used their plans since the program started last July.
- Four out of every five employees who have used their plans were satisfied.
- About one-third of the employees who have filled out questionnaires suggested specific changes in their present plans, and about one-fifth suggested changes in the overall program.

Major complaints of the "dissatisfied users" concern: (1) Delays in paying claims, (2) other difficulties with claims forms and procedures, and (3) the belief that the plans "don't pay enough" for what they cost.

The changes most desired by employees (users and non-users combined) whose answers have been tabulated are to: (1) Abolish, lower, or combine individual deductibles into family deductibles, (2) broaden basic benefits (those paid without regard to a deductible), and (3) pay a larger percent on the expenses that are covered.

Somewhat surprisingly, the level of maternity benefits ranked only twelfth on the list of reasons for dissatisfaction among those who have used the plans and seventh on the list of improvements most desired. It had been expected by some that maternity benefits might top both of these lists.

The overall program changes most frequently requested so far are to: (1) Give employees more detailed and specific information, especially about benefits, (2) provide a Government contribution for married women whose husbands are non-dependent, equal to the contribution for other married employees, and (3) establish special, reduced rates for certain groups, such as "young" families, small families, and older couples beyond the child-bearing age.

CAREER DAY AT FAA

Our Regional Office recently experimented with a new type of recruiting technique for stenographers. As a part of a Careers' Day celebration, four Lennox High School seniors visited the FAA Regional Office and some of the field facilities in the Los Angeles area.

The four prospective recruits visited the Los Angeles Center, Clover Field at Santa Monica, the tower and station at the Los Angeles International Airport, and all administrative offices in the Headquarters.

In addition to being hosts, the four prospects were assigned some clerical and stenographic duties. Carol Brown was assigned to the Aircraft Management Branch of Flight Standards. Barbara Nixon had a fling at preparing travel orders in the Manpower Office of Air Traffic Management. Sandra Shaw was assigned to the Personnel and Training Division, and Sheri Roark was on duty in the Electronic Engineering Section of the Facilities and Materiel Division.

Their program was arranged and guided by Placement Officers Virginia Mareina and Joe Alvarez.

It may be premature to announce that the experiment was a complete success, but the prospect for hiring Lennox High School graduates has been definitely improved as a result of the all-day program.

Four Lennox High School girls are pictured outside of FAA's flight inspection ship. They are from left to right: Sheri Roark, Barbara Nixon, Sandra Shaw and Carol Brown.

SPOTLIGHT ON SAFETY

Statistics show more males than females are born each year in the United States. Why, then are there more women than men later in life? One reason is five times as many males in the 15 – 24 age group are killed in accidents. So – gals, keep the men alive – because the supply isn't keeping up with the demand. Don't let your boyfriend or hubby overdo things, whether it's a minor repair job around the house or a long vacation drive.

Driving at high speeds is dangerous. According to the National Safety Council the chances of someone getting killed in an accident is greater at high speeds. At 75 m.p.h. the chances of someone getting killed in an accident is 1 in 8. At 65 m.p.h. the chances are 1 in 20. At 55 m.p.h. the chances are 1 in 50. Don't play Russian roulette on the highways. The stakes are the greatest - your life, or the lives of your loved ones.

In the mood for a shocking experience? Well, you can accomplish this several ways. Stick your fork inside the toaster next time that piece of bread won't pop up. Don't forget, of course, to leave the toaster plugged in. Oh, yes, and to make the experience more memorable, try resting your free hand against a metal sink or faucet – preferably one that's moist. Fidding with radios while you're taking a bath can be pretty shocking, too. And it's always darn risky. The National Safety Council says that electricity is nothing to fool around with. You can't be too careful with it. A Texas man learned that while watching TV in his bathtub. The antenna fell into the tub, shocking him senseless. The cause? Probably a defective set that energized the antenna. Maybe you don't watch TV while taking baths, but it's a good bet you do take unnecessary chances with electricity. You may not even be aware of all the risks you take. According to the Council, more than 1,000 persons a year die from electric current, many of them in the home, Undoubtedly, thousands more are painfully shocked. The Council has received reports of people being shocked by everything from oven elements to "live" refrigerator doors. How can you keep from being accidentally electrocuted?

You can avoid a lot of risk by observing these rules, the Council says: 1. Don't touch appliances or radios while you're in the bathtub or your hands are wet. Always stand on a dry surface when you use appliances. 2. Unplug appliances if you must poke into them. Even then be careful of heavy condensers, such as in a TV set. 3. Ground appliances in damp locations, such as washers or dryers. Always ground portable electric tools, especially when used outside. 4. Replace worn appliance cords. "Confine your shocking experiences to the things you see on TV horror movies and the like," the Council suggests. "Don't get electrocuted by a home appliance.