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SIXTH REGION
HONOLULU, T.H.
MARCH 1958

TRADE WINDS

Published by and for the benefit of the employees of the Civil Aeronautics Administration, Region Six, solely in the interest of disseminating useful information of an aeronautical nature, employee relations and in support of employee morale at isolated island locations.

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EDITOR'S NOTES

On June 23, 1958, the CAA will observe the Twentieth Anniversary of the Civil Aeronautics Act of 1938. Plans are being formulated to tell the CAA story to all -- by all available media. The observance will be known as "Project 20/20", -- symbolic to twenty years of progress, duration and service, and looking ahead, with vision unlimited, to the next twenty years of even greater achievement.

The three main objectives of "Project 20/20" are: 1. to develop and/or intensify public understanding and appreciation for the Civil Aeronautics Administration and its mission; 2. Win public recognition and support for past and present accomplishments, and especially, for CAA's forward-looking and dynamic approach to the problems of the developing jet age; and 3. stimulate

interest of youth and adults in the CAA as a career.

James T. Fyle, Administrator, stated, "It is my hope that every major CAA Facility can and will do one or more of the many suggested activities which are listed in the Kit which will be made available to them. Every bit will help and I am sure the total end result will be tremendously beneficial to us as an agency, and to civil aviation as a whole."

The CAA story is well known in Hawaii, through the thousands of elementary and High School pupils who visit Honolulu Airport each year, through our airport day programs with attendances of over 35,000 people, through the aviation education programs in the public schools, Civil Air Patrol and most of all through you, all the employees of the Sixth Region, who have in the past given much of your own time to explain your facilities to visitors, groups and at various club meetings. Your continued support and enthusiasm shall certainly add to the success of "Project 20/20."

Hauoli LA HANA'U

EMPLOYEES' MUTUAL BENEFIT PLAN

As a member of the Sixth Regional Employees' Mutual Benefit Plan, and having been a member since this Plan was initiated in October of 1953, eight members have passed away. The beneficiaries of the first deceased member received \$1635.00. The beneficiary of the member most recently deceased (who passed away last month) received \$2375. The total amount paid out since October 1953 to beneficiaries has been \$15,734. This means that I have the equivalent of an insurance policy on my life which at the present moment, would pay my wife and child in excess of \$2,000.00 should I pass on.

(Continued on page 11)

SIXTH REGION FOLKS

EDGAR B. FRANKLIN, Deputy Regional Administrator, was born in Prince Edward County, Virginia. He attended John Marshall High School in Richmond and the University of Richmond, Virginia, majoring in English, history and government. While attending college he worked for the Richmond Times Dispatch and for the Associated Press.

His original entrance into government service was in 1928 when he enlisted in the United States Third Cavalry at Fort Myer, Va. He attended flight school in 1930 and 1931 at Brooks and Kelly Fields in Texas. After graduation he spent about a year and a half on active duty with the First Pursuit Group at Sulfridge Field, Michigan, and the 8th Pursuit Group at Langley Field, Va. In 1933 he joined United Airlines and flew for them until 1937.

In November 1937, he entered on duty with the CAA as an Air Carrier Safety Inspector and remained with the Administration until September 29, 1942, advancing to Assistant Chief of the Air Carrier Safety Division in Washington, D. C. Entering the U.S. Army Air Force in September 1942, he was assigned to the Air Transport Command, his last assignment being that of Commanding Officer, 1258th AAF Base Unit, Oran, Algeria, a major North African ATC base with approximately four thousand personnel.

He returned to CAA in February 1946 where from 1947 on he was Chief, Air Carrier Safety Division.

In December 1952, the USAF again called him to active duty for a two months period to serve as a member of MATS Operations Planning Committee, which was established to survey MATS transport operations as a whole to determine any actions which should be taken to improve the safety and reliability of these operations and recommend those modifications of MATS procedures that would increase safety and efficiency.

He transferred to Honolulu in May 1956 to his present assignment as Deputy Regional Administrator, Sixth Region.

He has logged nearly 7,000 hours as a pilot in military and civil aircraft and holds a military Command Pilot's rating as well as an Airline Transport, Aircraft Dispatchers, and Aircraft and Engine Mechanic certificates.

He is still an active pilot in the Air Force Reserve in which he holds the rank of Colonel, with duty assignment as a ATS wing commander.

He is married to the former Kay Godsey of Chattanooga, Tennessee, and has a 14 year old daughter, Julia, who is in the freshman class at Punahou Academy.

The Franklins are active members of the Waikeala Congregational Church where Franklin is Moderator and where Kay serves as a Deaconess.

His friendly nature and interest in children found Ed Franklin playing the role of Santa Claus at the 1957 CAA Christmas Party. He never misses a chance to stop and talk and is always willing to help a fellow employee. For those of you who have not met the Deputy Regional Administrator either in your shop or on one of the CAA bowling teams, next time you are in the R/O stop in and say hello. He will be happy to see you.

* * * * *

COMENDATORY PERFORMANCE OF DUTY

The following memo was received by the Air Navigation Facilities Division from the Air Traffic Control Division and the contents are worthy of publication.

"I know that you will be pleased to receive the following comments from the Chief, Honolulu LATCS/ATCS, in his memorandum dated 3-7-58, regarding the performance of ANF Maintenance personnel:

"During one of the worst periods of the rain storm on March 5, 1958, Aeronautical Radio Incorporated was unable to control lines between here and Kailua. Interruption to the service was intermittent throughout the day, the longest period lasting approximately two hours.

"It was learned through Mr. Spargo that CAA Honolulu could provide trans-

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WAKE ISLAND WAILS

Greetings to all of you faithful TRADE WINDS readers from this desert in the ocean, Wake Island. (The water supply is low again and everyone is trying to figure out how to gimmick their water meters.) Due to the lack of rainfall which, as you all know, constitutes our fresh water supply out here, (along with a little help from the stills department) some of us were informed that we are too clean and a little water usage curtailment would be in order. Oh well, straight scotch isn't too bad, once you get used to it.

Wake Islanders said goodbye to an old faithful friend this week. The old Center/Tower building adjacent to the Terminal Building was taken down and removed. The tower was first put into use in 1950 during the Korean airlift and with the exception of a short time during the TYPHOON, when the wind instruments registered up to 167 mph and were then blown away and the CONTROLLERS decided they could exercise better control over aircraft from the IATCS building standing straight up than by holding on with one hand and flapping like a flag in the breeze in the Tower cab, business has been continuous and handled most expeditiously from the building. But, as PROGRESS continues here, many of the old landmarks are rapidly disappearing.

Speaking of PROGRESS, in keeping with their luxurious new Center/Tower building, the CONTROLLERS were presented with a CADILLAC (Wake Island style) for use as a watch relief vehicle. This is a most plush job complete with overstuffed back seat for the boys to relax on while they are being driven back and forth to work by chauffeurs FITZGERALD and McCLEMENT. The vehicle also has an automatic right turn device which activates when it is going by the CIVIL AERO CLUB on the way home after work. PROGRESS is a many splendored thing.

The Wake Island LOW TIDE COUNTRY CLUB is in session again and several back monthly aces are being played off as quickly as possible in order to bring things up to date and back to

normal. Activities of the club were curtailed for a while due to the construction of another water catchment area, but business is now as usual in the area behind the stills and between the water catchment areas and the lagoon. Current club officers are RAY RUNYON of TAL, President; JIMMY SHIRAI of the WX Bureau, Secretary/Treasurer; HENRY KOBAYASHI from the Fire Station, Greens Manager; DON WHITE of TAL, Handicap and Tournaments Manager. The 1956 ace of ACES winner was MIN HAINES. So far for the 1957 monthly ACES, winners have been: January, HARRY FEUERSTEIN; February, B. HAUMEA; March, J. SHIRAI; April, A. KAMABARA; May, AL MONTAYRE; June, H. KOBAYASHI; July, W. KIMURA; August, G. HIGA; September, CHESTER TAKASOTO; October, RAY RUNYON. November and December ACES and the ACE of ACES are yet to be played. More news of the Club activities in later issues.

A much looked forward to event here on the rock is an ALL CAA party to be held at the CIVIL AERO CLUB by ELEANOR and DUD BUSSON to celebrate the anniversary of their tenth year on Wake Island. DUD will have completed his tenth year here as of March 3, 1958. They have many fond memories of their tour of duty and are extending their invitation to all here at present to help them celebrate.

The F&S Garage looks almost like the production line at General Motors, what with all of the new vehicles being received on the Island. RAY APANA and his boys are being kept busy keeping all of the Island vehicles in good running order these days.

A number of new faces are showing up around the Island. There are now four special Military projects under way and the promise of more to come.

Recent quandry: Island Manager DUD BUSSON and Assistant Island Manager DICK COLIER scratching their heads and wondering how to provide quarters for 162 bachelor personnel with only room for 160 available. You think you have troubles.....

Personnel movements lately include two new arrivals to Wake Island. Namely SIR MICHAEL OF WAKE (pit Bull) now living with ESTHER and HARRY FEUERSTEIN and MAGNOLIA JIM DANDY OF WAKE (Wire-hair
(continued on page 11)

CANTON ISLAND

Theodore Escobar, Maintenance Superintendent (General) reported for duty on Canton January 19th. Escobar came here from Wake, where he had spent three years.

Minoru Takahashi is leaving Canton Island for Wake Island as Electrical Lineman.

Adolphus Mason, after spending 12 years on Pacific atolls, is transferring to El Paso, Texas. Mason came here from Wake as Utilities Foreman last August.

R. W. Melander, AOS, IATCS, is transferring to maintenance in Region Five. Melander plans on leaving Canton February 22nd for Oklahoma City, where he will take a technical course, then on to Alaska.

The Coast Guard ship, Blackhaw, arrived from Honolulu, February 12 to check buoys on Canton and make a general inspection of Enderbury Island. She will continue to Samoa after completing her work here.

Lyle T. Alexander has just completed a soil test here for the Atomic Energy Commission. Purpose of tests, to see if Canton had any radio-active fallout from bomb tests at Christmas Island. Results not known at present time.

Otto and Mrs. Degener are presently making an investigation of the plant life on Canton. Degener made the original botanical survey in 1950, returning in 1951 to complete his program. Large quantities of seeds and live plants were shipped in via CAA aircraft. Degener stated that the weakest point of the program was the transient nature of the island's population.

The newly formed Canton Island Flying Club, which is still grounded, expects to take to the air within the next few days (not that there is any place to go). Their plane was brought down by the Coast Guard Ship, Blackhaw, a few days ago. Communications personnel are brushing up on emergency procedures just to be on the safe side.

FOUL FO'L DEEDS ON CANTON

The frigate birds escort the stupid, spoon billed gannets (red footed boobies) out to feed on schools of squid and small fish. Then the gannets get their craws full and set sail for home to feed their young, the cruel curved beak frigates dive screaming after them, seize them by the tail and sling the food out of the smaller birds' mouths, which the frigates scoop up on the wing. This goes on from dawn to dusk. The war cries of the frigates and the plaintive screams of the fleeing gannets quiver down the trade winds like the wailings of lost souls.

TRANSPORTATION OF INJURED PERSONS

Unless you are a trained first-aid worker, the best advice on moving injured persons is -- don't. If the victim is in pain, awkward handling may increase his suffering and bring on severe shock. If he has broken bones, moving him around may allow the bone ends to damage the surrounding tissue and nerves. If he has a head injury, or a broken neck or back, any clumsy changing of his position may cause permanent injury or death.

So, if you don't know how to move an injured person, make up your mind to let him alone.

Of course, if some member of your family is in danger of burning to death or of suffocating in a smoke or gas-filled room, you will have to move him regardless of his injuries.

In general, your rule should be: If he will die if not moved -- then move him. But remember that the right way to move the badly hurt person is to keep him lying down flat.

COMMENDATORY PERFORMANCE (Cont'd from page 3)

frequencies ordinarily utilized by ARINC. The matter was discussed with Mr. Norden of Honolulu ARINC, who enthusiastically

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PERSONNEL DIVISION

ACCESSIONS, TRANSFERS, RESIGNATIONS
ETC. - MONTH OF FEBRUARY, 1958

Transfers: HARVEY H. HARAKAWA, Mech. Engr., P&S Section, Hnl, from Corps of Engineers, USAPAC; BRITTON A. GARLOW Elec. Maint. Tech., Wake from Wedgewood AFB, Calif.; CHESTER D. HAND, Elec. Maint. Tech., Hnl, from Fish & Wildlife Serv., Alaska; WALTER W. T. CHOY, Eng. Draftsman (Gen), Hnl, from Pearl Harbor Naval Shipyard; JAMES D. LANG, Awys. Opns. Spec. (Gen), Wake, from Region One.

Accessions: KAZUO HASHIMOTO, Painter, Maint. Engr., Wake; GEORGE M. KAWASAKI, Mimeograph Mach. Optr., Spec. Services, Hnl; JOHN INES, Nursing Asst., Wake; LEONOR C. SCHADE, Nurse (First Aid) Wake.

Reinstatement: JOSEPH D. CUNNINGHAM, Awys. Opns. Spec., Hnl.

Resignations: LEONARD T. WADSLEY, Boat Operator-Repairer, Maint. Engr., Canton.

Transfers: IVAN C. LUNDBLOM, Awys. Opns. Spec. (STn), Operations Br., to Region 2, Miami, Fla.; CHARLES A. MORRIS Elect. Maint. Tech., Guam, to ICA, Taipei, Formosa.

Retirement: ANNE McDERMOTT, Nurse (First Aid), Island Operations, Wake, no forwarding address.

Deaths: JOSEPH R. ROBERTS, Awys. Opns. Spec., Operations Branch, Maui.

FOR GS-12'S AND ABOVE

The Washington Personnel Office maintains current records on all employees at GS-12 and above, so that they may be considered for promotion under the National Promotion Plan. Responsibility for the currency of the records rests with the individual employee. That is the way Standard Practice 3215 reads. It could be that many employees are unaware of their responsibility or are careless or indifferent about it,

because many of the employee records sent to this region in connection with bids for NPF vacancies are not up to date. In such cases a good man may be passed over for lack of current information about his employment record. So, if you GS-12's, GS-13's, and GS-14's haven't done so recently, submit to HQ-90 a memorandum on SF57A (Continuation sheet) listing any additional experience, training, and education you have acquired. HQ-90 will send it on to Washington. It might mean a promotion for you.

KEEP IN STEP!

Organizations with the "best discipline" generally have the fewest specific "disciplinary actions." Why? Because the "best discipline" is established and maintained not through the application of "disciplinary action" but rather, through positive supervisory practices that develop in employees an attitude toward their work which motivates them to perform in an acceptable manner and helps to prevent situations requiring disciplinary action. (VA Pamphlet 5-21, Oct. 1957)

COMMENDATORY PERFORMANCE (cont'd from page 5)

agreed with the idea. Precisely 20 minutes after a decision had been reached, FVM was set up on ARINC frequencies 8930.5, 13334.5, and our own 2868 KC, transmitting and receiving. The hookup was maintained in active and/or standby status for the remainder of the day; however, our opportunities for 'capitalizing' on our readiness and ability were practically nil.

'We feel that considerable credit should go to the Maintenance personnel at Honolulu Control Station, Receiver Station, and the Transmitter Station for their quick response and collaboration in getting these facilities on the air in such a short time. At least they deserve and 'E' for effort.'

The above is a good example of the

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AIR NAVIGATION FACILITIES DIVISION

Increased activity in the Directed Study program became apparent recently when a report was received from the Aeronautical Center which gave the Regional standings in progress and activity. It is interesting to note that there are presently 87 Region Six students actively engaged in this worthwhile program. Although basically electronic, these courses are open to all interested CAA employees. For example, Bob Reed of Property Management, and Don Tyson of Flight Inspection, recently enrolled in Mathematics Courses and Roy Nakano of Procurement has been quietly working on the DS-1 Basic Electricity Course. It is not surprising to see Roy interested in this course for in his job as a purchasing agent he is often required to procure items of electrical equipment and the information gained from this course has proven helpful.

Out on Wake Island the Structures Gang is well into the DS program, particularly in the Foundation Mathematics Course, DS-90. This is of course true at many other stations where participation by both electronics and structures groups is being undertaken. It is indeed gratifying to see our people interested in their work to the extent that they will spend many off-duty hours on these training courses. They require a lot of time and hard work; the reward -- the students are helping themselves and the CAA toward doing a better job.

NEW VOR FOR MOLOKAI

Maunaloa, Molokai, Hawaii, has become an important link in the nation's air navigation system with the commissioning of a very high frequency omnidirectional radio range (VOR).

The new facility was installed and commissioned by the Civil Aeronautics Administration, U. S. Department of Commerce. It will be easy to recognize this facility by its igloo-like shape. It is enclosed in an eight foot high plastic dome mounted atop a 10-foot

building. From safely within the protecting plastic the VOR antenna emits static-free radio signals in all directions for the guidance of pilots.

Omni-receivers in aircraft translate the VOR signals into navigational information that may be used by pilots of equipped aircraft for either on or off airways flying by merely observing an instrument on the panel. VOR stations transmit radio signals on frequencies between 112 and 118 megacycles and provide 200 miles of coverage around the station. Normally VOR's are located approximately 100 miles apart along the airways. In addition to the radio signals each VOR transmits repeated identification signals in Morse Code.

As of January 1, 1957, the CAA had under operation a total of 430 VORs with another 135 stations planned through the fiscal year ending June 30, 1957. Eventually, the CAA plans to operate approximately 1,200 VORs.

Eventually all VORs will be equipped with distance measuring feature, which will provide pilots with distance "to" and "from" the omni station. This will be provided by the distance measuring portion of Tactical Air Navigation equipment (TACAN) which with its associated azimuth feature makes up the complete TACAN.

The VOR and the TACAN together is known as VORTAC, which has been designated as the "common system" short range navigation system to meet both civil and military requirements. When implemented the VORTAC will provide two separate sources of azimuth information one from the VOR and one from the TACAN as well as distance information from the distance measuring feature of the TACAN. Integration of TACAN and VOR began in the Fall of 1957.

COMENDATORY PERFORMANCE (cont'd from page 6)

initiative and cooperation we generally experience in our dealings with your technicians and which we sincerely appreciate."

T. K. Johnson, HO-500"

AIRWAYS FLIGHT INSPECTION DIVISION

There was considerable growth and numerous changes in Flight Inspection personnel during the past two years. The following pilots have come to the Region: Bill Shreve in August, 1956, from Washington, D. C.; Bill "Cotton Pickin" Benning from the training center at Oklahoma City in May, 1957; C. B. Williams from the Aviation Safety District Office at Denver in November '56; Bob Normoyle from the Honolulu ATC in January, '57; and Joe LePage from Aloha Airlines in August, '57.

The Flight Maintenance Supervisory Group (formerly Ed Collins) now includes Clyde Carson, as of January, 1958. Clyde was formerly with the United Airlines at Honolulu.

What has happened to Roy Caldwell, Bill Talunas and Walt Grasser?

Roy is now with the Convair program at Washington; Bill is with the Flight Inspection Division, Region 4, at Santa Monica; and Walt has transferred to the Aircraft Service Division at the Honolulu Airport.

GOOD TREATMENT

Wayne Reafsnyder, Garden Grove, California, recently visited the Hawaiian Islands and would like to report that he and his party rented a Tri-Pacer at the Hawaiian Aircraft Sales, Ltd., through Mr. G. W. Werstlein. They flew the Tri-Pacer to Kahului on the Island of Maui, staying there one night, then flew to Hilo on the Island of Hawaii staying there two nights, then circling to Kona.

They were charged a reasonable fee per hour, with no extra charge for time not in use. They were to pay at the rate of one hour minimum per day for the time they were out. They had the plane five days and flew it approximately six hours.

The CAA tower operators, being very busy at times, were at all times very friendly and helpful. They were

(continued on next column)

FLIGHT OPERATIONS AND AIRWORTHINESS

Hawaiian Airlines completed their preliminary DC-6 training programs for their flight and mechanic personnel, and the aircraft has been ferried back to the West Coast where it will undergo a major modification of the passenger cabin. Present plans call for completion of this work by May 15, after which the aircraft will be returned to Honolulu and placed into scheduled operations between certain of the islands, during the peak of the season. HAL has several potential long-haul charter flights pending for the DC-6, but they cannot be firmed up until the modification is complete.

Division Chief, Ray Woodward, has moved to his new office in Regional Headquarters, but is still house-hunting for a likely location for Flight Operations and Airworthiness District Office. The building at the airport which presently houses the District Office of Air Carrier and General Safety is slated to be torn down in the near future to make way for a highway to the new proposed terminal building.

Flight Operations Inspector, Bill Evans and family arrived in Honolulu after a rough crossing on the S.S. Leilani. Bill says that the food aboard ship tasted a lot better going down than it did.....! Oh, well, we all can't be sailors!

Representatives from the Washington Office of Flight Operations and Airworthiness and the International Region spent two days in Honolulu during the early part of February. The primary purpose of the visit was to study potentials in the Pacific area, with the idea that the functions and area of the local FLOPAIR group might be expanded.

in contact with the radio stations at all times and as per their suggestion reported in approximately every ten minutes while in flight.

JOIN THE PAYROLL SAVINGS PLAN

AIR TRAFFIC CONTROL

There's quite a bit of news from the station for this issue of Trade Winds and we hope that some of the stories will be of interest to everyone in and around the station as well as elsewhere.

First of all there's a whole slew of recent departures from KVM who left on March 18th for Wake Island. The five boys who are on their way for a six months stint are Bob Figueroa, Henry Asari, John Van Dussen, Herbert Sugitaya, and Eugene Stretch. We'll miss all of you guys, but then six months seem to go by pretty fast---or does it?

Speaking of Eugene Stretch, that boy has really been around. For instance when he put in his request for a transfer to KVM from Ohio, little did he realize what was in store for him and his family.

The STRETCHES' (Gene, his wife Frances, and two sons Pat and Dennis) arrived here in July of last year during the peak tourist season, only to find that there was a shortage of places to stay. They managed to get a room at the Edgewater Hotel which turned out to be a \$30.00 a day suite. Well, after the first night in that luxurious boudior, the Stretches decided to move into their car before they became penniless. Fortunately, their car was a station wagon of the type which has seats that fold into beds and, according to Gene, it was quite comfortable. And to kill two birds with one stone, the Stretches moved bag and baggage and their home on wheels to the airport parking area but a few steps away from Gene's work. That was one way to solve the housing and traffic problem and for Gene and family it lasted for three weeks with a couple of days at Ala Moana Park to boot.

Two more recent departures from KVM were not our own CAA men but Mitsutoshi Sakai and Toshimao Yamanouchi both who returned recently to their native Japan.

Sakai, Chief of the International Communications Section in Tokyo and Yamanouchi, one of his operators, are

the first two Japanese nationals sent to the U.S. for study in the Aeronautical Center in Oklahoma City. They studied both ATC and aeronautical communications technique which they will in turn teach their own men in Tokyo. After completing their studies at OKC the two gentlemen observed the work at the San Francisco airport before coming to KVM.

Their trip, made possible through the combined efforts of the Japanese and the U.S. Governments and the International Cooperation Administration (ICA) has, according to the both of them, been very enlightening and extremely valuable. They hope to learn more about automatic relay systems as well as other equipment and techniques in order to prepare for the jet-age transports and air carriers.

Aside from the initial purpose of their trip the two found the mainland and Hawaii equally wonderful and the people friendly and very helpful.

Congratulations were handed out to Communicator Leon Lum who took the big jump on March 15th by marrying the former Miss Constance Tsumoni. The wonderful event took place at the Kalihi Union Church with a reception in the church social hall right after the ceremonies. There was a good showing of KVM personnel at the event with such notables as Gil Kawamae, Don Budge, Ted Price, Wally Morioka and many others. The happy couple honeymooned in Kauai before returning to Honolulu to set up housekeeping. Good luck again to both Mr. and Mrs. Leon Lum.

Well, guess that's about all the news for now so we'll say Aloha, until next month -- be seeing you.

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AIRPORT GRANTS

During the two months of November and December 1957, despite the holiday season, the CAA issued grant offers to sponsors for 49 airport improvement projects totaling \$6,631,596 in Federal funds. This makes a total of 184 proj-

(continued on page 11)

HICCUPS FROM HILO

This is the first edition from your Hilo reporter (in a long time at least), so we'll use January 1, 1958, as a starting point. First of all to correct any misconception in the minds of some of you other islanders, Hilo does have sunny weather---occasionally. Since the first of the year (until the recent Honolulu Flood which gave us a little high cloudiness) the weather has been beautiful! Enough for the weather report, now, on to the news.

The most popular New Year's resolution in our little sewing circle was to get on a budget and stay there. I wonder why so many came up with the same idea? Anyway, this budgeting binge will be eased considerably by the biggest news to hit Hilo CS/T since night baseball! As of February 23, 1958 Hilo CS/T was upgraded to GS-10's and 8's! When the pony express rider arrived with the news, one and all faced in the direction of the R. O. and salaamed three times. Naturally a party is in the offing to celebrate the return of a chicken in every pot, and it really should be a humdinger!

Our first Foreign National trainee, Chachaval Cranope Na Ayuthaya of Thailand, completed his training at Hilo on February 28. Goodbye and good luck, Chaval.

For those of you who keep abreast of who's who and where in the Sixth Region personnel roster, there are three AOS 7's (now 8's) at Hilo CS/T. Paul Nelson's name has been unintentionally left off the Roster in the past. Paul was formerly at KVM.

The mountain wouldn't come to Mohammed so Mohammed moved from the seashore to the mountain - i. e. Since March 1st, Bruce and Mrs. Shoulders became mountaineers. Their latch key is out to one and all at 1455 Wainuenue Avenue.

Recently we had been seeing a puzzling blue streak whizzing around the airport, which subsequently turned out to be Jim Gilman complete with duster flying -- I mean driving his new MG. He has been very enthusiastic

about its performance, but to date has not volunteered any info on its "pick-up"....!

That's all from your Hilo reporter for now. I figure I should maybe get this little epistle sent B. P.* No telling what might happen at this one!

Richard R. Lundberg

*Before Party

* * * * *

I AM JUST A STOOGIE

I am the copilot. I sit on the right. I'm not important, just part of the flight.

I never talk back lest I have regrets, But I have to remember what the pilot forgets.

I make out the flight plan and study the weather, Pull up the gear and stand by to feather. Make out the forms and do the reporting, And fly the old crate when the pilot's courting.

I take the readings, adjust the power, Handle the flaps and call the tower. Tell him where we're at on the darkest nights And do all the work without any lights.

I call for my pilot and buy him cokes, I always laugh at his corny jokes. An once in a while when his landings are rusty, I come through with a "Gawd, but its gusty".

All in all I'm a general stooge, I sit on the right of the man I call Scrooge.

I guess you think I'm not understanding, But maybe someday he'll give me a landing.

* * * * *

HAVE YOU MADE A SUGGESTION LATELY?

* * * * *

WAKE ISLAND (continued from page 4)

Terrier) residing at the HAINES' abode. Dollar for pound those mutts are worth their weight in uranium. DICK COLLIER, our able Assistant Island Manager received a promotion and will be transferring to Bangkok in the near future and back into Communications work. JOE WALSH and family are now settled and actively enjoying Wake Island life. None was never like this, eh Joe? Word has been received that PAT PALLAGI has gotten over her bout with pneumonia nicely and all of the PALLAGIS will be returning soon.

SAM MYERS and JIM POWELL very able Maintenance Relief Techs, are presently on the rock for an extended tour. New-comer to the Maintenance Tech rang and Wake Island Ham ranks is BRITT GARLOW from California. TAICHI HASHIZUME is out from KVM giving the boys a hand here at KEAD. P&S base group has welcomed KATSUJI KANESHIRO back from Canton Island, FRED DAVENPORT, lately of the same island, KAZUO HASHIMOTO and the ever-welcome Field Maintenance Party - too many names to list here, and besides we all know 'em well!

In parting we leave you with this thought for the day:

JIM PARR to SWEET YOUNG NEWCOMER (Female) to Wake Island: "C'mon Baby, let's go down to the bridge and I'll show you how to go skin diving."

SWEET YOUNG NEWCOMER (Female): "Oh, that should be fun, but what kind of skins will we find?"

COME TO WAKE ISLAND. Anything can happen and usually does.

AIRPORT GRANTS (continued from page 9)

jects involving \$25,782,743 in Federal funds for the first six months of Fiscal Year 1958.

Buy U.S. Bonds!!

MUTUAL PLAN (continued from page 2)

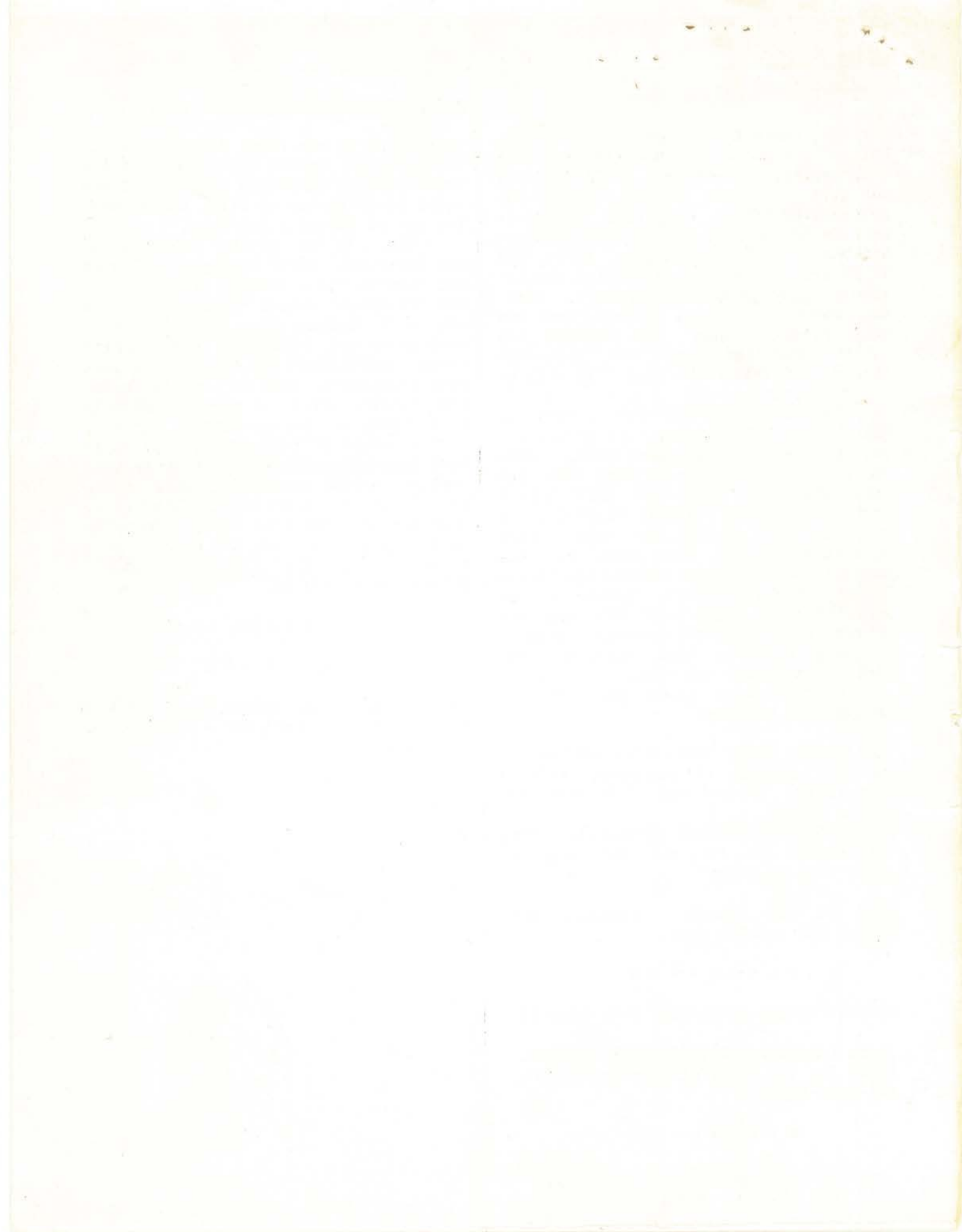
good standing can rest assured that in case of his death, his beneficiaries would receive immediate benefits. There would be no claims to file, and no waiting period beyond a few days.

Yes, I'm one of the five hundred and forty-six Sixth Regional employees who receive the continued protection of the Employees' Mutual Benefit Plan. If you don't belong, stop and think about whether or not those you leave behind could benefit from the immediate financial assistance that is available for the beneficiaries of members of this Plan. Stop and think whether or not, in the event of your death, they would have immediate funds available to take care of burial expenses, house rent, and the other recurring monthly bills. Then sit down and fill out a membership card. We should have 100 percent participation in this Plan. You cannot afford not to belong.

Art Dalton, HO-90

Portrait of a Wake Island Tower Operator moving into the new air - conditioned building.





AIRWAYS FLIGHT INSPECTION DIVISIONN-65 Honolulu Departure

To the average N-65 passenger, the most difficult part of a trip to one of the outer islands is the necessity of checking in at the MARS Terminal one hour and thirty minutes prior to the departure time.

Few realize the extent of the pre-flight planning involved, which begins early on the day prior to departure. On that day all crew members assemble at the Regional Office. A trip forecast is obtained from the Weather Bureau and from forecast winds, the amount and weight of the fuel load is determined, as well as the allowable cabin load (ACL). ACL is the difference between the combined aircraft and fuel weight and the maximum allowable take-off gross weight of the aircraft. The ACL is then released to HO-140, who then determines what passenger-weight ratio will constitute the ACL.

In the afternoon, under the supervision of the Flight Mechanics making the trip, the cargo is loaded; the seats are installed; and a preliminary weight and balance computation is made. This is necessary to insure that passengers and cargo will be loaded in such a manner that the aircraft will be operated safely and efficiently.

On the day of departure, the Hangar (Aircraft Service Division) opens up for business at 6:30 a.m. Following the pre-flight engine run-up, the pre-computed fuel load is put aboard. At 8:00 a.m., pilots and navigator meet at the Weather Bureau for weather briefing and to pick up the latest en route forecast. The flight plan is then computed and the exact fuel requirements determined. The weight and balance is checked and additional fuel put aboard if required. Just prior to the final tie-down, which is a few minutes before departure, as much standby cargo as can be accommodated without exceeding the maximum gross take-off weight of 70,700 lbs., is loaded aboard the aircraft. The final weight and balance computation is then completed.

Assuming the trip proceeds with a minimum of delay at Midway, the crew can look forward to a bit of refreshment at the Wake Island CAA Club some 15 hours later.

* * * * *

YOUR CREDIT UNION'S JOB (Cont'd)

The rate is never more than a penny a month for each dollar you still owe. You always know how much you owe and what your loan is costing you. If you have trouble with the payments, your credit union will help you work out your problems.

Your loan is insured, at no charge to you, so that in case of death or total disability, it is paid off in full. No loan agency nor finance company can operate without profit and usually a long profit. Your credit union is a non-profit organization.

You are fortunate to have the benefits of a credit union. The more you use it the more you will benefit.

Fertilizer

Money is like fertilizer; it's no good unless it's spread around. That's one reason why it's good to save in your credit union. Your savings protect you; meanwhile your credit union spreads the money around by making loans to members who need them. The money keeps working all the time.

Usually, it's the younger members who do the borrowing and the older members who do the saving. That is natural. They help each other. The savers help the borrowers by providing the money for them to borrow. The borrowers help the savers by paying interest on their loans and providing dividends on savings. We need savers and borrowers in our credit union.

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DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

JUL 25 1958

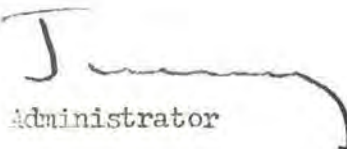
TO : Regional Administrators, 1 - 6
FROM : Administrator
SUBJECT: Project 20/20, Personnel Commendation

Our Project 20/20 has been completed. From all reports received we can say, with great pride, that it was an overwhelming success. I definitely feel that we accomplished our Agency objective of developing a broadened public understanding and appreciation through this opportunity of telling the CAA Story.

This success was due to the wonderful teamwork of the men and women of our CAA family. Their inspiration and ingenuity in tackling Project 20/20 on a "do it yourself" basis was completely reflected in the truly outstanding results. They have performed a real service for the organization, the public-at-large, as well as for themselves.

The total effort, I know, involved a considerable amount of extra workload in organizing and conducting Project 20/20 programs in each and every area. I would appreciate it very much if you will convey to all personnel in Region 6 my personal thanks and compliments for a job extremely well done.

Sincerely,


Administrator



RECEIVED