

# Trade

# Winds

Civil Aeronautics Administration

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August 1958

## FEDERAL AVIATION AGENCY

## 92 COMPLETE LETTER COURSE

President Eisenhower signed the FAA Bill on Saturday, August 23, 1958. The law states the new Agency will become effective sixty days after the Administrator takes office.

The Federal Aviation Act of 1958 replaces and repeals the Air Commerce Act of 1926, the Civil Aeronautics Act of 1938 and the Airways Modernization Act of 1937.

The Federal Aviation Agency is an independent agency, not subordinate to any other department or agency. The FAA is to be headed by an Administrator and a Deputy appointed by the President. Their salaries are set at \$22,500 and \$20,500, respectively.

The Administrator must be a civilian at the time of his appointment. Appointment of a Deputy Administrator who is an officer of the armed forces on active duty or who is a former regular officer is not precluded, unless the Administrator is himself a former regular military officer.

The employees, property and funds of the CAA and the Airways Modernization Board are to be transferred to FAA on such dates as the President specifies. Certain employees of the CAB engaged primarily in safety regulation would also be transferred.

All CAA's present activities are continued under FAA, plus additional functions and responsibilities. Details of these functions were previously distributed to all facilities and offices.

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### D. H. LONG New ATC Chief

Donald Long, formerly Chief, Operations Branch has been appointed Chief, ATC Division, in the Region. Congratulations and best of luck to you, Uncle Don!

Ninety-two employees of the Regional Office have completed the Plain Letter Course. The instructor was Irving Smith, Chief, Personnel Division. Smith says we must have some good letter writers in the region because there were no failures in any of the classes.

Another sixty employees have signed up to take the course; however, due to vacations and workloads the new classes will not be scheduled until after September. After completing the regional office, classes will be held at Honolulu Airport and finally at Wake Island.

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### KNOW YOUR CAA

This Region has for many years held indoctrination tours for all new employees. Tours included the facilities at Honolulu Airport and the Salt Lake area. Many favorable comments have been received from the participants.

Two of our large installations, not included in the tour, which would be interesting to see are the Transmitter Station at Ewa and the Receiver Station located at Makapuu Point. The SEMTs in charge of both of these stations have invited CAA employees and their families to drop in--maybe while you are on a trip around the island on some weekend.

The Transmitter Station in Ewa is on the left side of Fort Weaver Road going toward Ewa Beach. Turn left just beyond Wong's Service Station. The Receiver Station at Makapuu Point is on the mauka side of the highway between the Point and Rabbit Island. Both facilities have large Department of Commerce - Civil Aeronautics Administration signs posted.

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TRADE WINDS

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DO YOU DO A DEFENDABLE JOB?

The quality of dependability is a readily recognized mark of greatness of character. In any kind of a job, large or small, it is the necessary foundation of confidence and trust. It is a necessary condition of any job.

Try this questionnaire on your dependability in these areas of common experience:

Punctuality

Am I frequently late for work?

Do I put off the accomplishment of small but necessary tasks?

If I promise to have a job done on time, am I conscientious about meeting the deadline?

Is my lack of punctuality so pronounced that I am late for appointments and meetings?

Am I easily sidetracked from obligations to others by chance meetings or conversations or passing interests?

Do I consider punctuality of little

importance, or consciously fail to be on time because it makes me seem a person of importance?

Can I recall that I have ever been the cause of impatience and anger in others because I made them wait for me?

Honesty

Have I taken articles from the place where I work without any justification or authority?

Have I caused loss to my employer by being careless in the use of equipment and machinery?

Have I given tools or other articles to others in the place where I work with absolutely no authority to do so?

Have I padded my expense account that my conscience told me was completely unjustified?

Have I given a full day's work for a full day's wages?

Have I lost time for which I was being paid just by standing around and doing nothing?

Has my work been careless because of the way in which I went about it?

Responsibility

Have I tried to develop a real sense of responsibility to my employers and to the public?

Does this sense of responsibility cause me to protect the interests of those who have shown trust in me?

Am I a responsible person in setting a good example for those with whom I work?

Have I sincerely tried to be patient and charitable towards the faults and failings and whims of fellow employees, realizing that I also have faults and failings?

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CUTE STORY DEPARTMENT

Young son of ATC's Frank Shivers saw an old-fashioned windup graphophone while visiting a friend's home. As he watched the operator wind it up and put on the records, he slipped over and told his father, "Gee, Dad, you can never tell what kind of new invention will come out next. These people have a record player that you don't even have to plug in."

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SIXTH REGION FOLKS

John Vincent Dolan, Chief, Airports Division, was born in Albany, New York, July 7, 1897 and was educated in Clinton, N.Y., Saranac Lake New York Public Schools and Union College, Schenectady, N.Y. He graduated in 1923 as a Bachelor of Science in Civil Engineering, completing extension courses in soils engineering at University of Maryland. He also attended Syracuse University for one year. In July 1918, he enlisted as a Chief Quartermaster with the U.S. Naval Aviation Detachment serving at the Massachusetts Institute of Technology.

After graduation from Union College, John followed the construction game as a field engineer for various contracting and private engineering firms until early 1927 when he accepted a position as Branch Manager of Contract Bonding Agency at Buffalo, N.Y. The following year he returned to Saranac Lake, New York, and hung out a Professional Engineer shingle establishing a private practice under New York State Professional Engineering and Surveying License No. 8759. He served at the same time as Village Engineer of Saranac Lake, chief engineer for Paul Smith's Light Power & Railroad Company and Paul Smith's Hotel Company designing and constructing with company forces power plants, transmission lines, golf courses, buildings and general surveying in 33,000 acres of hotel land.

In the spring of 1935, John Dolan entered the government service with the Department of Agriculture as a civil engineer for dams, bridges and surveys in connection with forest conservation, transferring to the Public Buildings Branch, Procurement Division, Treasury Department in the fall of 1936. While with the Treasury Department, he served as Resident Engineer for the construction of new Post Office Buildings at Amsterdam, N.Y.; Ticonderoga, N.Y.; Homer, N.Y.; Fulton, N.Y.; and Assistant Engineer for mechanical and electric work on a \$3,500,000 Post Office and Court House Building at Philadelphia, Pa.

He joined CAA in the fall of 1939 as a Construction Engineer and after a tour of duty in the Airways Engineering Division

in Washington, D. C., was detailed to Honolulu, Hawaii in March 1941 as Engineer-in-Charge of the CAA contingent sent to Hawaii to build the original air navigation and communications facilities in the Hawaiian Islands and in the Pacific. The program was interrupted by the Japanese attack on Pearl Harbor on December 7, 1941; however, he remained in Hawaii assisting CAA cooperation with the U.S. Military Forces until September 1942. In January 1942 he became Acting Assistant Regional Manager for Hawaii and formed the preliminary merger between the Washington Office personnel in Hawaii and the old Sixth Region contingent which later became the Ninth Region.

John returned to the CAA Washington office in the fall of 1942 and was assigned to foreign work progressing from Chief of Foreign Unit in the Projects Engineering Section in 1942 to Chief, Foreign Extension Section in June 1946, performing administrative and technical civil engineering activities involved in the establishment of air navigation facilities throughout the world for the U.S. Army and Navy. In July 1944 he was detailed as special advisor to the Government of Iceland to supervise the establishment of airway and airport air navigation facilities for the transatlantic terminal at the Shannon Airport which then included the seaplane base at Foynes and the land plane base at Rineanna. He was also assigned to the U. S. Navy to supervise special work at Dunkswell Naval Air Station in England and returned to a Washington assignment in April 1945.

In October 1946 John became Executive Assistant to the Assistant Administrator for Federal Airways in the Washington office of CAA.

He became CAA Assistant Regional Administrator for Federal Airways in Honolulu in June of 1950--acting as Regional Administrator from August 1949 to February 1950.

In 1952 he was reassigned as Deputy Director and Resident Engineer for the Washington Airport Project. July 1953 when the program for a supplementary  
(Cont'd on Page 5)



# WAKE ISLAND WAILS

Greetings again to all of you T.W. readers from this once peaceful island paradise. The literary silence of the last month or so from here was due mainly to a little off-island annual leave and some mid-summer lassitude upon return. Now that winter is approaching, we will be a little more active and heard from.

The reason this island paradise is not so peaceful is that it seems the Military has run out of spots to start special projects, except for Wake Island; and at this writing there are seven either under way or in the offing. Some of the old-timers were reminiscing the other day about how peaceful it used to be when there was nothing except fifty to seventy-five aircraft operations a day to worry about. Understand that as soon as Marcus Island is opened up by CAA, there will be a full quota of volunteers for duty there from Wake Island.

Now to regress a little and bring you up to date on the happenings on this ersatz military base:

The Low Tide Country Club continues to hold forth in the best of tradition with Monthly Aces being played regularly in spite of a little less space due to the new water catchment area construction. The 1957 Ace of Aces was won by Henry Kobayashi. Winners of Monthly Aces since then have been: January, Jimmy Shirai; February, Bill Kuanoni; March, Harry (he didn't keep his own score this time) Feuerstein; April, Henry Kobayashi; May, Runyon (sic); June, Alvin Takeuchi; and July, George Higa.

Due to a little farsightedness by George Avery and the P&S Branch, a serious accident was prevented a while back. An airlines crew truck turned over as it was making the sharp turn at the end of the runway; and if it had not been for the barriers that had been planned and erected by P&S beside the ditch along the road, which saved the truck from going on into the ditch, there would have been more serious injuries than there were.

We have had several visitors out this

way lately. To name a few: Assistant Secretary of the Army Higgins, Rudy Gassley from the Budget and Finance office and Vince Speer from the ATC office in Washington. Some of you sourdoughs from Alaska will remember Vince from the Anchorage station and the RO there. One of Wake's original settlers Dan Ward was here for a short visit the other day and had a chance to renew old acquaintances. Capt. Boling and his eye-catching Bonanza transited Wake with no difficulty. Preston Grover, Associated Press representative in Paris, had time to look the island over when his plane was delayed due to mechanical difficulties and was very much impressed.

Don Russell celebrated his engagement to Miss Ellie Reynolds recently with a small party. The champagne flowed freely to help celebrate the occasion.

Along the lines of matrimony, Congratulations and best wishes to Chuck Alderson and his bride, the ex Miss Linda Selders. We should be seeing them ensconced in the family housing here before too long.

Personnel movements in and out of the rock lately have included: Mac McPherson's family now here and in the process of moving to the ocean-side row of houses; Bob Figueroa and family enjoying the Herb Chang residence while Herb is taking a few courses in Oklahoma City. Bob Albers and family are getting ready to go back and take a whack at civilization for a while. Newcomers to the Electronics Maintenance Tech gang include Henry Pataray, James Ku-shima, Robert Saids, Edmund Loo, and Relief Tech. Vadim Von Hartman.

The new face around the Center/Tower is Bent Junker. Ken Mitchell has been keeping an eye on the Honolulu Tower while in Tripler Hospital and is due back soon.

Over on the P&S side, new faces include painter Kuwasae Senaha, Bob Herring, Chief Mate of the new crash boat, and Pedro Pahinto, also in the sea-going forces. Domestic Services said aloha to departees Juan Liquido, Ben Villamin and Clifford Danao and incoming Vincent DeVea, Henry Ching, Don Ernestberg and Reginald (Cont'd on Page 7)



SIXTH REGION FOLKS - Cont'd.

airport for Washington, D. C. was deferred, he became Special Assistant in the Office of the Assistant Administrator FR&D in Washington.

In September 1954 John became Deputy Chief, Airport Engineering Division, Office of Airports in Washington, and in September 1955 transferred back to Honolulu as Chief, Airports Division where CAA is participating in the development of one of the first major international terminals being planned originally with jet age requirements in mind.

John Dolan is married to the former Irene Becker of Champagne, Illinois. He is active in Masonic Lodge work. Any free time is devoted to his favorite hobby, carpentry.

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As you walk in the door of Room 401--Regional Office--the gal with the big smile is Betty Park, secretary and receptionist to the Chief, Airports Division. With the Honolulu Jet Airport under construction and the plans for the new terminal being studied, this office is a very busy place, and all this makes Betty a busy girl.

Betty Park was born in Honolulu of Korean parents, attended local elementary schools and is a graduate of Roosevelt High School. After high school, she attended Cannon School of Business for two years.

Before accepting her present job with the CAA, Betty had worked for the U. S. Navy, Social Security Board and the Department of Health.

Betty keeps herself busy with her many hobbies: sewing, dancing, church work and photography. She served as secretary for the Rainbow Camera Club in 1957. This Labor Day weekend she'll be attending a territorial camera convention on Maui.

She is also active in Y.W.C.A. work and has served as president, vice president and secretary of the Girls League.

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GENERAL SERVICES DIVISION

During recent weeks many people have asked various members of the General Services Division this question: "How is he getting along?" So we thought this would be an opportune time to let you know of his status. He is getting along fine. Just last week, he visited the hospital for the last time and had the "nail" removed and seven stitches inserted. He came back to work on Monday, August 25, and brought the "Smith-Peterson nail", a life-time souvenir, with him. The "nail" is about five inches long and is made of nice shiny steel. It won't be long until he will be traveling to the field again, we hope. We are speaking of Gil Kaylor, of course.

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YOUR CREDIT UNION'S JOB

Your credit union's job is to help you with credit transactions.

Our advice is to borrow from your credit union, where you can depend on a square deal from your friends and fellow workers.

- - but if you insist on purchasing on time payments, you will probably pay a higher rate of interest, filing and recording fees, service charges, investigation fees, carrying charges etc. You are liable for collection charges and attorney fees. You may face garnishment, lawsuits or repossession even on your very last payment. Read your contract, be sure you understand it. Be sure it is completely filled out. Find out what the entire cost will be and exactly how many payments you are to make. Read all the fine print. No matter what the salesman says, if it isn't in writing it won't stand up in court.

Now - compare these facts and charges against what your credit union has to offer. You will save money and get more protection with a credit union loan. It has no extra charges, just interest.  
(Cont'd on Page 9)



CANTON ISLAND NEWS

Here we are back again with more tidbits from the sunny South Pacific Island of Canton. Very sorry that we couldn't make the last issue.

The long awaited project of the relocation of the Hermit Crab network, radio station KIBS, is near completion, and music of many moods is on the air again, including "Purple People Eater"--thanks to the hard working EMTs of the transmitter station under the capable direction of SEMT Charlie Miesel. Now all you radio fans need is a receiver and "get hep, cats, and dig that thar' moosic".

The Pan American Club sponsored the Olympic games here on Canton and was very pleased with the enthusiastic response. Fishing, swimming, tennis, and many other sporting events were on the list. Biggest interest was shown in the fishing contest which was a humdinger. First place went to Kiyoshi Dote of CAA with an 83 1/2 lb. ulua, and a close second was Jerry Fujimori with a 75 lb. barracuda or "kaku". Both fish were caught from shore, casting on "6/0" reels. Everyone seems to have enjoyed the events. Next year the Canton Island Club hopes to sponsor it.

Trolling in Cy Amerling's 16-foot skiff powered by a 7 1/2 h.p. Johnson motor the other week, George Delima got a hold of a turtle, not with his lure but with a gaff. According to Cy, the turtle happened to be coming up for air near his skiff, and George made a stab at it with his gaff and got it. For a while it seemed that the turtle had more horsepower than the Johnson motor. Getting back on shore, the boys found the turtle weighed about 250 lbs. Unbelievable? Maybe, but they say the turtle steak surely tasted good.

The Canton Island VOR was commissioned on Sunday, August 10, and is in operation. Flight check was made and found that the VOR is very reliable. Congratulations to Bert Kam and his boys for work well done. Incidentally, the boys worked very hard to complete it before the N-65 took off for Honolulu. Otherwise they would have had to remain here another two

weeks or so.

Recent visitors besides the VOR "gang" were C. C. Hersey and W. H. Jervay, HO-100; James Keefer, HO-670; D. C. Chang, HO-640; and Harvey Harakawa, HO-673.

Notice the new color scheme of the N-65. If you are inclined to be color-blind, the color is luminous orange. Canton residents saw the beautiful "portrait" of the "65" in the Star Bulletin and it made a hit with the island fans.

The welcome mat is out for Paul Gray and Robert McDaniel of the Maintenance Section and Moon S. Chung coming here from Guam. All of us here on Canton wish you a happy tour of duty.

Jerry and Alice Fujimori and daughter Cynthia will be leaving this sunny isle to make their new home in Annette, Alaska. Jerry, a long-time resident and power plant mechanic, got his transfer orders and will depart on the next N-65 flight. Here's wishing Jerry and Alice a fond "Aloha" from all of us here.

Cy Amerling is doing a whale of a job as Acting Island Manager, Deputy U. S. Marshal, etc., and is anticipating the arrival of our new Island Manager, J. Victor Cox, in September to take over the reigns of our humble domain. Cy will look forward to going back to the "Ivory Tower" of the IATCS, or maybe an extended leave?

Pitt Van Hoose returned from a vacation trip to the mainland with his family. Incidentally, Pitt relinquished his title as Trade Winds reporter from Canton to yours truly because he is still working on his travel voucher.

--By Masa Shoma

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That's like the little girl who wanted to sing about the cross-eyed bear in church - "Gladly, the Cross I'd Bear".

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- BUY BONDS ON PAYROLL SAVINGS -



AIR NAVIGATION FACILITIES DIVISIONElectronics Engineering Branch

The tremendous increase in air traffic and the rapidly increasing speed of this traffic has created a need for direct voice communications between Air Traffic Control Centers in the Pacific Ocean Area. Paralleling the increasing density of today's air traffic are mounting demands for long distance point-to-point communications. Faced with this situation, the Sixth Region's Electronics Engineering Branch is well into a program to establish voice circuits between the Honolulu-San Francisco ATC Centers through the use of single-sideband techniques which will provide this new service without requiring additional frequency assignments.

Single-sideband is primarily a method of transmitting voice intelligence using only half the space on the air waves which is required by the more commonly known Amplitude Modulation (AM) method which is used by broadcast stations for example. In addition, single-sideband (SSB) yields an advantage over AM through improved intelligibility of a voice signal during periods of severe fading, a condition common to High Frequency Radio Circuits.

Work is currently under way to convert the Honolulu-Oakland Radio Teletypewriter circuit to a combined voice and RTTY circuit with the use of single-sideband methods. This system is more properly described by calling it "Independent Sideband Reduced Carrier." The voice is carried by one sideband and the teleprinter circuits are carried on the other sideband.

Special equipment has been installed at Kaloko Receiving Station, KVM Control, the Ewa Transmitting Station and in the San Francisco counterparts of these stations to establish the new SSB circuit. Both Establishment and Maintenance personnel are acquainting themselves with the special skills and knowledge required by the Single-Sideband techniques which are quite different from the older systems.

(- by Larry Trombly)

A big ALOHA to all the "malihinis" who have joined us recently. Newcomers to the Regional Office are Electronic Engineer James Higa (formerly EMT at Damon Tract) of U. H. Class of '58, and Jason Yuen, Engineering Draftsman from the Territorial Highway Department. Jennie Topolinski, a temporary employee, has been with us since April when Violet Tam vacationed on the mainland. New employees in our Field Installation forces include Electronic Technicians: Dick M. Matsushima from a local TV station; Gerrick S. Nishimura from Hawaiian Airlines; David S. Mezurashi from Lockheed; Michael Tougher, Jr. from KVM Maintenance; and General Mechanic Henry C. C. Park from the Air Force. It's good to have you all aboard!

While we have added to our Branch, we are sorry to lose Kam Kee Hee to our next-door neighbor Plant Engineering Branch. Congratulations on your promotion and best of luck to you, Kammy!

Lucky people who have used their annual leave for summer vacations are: Norm Edwards, Eddie Dolan and Bobby Kong--Mainland; and Don Satc--Maui. Others who have been away from the Regional Office are Bill Castor, George Miyake, Shigeki Ide, and Paul Blankmann to Wake to work on the Semi-Automatic Message Addressing System and transmitter installation; and D. C. Chang, Larry Ching, Charlie Chu, Kammy Hee, Takeo Inokuchi, and Bert Kam to Canton to establish the VOR.

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## WAKE ISLAND WAILS (Cont'd)

Kanoa. George Fitzgerald deserted ATC for Island Operations to fill the Assistant Island Manager's post vacated by Dick Collier who sought further fields afar and is now in an OIC post at Bangkok.

Seen and Heard - Fred Broadway wandering around the terminal each time N-65 comes in and muttering to himself, "Bumped, Bumped, Bumped!"

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Program Engineering Branch

With budget time over, the branch is swinging into the large establishment program which has been approved for Fiscal Year 1959. This program includes such major projects as the runway extension at Wake Island and the half million dollar VORTAC conversion program for regional VOR facilities. This along with keeping up with recurring programs covering maintenance and support, or O&R as it is called fiscally, brings up some interesting facts. The total Facilities Division approved program for Fiscal Year 1957 was \$3,529,606 as against \$8,451,862 approved for Fiscal Year 1959--quite a jump for a two-year period.

The development of these programs for the division is the responsibility of the Program Engineering Branch. This requires the branch to initially plan and coordinate the various projects and follow them through to completion from both a fiscal as well as a physical standpoint. Some of the projects range from \$100 for replacement of a relay at the Kauai VOR facility to the \$800,000 project to extend the Wake Island runway.

In addition to the above, this branch handles regional and intra-agency requirements for radio frequencies and interference problems. Branch activities are directed by George Mitchell, who as branch chief, has a keen sense of knowing what's happening where, when and for how much.

From where we are perched and looking at the division's previous record of accomplishment, we should meet the goals we have set ourselves without difficulty, the result being expanded and more efficient facilities to meet air carrier requirements in the Pacific area.

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I know what's going on in the world --  
I just don't understand it.

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Men love the simple things in life --  
women.

Plant Engineering Branch

Two new personalities who have recently joined the staff of the Plant Engineering Branch are Hing Chock Lau, who was formerly with the Coast Guard, and Yaeko Iwamoto, who has transferred from the Army. Hing Chock is our Resident Engineer for the Diamond Head IATCS/Center Project, and Yaeko is with the Electro-Mechanical Section. We extend our welcome to both of them and hope that they will enjoy working with us.

The contract for the Hilo and Upolu Point VORTAC conversion projects was awarded to James Glover, Ltd. Award of the Lanai VORTAC is being held up pending further studies relative to the VORTAC conversion project. Also another major project, the Diamond Head IATCS/Center Building, is progressing satisfactorily. The contractor has completed the foundation, and he is starting on the structure itself. Work on enlarging the access tunnel is also well under way and is about one-third complete.

With the passing of summer, many of our personnel have returned from vacations with renewed vigor and vitality, and we are now in full force ready to tackle our FY 1959 projects.

--By David Yokoyama

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Barney Hall, an old-timer in Region Six, stopped by for a visit on his way to Washington and a vacation before returning to Saigon for another two-year tour.

Also back from Saigon is Charles Chadwell, another old-timer here in ATC. He is now assigned to that division in the Regional Office.

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Bruce Shoulders (BR), and Larry Day, EMT, will leave Hilo for Regional Office duty shortly after the first of September.