



Library
Federal Aviation Agency
Alaskan Region

NOVEMBER, 1961

LOS ANGELES 9, CALIFORNIA

AT RIGHT, JOSEPH H. TIPPETS,
NEW ASSISTANT ADMINISTRATOR
OF THE FAA WESTERN REGION.



AT LEFT, EDWARD C. MARSH, NEW
DEPUTY ASSISTANT ADMINISTRATOR
OF THE FAA WESTERN REGION.



OMNIVOICE

Volume III

Number 11

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FOR THE PERSONNEL OF THE

FEDERAL AVIATION AGENCY

WESTERN REGION

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ON THE COVER

Joseph H. Tippetts
Edward C. Marsh

From The Desk Of The Assistant Administrator

To My Fellow FAA Employees:

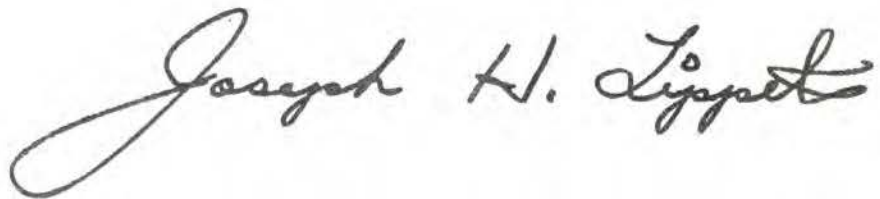
When Mr. Halaby appointed me to the position of Assistant Administrator of the Western Region, I found that my acceptance was accompanied by feelings of pride and humility. My pride, I think, stems from the recognition of the traditionally outstanding work done by the employees of this Western Region in all of its various programs. My feelings of humility stem from an awareness of the challenges in field management. This causes me to appreciate the great amount of effort that I must put forth to properly and effectively perform the duties of Assistant Administrator.

In the past quarter of a century the FAA and its predecessor organizations pioneered in the many exciting fields of aviation, particularly in Airways, Airports, Air Traffic Control, Air Navigation and Flight Safety activities. The Agency has continued to play a vital role in these fields.

There is a continuing need to develop and implement new systems of Traffic Control and Navigation. We find that the rapid technological advancements have an impact throughout the Agency. Change will be a necessary ingredient in our way of life.

My many years of service in a field capacity have sharpened my consciousness of the need for maximum contact with employees to gain first-hand knowledge of what the people are doing. I plan to make great effort to acquaint myself with Headquarters personnel and with our many employees throughout the Region. By refreshing my acquaintanceship with the job being done and the people doing the job, I feel that my capacity to serve as an Assistant Administrator will be increased.

Mr. Marsh, the Deputy Assistant Administrator, shares my sentiments.

A handwritten signature in cursive script, reading "Joseph H. Lippert". The signature is written in dark ink and is positioned below the typed text of the letter.

A BIG MAN FOR A BIG JOB

JOSEPH H. TIPPETS NAMED ASSISTANT ADMINISTRATOR OF WESTERN REGION

As Assistant Administrator, Mr. Tippetts takes another significant step toward fulfilling a career marked by progressively important posts since joining the Bureau of Air Commerce in 1937. During the 20 years existence of the old CAA he held many important posts, including Director of the Federal Airways.

In 1957, as Director of the Office of Air Navigation Facilities, he was cited by the U. S. Civil Service League for outstanding public service, and the Department of Commerce awarded the agency's gold medal to Mr. Tippetts for exceptional service. When the CAA was absorbed by the FAA Tippetts was given the task of organizing the Bureau of Facilities -- which later became the Bureau of Facilities and Materiel -- now The Aviation Facilities Service.

In the field of International Aviation he has served as chairman of U. S. delegations to the International Civil Aviation Organization, the ruling aviation body for the United Nations. His efforts contributed to many nations standardizing their air navigation systems and equipment. Mr. Tippetts regards his role in helping other nations create a modern airway systems as one of his most valued contributions. His travels have taken him to most of the nations of the world, and made him an outstanding figure in international aviation circles.

"Joe T.", as Mr. Tippetts is more commonly known, has a deep concern for flight safety. He has firsthand experience, being a survivor of two serious aircraft crashes. One of these resulted in his being lost with several colleagues in mid-winter Alaskan wilderness. It was 30 days before rescuers were able to locate them.

Mr. Tippetts' wife, his three sons and daughter, will join him in California in the next few months.

Of his hobbies -- a friend of long standing said: "Joe T. likes food and people -- people better."

FAA NAMES EDWARD C. MARSH DEPUTY ASSISTANT ADMINISTRATOR FOR WESTERN REGION

Ed Marsh became Deputy Assistant Administrator of the Western Region on November 8, 1961.

Mr. Marsh is a career government employee, having started right here in our own Region in July of 1937 with the Bureau of Air Commerce in Burbank. At that time he worked with Charlie Hawks, who is now Chief of the Engineering and Manufacturing Branch of Flight Standards here in the Western Region.

Mr. Marsh served in the Washington office from June 1, 1942 until his entry into military service as of October 1942. During World War II he was Modification Officer for Fighter and B-29 Aircraft with the U. S. Army Air Force, Dayton, Ohio.

He returned to his Washington post the early part of 1946 and served until February 1952 when he was assigned to Region I.

On April 1, 1957 he transferred to Kansas City where he served as Deputy Regional Administrator. He served in that capacity until June 1961. His last assignment was Chief of Flight Standards Division in FAA's Central Region, Kansas City, Missouri.

One can readily see the broad background afforded him in these responsible positions in both Regional and Headquarters Offices.

Marsh is a native of Walla Walla, Washington; is a Mechanical Engineer. His wife, son, and daughter plan to join him here in California within the next few months.

His hobbies are "huntin' an' fishin'". He, too, is a people liker.

LATE FLASH!!!

N. E. Halaby has named John M. Beardslee as Assistant Administrator for the FAA Central Region and Robert I. Gale as the Assistant Administrator for the Hawaiian Region, both effective next January. Henry L. Newman has been named Deputy Assistant Administrator of the Central Region, effective immediately.

FROM THE *Washington News* ROOM

HALABY COMMENDS JIMMY PYLE

James T. Pyle, whose resignation as Deputy Administrator of the Federal Aviation Agency has been accepted by the President, has made notable contributions to the advancement of civil aviation during the last eight years, N. E. Halaby, FAA Administrator, said recently.

"Jimmy Pyle has done aviation and the country a great service," Halaby said. "While I understand why he feels it necessary to leave Government service for private industry, I regret that we are losing him. I particularly appreciate his work during this past ten months of transition and reorganization."

FAA FILLS TOP MANAGEMENT POSTS

Three key posts concerned with the administrative management of the Federal Aviation Agency have been filled by N. E. Halaby.

Robert H. Willey has been appointed Assistant Administrator for Personnel and Training. He replaced Fordyce W. Luikart who will be Deputy Director for Administration in the Agency's International Aviation Service.

John R. Provan has been appointed Director, Office of Management Services, replacing Clarke H. Harper who served in that post on an interim acting basis since July of this year.

Clarke H. Harper has been named Director of the recently established Office of Budget. He has been associated with budget administration in the FAA and former Civil Aeronautics Administration for 12 years.

The three new appointees will report directly to the FAA's Deputy Administrator for Administration, Alan L. Dean, and assumed their new posts on October 15.

BLATT NAMED HEAD OF FAA RESEARCH AND DEVELOPMENT

Joseph D. Blatt has been named Director of the Federal Aviation Agency's Aviation Research and Development Service.

Blatt had been serving as Acting Director of Aviation Research and Development Service as well as Deputy Director of Aviation Facilities Service.

Prior to returning to Washington in March, 1960 to join the AFS as its deputy director, he was regional administrator of the Eastern Region, with headquarters in New York. He previously served as the Region's deputy administrator for about two years.

AIRLINES MADE RESPONSIBLE FOR BANNING PASSENGERS WHO APPEAR TO BE INTOXICATED

Airlines must ban any person who appears intoxicated from boarding their airplanes under a new Federal Aviation Agency rule effective October 21. The carriers also must report any disturbance caused aboard aircraft by passengers to the FAA within five days. This amendment will ensure that FAA can move rapidly against offenders.

FAA ORDERS ADDITIONAL RADAR BRIGHT DISPLAY EQUIPMENT

The Federal Aviation Agency has ordered 11 additional radar bright display systems for better presentation of radar information to air traffic controllers.

A radar bright display system gives a brighter, more useful presentation of traffic scanned by radar than the normal radarscope. Since the presentation can be used in a normally lighted room, operating conditions for controllers are greatly improved.

HALABY SCHEDULES HANGAR FLYING SESSIONS IN SOUTHWEST

N. E. Halaby continued his series of hangar flying sessions with general aviation pilots at Houston, Texas, November 4, and at Fairview, Oklahoma November 11.

Pilots and others interested in general aviation were invited to discuss "grass roots" issues with Halaby and two Congressional guests -- Representatives Albert Thomas at Houston and Senator A. S. Mike Monroney at Fairview. Both Congressmen deal with aviation matters in the course of their committee work.

SPORT PARACHUTISTS MAY PACK OWN CHUTES

Demonstration, exhibition and sport parachute jumpers will be permitted to pack their own main parachutes, under a new Federal Aviation Agency rule effective November 27, 1961.

The emergency parachute used in the dual pack in such operations still must be packed by an FAA-certificated parachute rigger under the amendment to Part 25 of the Civil Air Regulations.

FAA ADMINISTRATOR ESTABLISHES NEW AIRPORT SERVICE

Mr. Halaby, announced on November 6, 1961, the establishment of an FAA Airport Service and named Cole H. Morrow of Racine, Wisconsin as Director.

George R. Borsari, former Chief of the now abolished Airports Division under the Agency's Aviation Facilities Service, will serve as deputy to Mr. Morrow.

"Placing the responsibility of Federal aid to airports in a separate Service will help assure the effective administration of this vital program," Halaby said.

HALABY ESTIMATES FAS FORCE OF 28,000

Preliminary estimates show that 28,000 men will be needed for the Federal Aviation Service, Mr. Halaby told the Air Traffic Control Association convention in Miami Beach.

About 17,000 positions will be filled by controllers, he said -- almost as many as FAA presently employs. About 9,000 of the remaining 11,000 jobs would be filled by electronics and maintenance specialists.

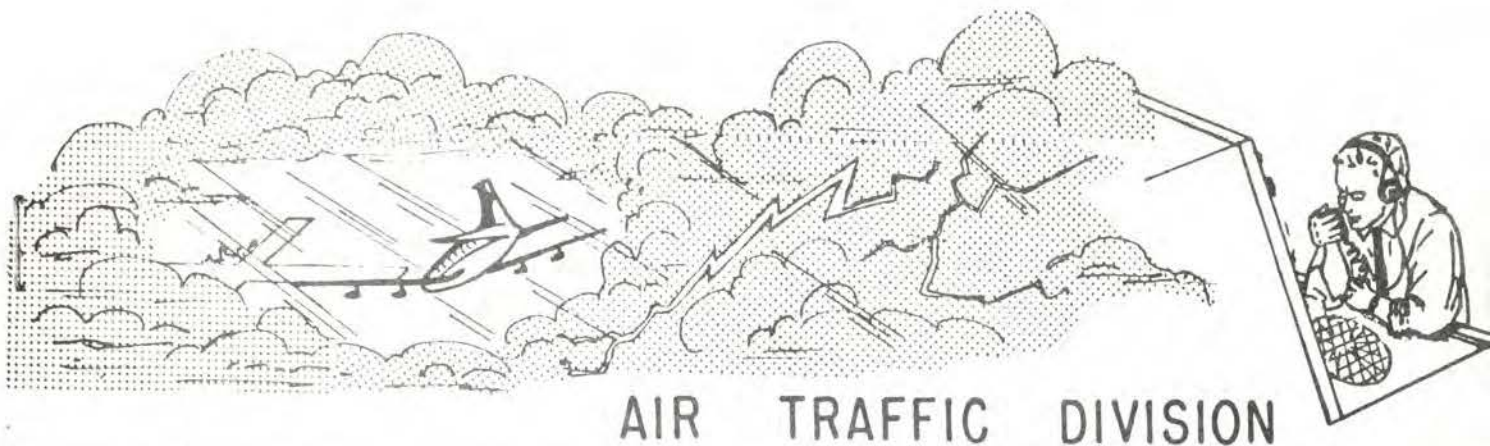
The Federal Aviation Service is the reserve force of civilian controllers and other critical specialists proposed in legislation introduced in Congress last month. If the bill is passed, FAS members would be subject to active military duty to meet defense needs for air traffic control services during wartime or emergencies.

"I can't help but feel," Halaby told the convention, "we took an important step forward in just getting the bill introduced in Congress.

"Membership in the Service," he continued, "will be optional. If you elect to stay out, you will not lose your job. If you join, you must agree to go anywhere in the world, as may be required in the nation's interest. This will apply in peacetime...as well as during an emergency."

FAA STATISTICAL HANDBOOK SHOWS NEW TRENDS IN CIVIL AVIATION

Growing passenger use of coach and economy services on the nation's scheduled airlines accounted for 47 percent of the total passenger miles flown, according to FAA Statistical Handbook of Aviation, published by the Federal Aviation Agency. Fourteen billion passenger-miles were flown in coach and economy services during 1960, a 17 percent increase over 1959.



Left to right

LeRoy Helscher, Jack Thomas, Harry Maier, Floyd Goble, Glenn Simonson, Don Thomas, Harry Little, Fred Marks, Vernon Bourg

HAPPY ANNIVERSARY!

As proof that time does fly, the Oakland Center recently celebrated its first anniversary in a new center building. Cake, coffee, and punch were served in the ready room from 3:00 until 5:00 p.m.

RECENT ASSISTS TO PILOTS

Pilot lost and low on fuel -- on top of overcast, somewhere near Long Beach. Pilot "had some experience but not instrument qualified". Requested emergency descent -- was radar identified and given a successful straight-in approach to Long Beach Airport. Personnel: N. A. Owens, J. G. Sherk, Long Beach Tower.

Pilot on top of overcast at 12,000 feet, vicinity of Seattle, requesting assistance. By DF and radar, location determined to be 15 miles southwest

of Seattle VOR. Vector given to a point 15 miles northwest of Seattle-Tacoma where a break had been reported. Pilot descended through the break to 6,000 feet. Another break 15 miles southwest of Seattle had been reported by a NWA training flight. Aircraft was vectored to this point and made descent below the overcast. Pilot then requested a vector to Boeing Field due to poor visibility and made safe landing shortly thereafter. Personnel assisting were Seattle-Tacoma controllers, Phillip R. Lindberg, Casper H. Ditzel, Jr., and Jack R. Elvrom.

Pilot lost on flight from Santa Barbara to Thermal contacted Ontario Tower, who advised March RAPCON and instructed pilot to change frequency. By use of radar and terrain features, aircraft was identified and made safe landing at Ryan Field, Hemet. RAPCON personnel involved - Edmond E. Kelley, Wayne W. Mishak, James T. Hudman. Ontario CS/T - Jack Baumgardner.

Pilot lost in solid overcast near Provo, Utah. Located by Salt Lake City ASR with instructions relayed through SLC FSS. Personnel assisting: FSS - DeVerle F. Crockett, Eugene Van Zweden, Marvin Danielson. Tower - Gene Porter. Center - Paul Jenkel.

Pilot lost near Bellingham, Wash. By means of landmarks, FSS specialists Clarence Crosby and Orray Blanton determined that the pilot was 30 miles west-northwest of Bellingham. Heading was given to Bellingham and pilot made safe landing.

Three assists were provided by Tonopah FSS personnel during the past month by specialists Lowe, Murray, and Hendershott.

These incidents are typical of many which have been received during the past several months. In these and others the all-around training and experience of our tower, station, and center specialists keeps unmistakably showing through.

The following letter was recently received by the Burbank, California Tower:

Gentlemen:

"Please let me compliment each of the personnel working in the control tower on the excellent and courteous manner they handle their assignment.

When I first acquired my new plane (Cessna Skylane N8644 Tango at Sky Roamers), there was some question in my mind as to whether to keep it in a high density airport with tower facilities or remain at an uncontrolled field. Actually, my wife made the decision!"

After having flown with me in and out of an uncontrolled field - then having you people literally "talk on the telephone" to us, she calmly informed me that if we were going to do any more flying together, it would have to be out of L.A.T.!

This may sound like a questionable compliment, but I assure you, in the past few months of flying out of your field the contact with your tower has been so reassuring and efficient, I now hesitate to land at an uncontrolled field. Moreover, this radar surveillance is terrific!

I had the pleasure of meeting some of you not so long ago when I visited the tower; however, felt that a short note reiterating my feelings would be in order.

Sincerely,
(Signed) John M. Butler"

AIR FORCE SYSTEMS COMMAND RECEIVES BRIEFING BY FAA SPECIALISTS

On Tuesday, October 24, 1961, Paul Allison of the Los Angeles Tower and Charles Spellman of the Los Angeles ARTCC, lectured to the students of the monthly

Instrument Ground School conducted by and for the Air Force Systems Command based at Los Angeles International Airport. Forty-two pilots were in attendance.

ATCA AWARDS CEREMONY NOVEMBER 1

Los Angeles Tower -- for its high degree of operational efficiency and accelerated training program during an extended period of major airport construction work and greatly increased helicopter and civil jet traffic.

Allan A. Ramerman, Tower controller, received ATCA's scroll award as runner-up in the individual category for locating and radar-vectoring to safe landings, minutes apart, two lost aircraft with a total of 67 persons on board, last November 25.

Robert C. Huber, Los Angeles Tower controller, was announced as the first winner of the Air Traffic Control Association's new medallion award for technical writing, established this year to stimulate interest in disseminating knowledge of the science of air traffic control in all its phases.

Huber's article, "Radar Alignment-- A Natural Challenge," will be published in the Association's professional quarterly, the JOURNAL OF AIR TRAFFIC CONTROL.

BELIEVE IT OR NOT, NOVEMBER 3, 1961

During the recent Sky Shield II exercise, the control tower at San Francisco International Airport received a telephone call from a woman complaining of the lack of noise from departing aircraft. Naturally the controller who took the call could not believe what he was hearing and asked the woman to explain. It seems that not only had she gotten used to the noise from the planes going over her house, but her baby had evidently been able to fall asleep regularly during the early evening hours regardless of the number of aircraft that roared off into the night. The woman actually insisted that the tower send a jet over her house so that her baby would stop crying! The

controller patiently explained the reason for the lack of aircraft operations in the area and advised the woman that she would have to wait until the sky shield exercise was over before her child could have his visit from the sandman!

Tower controller (undergoing physical) "Doctor, I have a hard time remembering things from one minute to the next."

Doctor: "How long has this been going on?"

Controller: "How long has what been going on?"

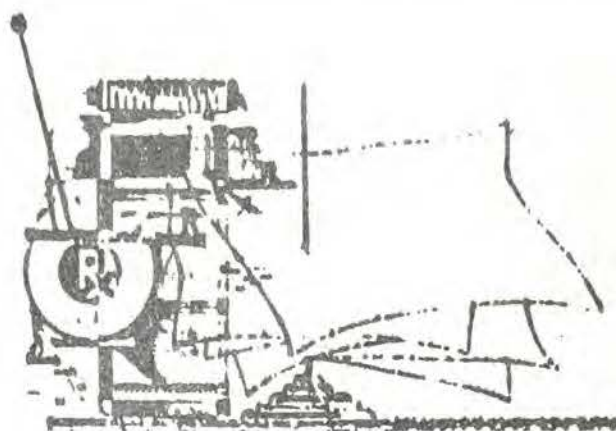
BUDGET DIVISION

Joseph Mayer has been selected as Chief of the Budget Division. Mayer was formerly Chief of the Audit Services Staff. The word of interest from him is that the 1963 Budget Estimate has now been approved by the Administrator.

Budget is again happy to be the headquarters of the VPP Chairman, George "Pappy" Hammond. Any VPP members reading this might note that all communications directed to Mr. Hammond should be addressed to him in care of the Budget Division, WE-36.

Glenn Bullock made the long trek to Yakima, Washington, to attend the celebration of his parents' Golden Wedding Anniversary.

New faces seen around Budget are: Paul Thornton, formerly of Norton Air Force Base in San Bernardino, California--and Frank S. Deane, who transferred from the Budget Office in Washington.



REGIONAL FLIGHT SURGEON'S COLUMN

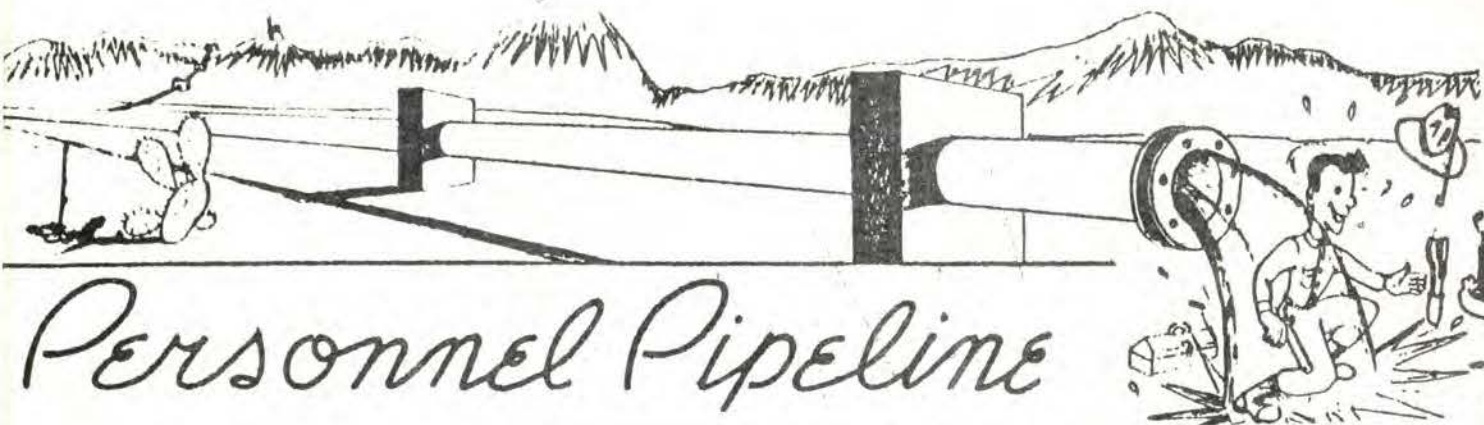
Over nine hundred employees have participated in the influenza inoculation program this Fall. For the great majority this was a "booster", most having been immunized in the program last year. For those immunized for the first time, a second inoculation will follow at an interval of eight weeks.

Of interest to her many friends, Shirley Downs, of our Medical Certification Branch, was married to Charles Vincent on October 14. Best wishes to the new Mrs. Vincent and congratulations to Charles. The new couple honeymooned in Hawaii. They are making their home in Westchester, California.

We are happy to have Ruth Bentley, Clinical Laboratory Technologist, back with us after a three weeks illness, most of which she spent in a hospital. Ruth, of course, broke the basic pledge of all medical people never to become ill.

Louise Walker, Medical Certification Supervisor of the Regional Flight Surgeon, Alaskan Region, was assigned to us by the Aviation Medical Service for a two week training period in Medical Certification procedures. Miss Walker is a real booster for Alaska. She made it sound like a real nice place. Especially for hunting and fishing.

Also here to familiarize herself with our operation was Jean Fasano, Employee Health Nurse from the Eastern Region.



Question Box

- Q. What is the status of the bill in Congress proposing optional retirement at age 55 after 30 years of service without reduction in annuity because the retiree is under age 60?
- A. The bill was introduced and gained acceptance in the House, but was stymied by the Senate in the last session. This bill, S.188 is still pending on the Senate calendar. The chances of its passage when Congress reconvenes is not considered encouraging.
- Q. Is veteran preference granted to those persons who are called or inducted into military service?
- A. No. Unless the person is disabled or receives a campaign ribbon. A Federal employee who enters military service is given full reemployment rights for return to his job.
- Q. Is military leave for reservists still on a calendar year or fiscal year basis?
- A. The last session of Congress changed it back to a calendar year basis (Public Law 87-378). During the previous Congress, leave was placed on a fiscal year basis (July 1 - June 30). The fiscal year approach created an unusual amount of confusion as well as penalizing some reservists who were charged leave for their second tour of duty during the fiscal year. Under the new change,

a reservist need only consider active duty time during a calendar year wherein he is entitled to 15 days of military pay.

Civil Service Commission Broadens Inspection of Personnel Programs

In furtherance of President Kennedy's policy that Federal employment practices be maintained without discrimination and with equal opportunity for all groups, CSC will review agency programs designed to achieve these objectives. The running check on the antidiscrimination policy will be made by the CSC inspection staff during its regular general inspections of personnel operations of agency headquarters and field installations.

CSC Chairman John W. Macy, Jr., said findings of CSC inspections will be the basis for reports he will make to the President's Committee on Equal Employment Opportunity and should also help agency heads to review their own programs on an agency-wide basis.

The questions to be asked by CSC inspectors cover measures to further equal employment opportunities in recruitment, training, promotion, and work climate.

For the first time, CSC also will review systems and practices agencies have adopted to assure proper staffing and efficient utilization of employee skills. It will also check on what steps agencies are taking to control overtime costs, excessive use of sick leave, absence without leave, lost time from accidents, etc.



AVIATION FACILITIES DIVISION

DIVISION CHIEF'S COLUMN

We normally attempt to make this column of general interest and avoid concentrating on specific areas. We trust, however, we will be forgiven this time for dwelling for a few moments on the recent Los Angeles fire, particularly when several of us were ready to flee our homes with cars loaded and pointed in the right direction. Many of us, even though miles from the actual flames, had ashes falling on our property for several days.

Although tragic for many - almost 500 homes burned - the event was not without its humorous spots, such as the news broadcaster who said: "Nine homes were destroyed in an uninhabited section of the canyon"; the gem of misstatement of another announcer, apparently groping for news: "Frantic housewives could be seen evacuating their homes, leaving horses, pets and children behind;" and the woman seen in her chauffeur-driven limousine with several dogs and a bird cage, apparently her most prized possessions. The latter points up one of the many lessons which can be learned from such a disaster; unpredictable human behavior resulting from a lack of planning.

On the other hand, the fact that no lives were lost, notwithstanding the thousands of fire fighters on the scene, reflects good organization and effective planning. As a part of such planning, fire fighting personnel were limited to those people trained over a period of time with no volunteers being used. The last time volunteers were used in the Los Angeles area, thirty-three untrained men lost their lives fighting a fairly unimportant fire in Griffith Park in the '30's.

We are aware that many of our personnel have, commendably, taken various local courses and training, such as those offered by the Red Cross and Civil Defense organizations, to be better able to cope with disasters of large proportions. Further, we are occasionally asked to what extent our people should become involved in local disaster planning. The answer is covered in existing Agency Practices 3-735.2 and 3-735.4, which can be briefed by stating that we owe our first allegiance in disaster crises to the Agency and are expected to perform those jobs for which we are adequately trained. Beyond this we may enter into local disaster training. Amplified, we must realize we can be more easily replaced as part of a local disaster team than we can as a well trained individual, integrated as part of, and vital to the Agency. To this extent we should avoid positions whose proper performance in emergency would derogate primary Agency responsibilities.

TECHNICAL STAFF

The week of October 2nd, Lonnie McAdoo and John Kemper attended the Frequency Management Staff Division semi-annual conference at the Washington office.

The Frequency Management Staff has had many queries concerning the mechanics of obtaining radio frequencies for FAA's use. The relationship between FCC (Federal Communications Commission) and FAA does not appear clear to personnel of our organization. Beginning with this write-up in this issue, we hope to explain a small segment of this responsibility.

The FCC is an independent organization of the Government which has as one of its prime purposes the assignment of all frequencies for civil use. The FAA, on the other hand, operates directly on authority from the President of the United States through OCDM (Office of Civil Defense Mobilization) and IRAC (Interdepartment Radio Advisory Committee). The latter is the frequency assigning authority for the President for all Government frequency assignments. IRAC is made up of a representative from each Government department and a FCC liaison representative. Unanimous agreement of the Committee is necessary in order for a Government agency to be authorized the use of a requested frequency. One Department's objection will table a frequency request until the conflict can be worked out. This throws some light on our legality in the frequency management field. FCC has no direct control over FAA authorizations, but is the licensing authority for civil use of aeronautical frequencies, as in aircraft, private towers, TVOR's, and the like.

We have 100% cooperation between FCC and FAA.

Our Radio Frequency Clerk, Evelyn Greenwood, is recovering from surgery and is expected to return to work on November 20th. Miss Hallie J. Williams, who has been helping out during Evelyn's absence, will complete a temporary assignment on November 17th.

The first Emergency Readiness class for Category "B" Training, Radiological Monitoring, was conducted by Raymond D. Nelligan, a qualified instructor in this course from the Systems Maintenance Branch. The course was held from October 30 through November 13. Eighteen representatives of the Technical Staff, Establishment Branch and Maintenance

Branch attended. This course was set up within the Division to facilitate the training of Regional Office personnel with a minimum cost and disruption of normal work days. To this end, classes were held four hours daily to permit the students to carry on with their normal workload the remainder of each work day. It is planned that another class will be convened on November 20 in the Regional Office.

ESTABLISHMENT BRANCH

Hawthorne Tower Installation Completed in Five Days

Advanced installation techniques employed by the Communications Electronic Unit of the Western Region, Airways Facilities Division, Establishment Branch permitted the complete "on-the-site" installation of the Hawthorne Air Traffic Control Tower in five days. This is a milestone in establishment history. Never before has a permanent facility of this type been completed in such a short time. Using normal methods this installation would have required 75-90 calendar days. The accomplishment contributed much to the furthering of good relations between the Federal Aviation Agency and local airport officials.

The Western Region installation crew started "on-the-site" installation on October 16, 1961, and the acceptance inspection of the completed facility was accomplished October 20, 1961, without exception. The "on-the-site" installation has been reduced to a relatively simple "plug-in" procedure, all units of this system having been previously assembled in the local preassembly shop. This procedure is a refinement of the methods used for the installation of the Edwards RAPCON and the new Fremont Center. The adoption of this procedure was prompted by (1) desire to provide service at earliest possible date; (2) reduce building 'dead-time' between our occupancy and commissioning, and (3) do as much of the work as possible under favorable shop conditions.

The Hawthorne Tower was commissioned on Monday morning October 23, 1961. To all personnel that contributed to the success of this pilot installation, a sincere "WELL DONE."

MAINTENANCE BRANCH

Mr. D. C. Earley, Chief, Military Facilities Section, attended a Conference of Military Facilities Section Chiefs held in Washington, D. C. October 30 - November 3. Discussions were held with cognizant Washington office personnel and all Regional counterparts concerning military and non-Federal facilities.

Mr. Jay C. Taylor, Chief, SMDO, Los Angeles had the pleasure of attending the Dedication Ceremonies at the new Hawthorne Tower on October 28, 1961. Together with Mr. M. E. McKinney, Chief, SMS, Los Angeles, and the Mayor and Hawthorne City Council members, they were all given a conducted tour of the Tower during which the operation of FAA facilities and equipment was explained in detail.

* * *

NEWLY APPOINTED REGIONAL COUNSEL

Mr. Ned Zartman was recently appointed to the position of Regional Counsel here at Regional Headquarters. Mr. Zartman is a native of Des Moines, Iowa. He began his Federal career as an Attorney Advisor with the General Counsel's Office, Washington, D. C. in June of 1951. He later served with the Department of Justice. In February 1955 he returned to the CAA as a trial attorney, later becoming Chief Attorney in the Enforcement, Litigation and Claims Division in November of 1959.

Mr. Zartman is a graduate of the University of Kansas.

CARL A. OLSON APPOINTED

Mr. Olson recently assumed the duties of Chief of the Accounting Division here at Regional Headquarters. He has 20 years in Government service. His first experience with the CAA was his appointment in 1948 as Regional Accountant in Honolulu. From 1957 until 1960 he served, first in the position of Chief of Accounting Division at Washington, D. C., and later as Program Manager for General Accounting Systems. In May of 1961 Mr. Olson became Manager of Property Accounting Systems, Washington, D.C.

Mr. Olson is a native of Seattle, Washington, attended the University of Washington, the University of Hawaii, and the American University, Washington, D. C. He is a graduate of United States Civil Service Commission's Senior Management Intern Program.

Mr. Olson's wife, Doris, and son, Tom, will join him soon in California. He has two other boys attending the university. His hobbies are hi-fi, travel and boats.

* * *

SPECIAL THANKS

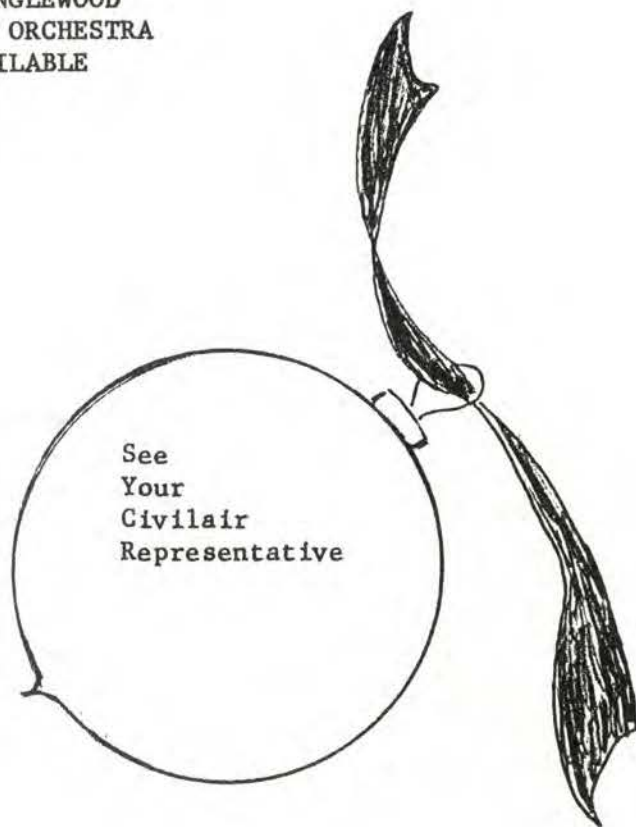
Responsibility for the publication of the Omnivoice has now been placed in the Personnel and Training Division. That means that Mr. Gene Kropf, our Public Affairs officer has relinquished his editorship. Gene has enjoyed this assignment and we have enjoyed the fruits of his labor. The Omnivoice has developed handsomely in the almost four years that Gene has served as editor.

Gene is first to give credit to his assistant editor, Carole Hathaway for tremendous Editorial support. We run a close second. Gene has also expressed his appreciation of all the representatives who have so faithfully submitted news articles.

We feel certain that everyone joins us in saying- THANKS, GENE AND CAROLE!!

C H R I S T M A S D I N N E R D A N C E

A
XMAS
DINNER
DANCE
TO BE SPONSORED
BY CIVILAIR \$10 PER COUPLE
ELK'S LODGE ----- INGLEWOOD
MUSIC BY KEITH WILLIAM'S ORCHESTRA
ONLY 150 TICKETS AVAILABLE
DOOR
PRIZES
DEC. 8TH





OPERATIONS BRANCH

During the recent disastrous City and County fires, personnel of the Van Nuys General Aviation District Office participated with City and State fire-fighting officials. Borate bomber aircraft were successfully used to help stem the raging flames in the Santa Monica mountainous areas. General Aviation District Office personnel assisted in control and movement of the fire-fighting aircraft and the safety aspect of the aircraft's operation, since it was necessary to authorize the use of single engine borate bombers over congested areas.

Operations Supervising Inspectors from the General Aviation District Offices are participating in special Regional Office training. This program provides an opportunity to become familiar with Regional Office procedures and problems associated with general operations technical and administrative activities and review of district office accomplishments as viewed from the Regional Office level.

Supervising Inspector Scott, Seattle ACDO, is scheduled to attend the Personnel Management for Federal Executives Conference to be held at Lake Wilderness Lodge, Washington, for one week starting November 13.

Welcome to the newcomers in Business and General Operations Section: Mr. Don Frost is reporting as General Aviation Operations Specialist, Business Operations Section, November 20.

Mr. Frost is transferring from Washington Office, FS-440; Mr. Frank J. Kearl has been assigned to the Van Nuys GADO, effective November 1; Mr. Kearl transferred from the local Air Traffic Division.

New Secretary to Flight Standards Division Chief, WE-200, is Mrs. Gay Croft.

Aviation Operations Specialist, W. F. Rudd, Denver Air Carrier District Office, has been assigned to air carrier flight check duties in Toulouse, France, for approximately two weeks beginning November 6.

ENGINEERING & MANUFACTURING BRANCH

Again we welcome three new employees -- Mr. William P. Bireley in Propulsion Section, Ruby Fleming and James H. Gorman in Airframe and Equipment Section.

At the same time we say adieu to two faithful employees, Mrs. Daisy Lewis and Mr. Bennie Gaines. Mrs. Lewis retired on November 10 after approximately 20 years of government service, the last four of which were spent in this Branch. Mr. Gaines transferred to the Los Angeles Air Carrier District Office #31. Daisy and Mr. Gaines were given an opportunity to say farewell to their friends and associates at a luncheon given in their honor on Wednesday, November 8, at the Cathe Restaurant. We all wish Daisy a great deal of pleasure in her retirement days, and success to Mr. Gaines in his new position.

In our District Office at Burbank, Mrs. Jean Boswell is retiring due to illness. We hope she will be better soon and that she will be able to be back with us before too long.

Best wishes and happiness to Mrs. Jerry Wilson, the former Miss Nacella Garrison, who was married on October 21.

MAINTENANCE BRANCH

We welcome the following personnel to the Maintenance Branch and Field Offices -- M. L. Bottie, ACDO, Burbank; B. R. Gaines, ACDO, Los Angeles; W. G. Treece, GADO, Long Beach; J. Temte, GADO, Cheyenne; Pat Donnelly, Regional Office.

The General Maintenance and Electronics Inspectors (southern area) and Air Carrier Maintenance and Electronic Inspectors conferences at Los Angeles have now been completed. We were gratified by the favorable reactions received from those participating and were particularly appreciative of the response received from the newer inspectors. The conferences will be followed up by Regional Office personnel visiting the District Offices. If you have any new ideas for future conferences, please forward them to us at WE-230.

HEALTH BENEFITS PROGRAM

Profits, Experience Rating and Financing

Someone frequently asks: "Are the carriers of Federal Employees Health Benefits Plans getting rich from the program?"

The answer is an emphatic NO!

The Federal Employees' Health Benefits Plans have an entirely different financial structure than that of the usual plan or policy which an individual might buy from a private company.

Our plans, by terms of their contracts with the U. S. Civil Service Commission, are "experience rated". This means that money (premiums) received

from a Federal employee for a particular plan must be kept in a separate account all by itself. Then benefits, such as payments for hospital and medical care, must be adjusted on the basis of the actual use employees in that particular group make of that plan. The carrier is allowed up to 1.5% of the premiums as a modest risk charge. The carrier is also allowed certain auditable administrative costs, limited to actual expenses fixed by a ceiling.

If claims costs, plus these other items amount to less than the premiums, the excess reverts to a special reserve fund which will be used only to enrich the benefits of the plan or to absorb any future rate increase.

Essentially, the carrier takes in contributions paid by the employee and the Federal Government, then pays claims in accordance with its plan. Any excess after these claims expenses, administrative costs and the small (up to 1.5%) risk charge, is plowed back in the form of better benefits or lower rates for the use of the insured.

Each Federal plan is accounted for separately from other plans the carrier may administer, and is not affected by any profits or losses experienced from such other plans.

Therefore, it is the Federal employee who gains by favorable claims experience. Those employees who are concerned that light claims experience will result in profits to carriers, should rest assured that the employee, not the carrier, will profit.

* * *

Did you know that -

Women's needle-like heels have brought a change in the design of floor paneling of jet airliners. With such heels a 110-pound woman exerts a steady load pressure of 2,240 psi. In spite of thick carpeting in the aisles, women passengers have unknowingly damaged floor panels.

INTEREST SURVEY

We would like your help and suggestions in planning the future course of the OMNIVOICE. Will you answer these questions sincerely? ----- We'd appreciate it.

What section do you read regularly?

☐

Your Division Column

☐

All other Division Columns

☐

Only a particular Column _____

(identify)

What features, if any, do you find uninteresting and feel should be eliminated? _____

What new features should be added? _____

Any other suggestions _____

My Division is _____

(No signature necessary --
(Please send to WE-13.

Happy Thanksgiving