



Vol. 11, No. 1

HONOLULU, HAWAII

January 1959

FAA NEWS - MEMO NEEDS A NAME YOU CAN WIN \$200

This first issue of the official house organ of FAA went to press bearing only this temporary name of News-Memo. Every employee of FAA is asked to help remedy the situation. THINK UP A GOOD NAME AND SEND IT IN directly to: The Incentive Awards Officer, Federal Aviation Agency, Room 2708, Tempo T bldg., 16th and Constitution Avenue, Washington, D. C. Use the official employee suggestion form if

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MARY ANN BLACK

Congratulations to the Jack Blacks.

It was a very happy Christmas in the Black's home this year, for just prior to the holidays, they became parents.

Jack told the TradeWinds that he didn't realize such a small person could upset his entire household routine. He added, however, that both he and Mrs. Black are extremely happy over the new boss.

In the few months Miss Mary Ann Black has been home with her new parents, she is healthy, happy, and as typical an American beauty as any five-year old could be.

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1000TH EMPLOYEE FOR SIXTH REGION

Richard Osenburg, a construction engineer, has taken a post on Wake Island supervising the 2,500 foot extension of the runway. The records in the Personnel Office show that he is the 1000th employee on the payroll.

Osenburg said he felt he should get a new car or a refrigerator or something for the honor. The prize however was a round trip Travel Order to Wake Island.

Of the 1000 employees, 650 are on Oahu, 50 are on other Hawaiian islands, and 300 on Canton, Guam, and Wake.

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possible. Otherwise, write your suggested name on a standard 8x10-1/2 piece of paper. Be sure to PRINT your name, position, and on-the-job address on the same sheet of paper.

They want a name that is catchy, unique, and indicative of FAA operations.

EACH EMPLOYEE OF FAA MAY SUBMIT ONLY ONE TITLE SUGGESTION. The prize is \$200. If one person submits the winning title, he gets the entire amount. If more than one person submits the selected title, the prize will be divided equally. Suggestions must be received in the Incentive Awards Office no later than February 18, 1959. It is hoped that the March issue will bear the new name.

TRADE WINDS

Published by and for the benefit of the employees of the Federal Aviation Agency 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.

STAFF

Editor.....Culver Rausch
Associate (Canton).....Pitt Van Hoose
(Guam).....Alfred Schilling
(Wake).....George LaCaille

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Irving D. Smith.....HO-90
Jane Setoda.....HO-100
Bunnie Chambers.....HO-130
Francis Buckner.....HO-200
Betty Park.....HO-400
Christian Deming.....HO-500
Robert North.....HO-600
Don Tyson.....HO-680

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ALOHA

Trade Winds would like to say "Aloha" to Ruth Yonamine, the girl who for the past seven months has typed the entire editions of this paper. We would like to thank her for her excellent cooperation and the cheerful manner in which she did this task along with her many other duties.

Mrs. Yonamine has resigned from the FAA in order to spend more time with her two children and to take up the full-time duties of being a housewife.

We are sorry to see her leave the front office, but want to wish her our very best.

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NEW TRADE WINDS BANNER

We would like to get some opinions on the banner used on Trade Winds this month. If you would care to submit any improvements or changes we are open to ideas.

RUMOR VS FACT

Question: What happened to the column in Trade Winds, Rumor vs. Fact?

Answer: When we first started this column, several questions were sent in and were promptly answered. However, since then we have received no questions from TW readers.

If you have heard any good rumors lately and would like to get the "straight dope," please write to Trade Winds' Rumor vs. Fact Editor. You do not have to sign your name to any questions.

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HONOLULU TOWER CONTROLLER
WALKS AWAY FROM JET BELLY LANDING

Ken Fisher, Hawaii Air National Guard Captain, when he's not controlling traffic at Honolulu Airport, belly landed his F-86L Jet Fighter. When the landing gear failed to function, Fisher decided to make the landing.

It was a perfect attempt and he walked away unhurt and with very little damage to the plane.

The landing occurred at 8:10 p.m., Saturday, December 20. Needless to say that the Fisher family spent a very happy holiday season.

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KOKUA CLUB SEALS UP TIME CAPSULES:

The Aeronautical Kokua Club sealed up a time capsule at the last meeting of 1958 to be opened at the last meeting of 1959, one year away.

The large brown envelope contained the members' predictions for the coming year on any subject.

They will be read next year and they will see how close they came to being right.

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Gus Connery

6th Region "Polka" -



Betty Cullumber

On May 31, 1918, in Providence, Rhode Island, Augustus V. Connery first began using up air space. Gus, as he grew, attended the parochial elementary schools and graduated from LaSalle Academy High School in Providence. He also attended Providence College and later received his diploma in Aircraft Engine Design from the U. S. Diesel Engineering School in Boston in 1940.

Pratt and Whitney Aircraft Corporation in East Hartford, Connecticut, employed him as an inspector in their engine testing department. He conducted the final running test on the engines just prior to their acceptance by the purchaser.

In June of 1941, Gus entered the Air Corps as an Aviation Cadet and was graduated a 2nd Lieutenant in January of 1942. After receiving his wings and serving one year as a multi-engine flight instructor, he was transferred to a Combat Heavy Bombing Unit and assigned to the Southwest Pacific. He served as Squadron Operations Officer, Squadron Commander, Group Operations Officer, and Deputy Group Commander.

Among many other campaign and service ribbons, Gus won the Distinguished Flying Cross with one cluster, the Air Medal with one cluster, and the Soldier's Medal. He has supervised as many as 2,500 men. He has served on Accident Investigation, Safety, and Instrument Standardization Air Corps Boards. He also served as a test pilot in the Air Corps. He is a graduate of the USAF Aircraft Engineering Officers' School, Chanute Field, Illinois.

(Continued on Page 7)

Atlantic City, New Jersey is the birth place of Elizabeth Anne (Betty) Cullumber, secretary to HO-680.

It was very natural that Betty decided to join CAA in 1947, as she had been in aviation the preceding 3 years. After completing Easton High School in Easton, Pa., Betty spent the next two years at Churchman Business College where she completed an Executive Secretarial course. Betty worked for the Kuebler Brewing Co. for the following 7 months, followed by a year and a half of work for the Navy. She entered the Waves and attended the Navy's Aviation School in Memphis, Tenn. Before being discharged as an Aviation Machinists Mate Second Class Betty Stein became Mrs. Cullumber. Dean Edward Cullumber was then in the U.S. Marine Corps.

After separation from the Navy she came to Hawaii to join Dean who was returning from the Far East for discharge from the Service.

Betty has worked for the Aviation Safety Division, Air Traffic Control Division, Air Navigation Facilities Division, the Office of the Regional Administrator, and the Office of the Regional Medical Officer.

Dean is a graduate of the University of Hawaii, and is with Pan American World Airways Operations in Honolulu.

The Cullumbers reside at 245 Halemaumau and have a son Pat, who is 10 years old, and a daughter Nancy, who is 2 years old.

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AIRPORTS DIVISION

We would like to mention a few highlights of activities which occurred during the year in the Airports Division.

A new \$260,000 combined station tower building at Kahului Airport was completed in October and put into operation in December. Federal participation in the project amounted to \$125,000. The four-story structure with its superimposed tower provides for centralization of FAA Maui operations. The FAA communication division will occupy the first floor of the new building until the Weather Bureau can take over its responsibilities on Maui. The second floor houses the control tower equipment; the third, offices; and the fourth, utility room and a training room.

Two grant offers were made and accepted by the Hawaii Aeronautics Commission for the Lihue and Honolulu International Airports, totaling \$2,930,000.

Site preparation bids for the multi-million dollar international airport at Honolulu were opened on December 4th for the first stage of Phase 1 of the construction of the proposed jet facility involving land preparation, drainage and underground facilities. On completion of site preparation, the Hawaii Aeronautics Commission can go ahead with construction of the new terminal area and connecting taxiways. It is estimated that the overall job will be completed in approximately two years.

This Division assisted the Government of American Samoa, providing advisory service in connection with its plan to construct a jet airport at Tafuna, American Samoa. Recently, Governor Coleman selected Belt, Lemmon and Lo, Consulting Engineer, to prepare final estimate and plans for the construction of this facility.

The Hawaii Aeronautics Commission was released from its obligations to maintain and operate an airport at Puunene (Maui Airport) and granted permission to dispose

AIRWAYS FLIGHT INSPECTION DIVISION

Two newcomers to our Division are Flight Inspectors Al Poulton from Flight Operations and Airworthiness Division, Ft Worth, and Wade Brady who transferred here from Flight Inspection District Office, Battle Creek, Michigan. Welcome and Aloha!

The big question here is, when is the first Constellation arriving? And the latest word is January 30, 1959.

This Division has relocated on the 1st floor of the Hawaiian Life Building. We now almost have enough room -- except when all of our crews are in town. Anyone who is downtown is invited to see our new quarters.

Paul Jones, Chief of Flight Test Engineering at Oklahoma City has just completed a course on Maximum Performance Characteristics for Transport Aircraft. Bringing Jones to Honolulu eliminated the many problems and cost of sending our crews to O.C. for the course. Desks and furniture were set aside and classes were held right in our office. The practical and flying portion of the course was given in the "Flying Lab" - old N-65

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of the real estate and improvements. The Hawaii Aeronautics Commission assumed its obligations at Kahului.

This Division has initiated a project to include 20 to 30 permanent duster strips in the islands on the aeronautical charts for emergency and, in some instances, public use.

A Washington Office of Airports team comprised of George R. Borsari, Director, Office of Airports; Chester Bowers, Chief, Program Administration Division; and Philip Hahn, Chief, Engineering Division, visited the Region early in June for an appraisal of airport activities in the islands.

FLIGHT OPERATIONS AND AIRWORTHINESS DIVISION

Representatives of this Division have held several discussions with representatives of Samoan Airlines relative to the start of their proposed operation of a DC-3 aircraft in scheduled passenger carrying operation between American Samoa and New Zealand Samoa. The carrier hoped to be able to start daily schedules between these two points by mid-December, 1958.

This business of fostering and promoting safety in aviation is a serious undertaking. However, there are frequent occasions when it goes pretty far. Thought you all might enjoy hearing about some of the funnier and more serious things that have happened to various air carriers, whose names we will not mention.

During the early days of the DC-6 aircraft, all operators were being plagued by numerous false alarms of baggage smoke detector systems. On one flight, an Airline had accepted a valuable show dog which was to be transported in the DC-6 baggage compartment from the west coast to New York. The owner, who was also riding as a passenger on the same aircraft, had insured the dog for a rather large sum. After the flight was underway for approximately two hours, bells started ringing and lights lighting indicating smoke in the baggage compartment. The pilot immediately released CO2 into the compartment. It then dawned on him that the dog was in that same compartment, and since CO2 produces deadly carbon monoxide, he assumed that the dog had not fared any too well. He radioed on to the next station ahead, which was not a scheduled stop for this flight, and advised that he was going to land, and requested that the passengers be kept aboard the aircraft. He also requested that the ground personnel look into the baggage compartment and determine the status of the canine passenger. Upon landing, the ground personnel promptly lowered the baggage compartment door and found the dog in the prone position. Crate and dog were removed and after exam-

ination, they detected a faint spark of life. Frantically working against time, they gave the dog artificial respiration under the belly of the aircraft out of view of the passengers. After a while, the dog regained consciousness, and finally arose to its feet. When it appeared capable of self motivation, they walked it around the aircraft two or three times, in full view of the curious passengers. The dog was then put back into its crate and loaded once again into the baggage compartment, after which the aircraft continued on and completed an uneventful trip. Two weeks later the president of the airline received a letter from the dog's owner stating that it was certainly a wonderful airline that would make a special landing just to exercise a dog.

On the more serious side: During a routine flight by another airline, it became necessary for the crew to utilize oxygen. The Captain affixed the oxygen mask to his face, turned on the valve and almost went to sleep. REASON - the organization which serviced the oxygen bottles for the airline had mistakenly filled the bottle with ether. (Continued on Page 6)

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CHRISTMAS PARTY 1958

The Christmas Party Committee would like to thank all those who did so much to make the party possible this year. Everyone gave generously and willingly much of their free time toward this party. Mahalo!

Before the folder is closed for this year, if you have any suggestions to improve the party, or something you would like to change in any way, please drop a line to "Christmas Party Committee" in care of TradeWinds. You do not have to sign it. We want to satisfy the children, so offer your suggestions for next year now.

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HAVE YOU MADE A SUGGESTION LATELY?

FLIGHT OPERATIONS & AIRWORTHINESS (Contd)

If one should try to recount the activities of this Division during the year 1958 he would have to arm himself with a flock of well sharpened pencils and a ream of paper.

To start from the personnel standpoint: Our Operation Inspection Force was increased with the arrival of Bill Evans who came in with his family on the Lellani on Feb. 19th, Walter Grasser joined General Safety in August replacing Art Romaine who was transferred to Yakima, Washington.

Activities were centered in the early part of the year on Hawaiian's DC-6, setting up Operations Specifications, Maintenance, Training, checking our Pilots and Flight Engineers and all other associated requirements.

During the latter part of the year, Samoan Air Lines kept the Division busy getting ready for the initiation of scheduled operations between American and British Samoa. Assisting in the preparation of Operations and Maintenance Manuals, spare part lists, Operations Specifications, Operating Certificates, monitoring all proposals in order to insure an auspicious start to the new operation have kept everyone as busy as the proverbial one-eyed dog in a sausage shop.

Vic Hugo returned from a "Public Law" vacation around the end of November, quoting "It's awfully nice to get away, for a while, but twice as nice returning".

The biggest news of all in 1958 was that the 20 year old CAA would become part of the new Federal Aviation Agency. As of this date our name Flight Operations and Air Worthiness remains the same.

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Tell it To The



Trade Winds!

**WAKE ISLAND SCHOOL CHILDREN
ATTEND FIRE DRILL**

Sixty-one Wake Island school children participated in a fire drill conducted at the fire station and the drill area. The school children were invited to attend this drill as guests of the fire department and as part of their fire prevention program.

The drill at the fire station consisted of the overall operation of the fire department and different types of fire extinguishers and how to use them. At the drill they made dry and wet runs using 50 gallons of foam and 500 gallons of water on a red hot fire.

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YOUR SUGGESTION MAY AID YOUR PROMOTION
(Continued)

More routine, but nonetheless beneficial, were suggestions like Mrs. Betty Cullumber's (Airways Flight Inspection Division), concerning improvements in the procedure for making monthly estimates for annual travel schedules. Mr. Toshio Teruya's (Upolu Point, Hawaii) idea to fabricate caps for fire extinguisher horns is another example of typical suggestions which won rather modest awards.

All the suggestions mentioned here as examples of the kinds of ideas submitted were developed by our employees through their alertness to ways of improving procedures, eliminating hazards, devising new equipment, or saving manpower. These suggestions reflect thoughtfulness, job-interest, and service-mindedness -- qualities often looked for by those selecting employees to promote.

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GENERAL SERVICES DIVISION

During the past 12 months, the Property Management Branch encountered some very rough sledding because of the new and accelerated programs. However, came January 2, 1959, it was determined that all personnel pulled through without showing signs of coronary thrombosis.

Shipping and receiving for new projects and realty and utilities transactions were taken care of at the expense of a notable decrease in efficiency in furnishing regular station allowance items to field stations.

We feel that congratulations for a job well done are in order for personnel in all sections of the Branch, and particularly so for those in the Materiel Section, HO-183, and the Supply Section at Wake Island where an extremely heavy workload was handled throughout the year.

In May, 1959, Alfred Banggo was employed and assigned at Canton Island to assist Bunkichi Uehara. James Wee was employed in July 1958 and assigned at Guam to handle the station supply and warehousing functions. Additional help for Harris Fuller and Bill Eulitt is due in January 1959. We also expect to obtain a Realty Assistant during the same month. This gives us an outlook of being able to perform better services during Calendar Year 1959.

1958 gave birth to a mechanical genius in the Special Services Branch, by the name of Baby Multilith. And can this youngster work! Even at its tender age, it is already outproducing its daddy Mimeograph and its uncle Ditto by three to one. But it isn't volume only this kid turns out--the quality is par excellent--each sheet a masterpiece! We got him a Xerox machine for Christmas and the kid is having more fun with it than a barrel of monkeys. Only trouble is, Baby Multilith with his Christmas Xerox turns out so much good work so fast, the folks in the RO are swamping him with work. Gabby Ishihara and his gang have been babysitting evenings on end, but even then he can't catch up.

The workload in the Procurement Branch has continued its steady climb during the past year and with the addition of the PMR projects, the requirement for overtime has been tremendous.

We were sorry to lose Buster Okumura, one of our ablest workers to Herbert Gardiner. Buster had always been an efficient and devoted worker while serving in the Procurement Branch.

We were happy to gain Mrs. Gladys Braddy, a transfer from the Air Traffic Control Division.

Construction contracts have continued their steady rise with the latest three jobs for the second increment to the Wake Construction Company, Al Ching Limited and D. C. Kincaid Company, respectively.

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SIXTH REGION FOLKS (Continued)

After release to reserve status from the Air Force, he flew for PAA, and American Airlines, then served one year as a CAA Air Carrier Inspector and one year as an Airways Flight Inspector in New York.

In November of 1949 Gus returned to CAA and has been with them continuously following 8 months of flying with Colonial Airlines. In his last nine years with the Flight Inspection service, he spent three years in New York and six years in Honolulu. He is presently assigned as Chief, Airways Flight Inspection Division.

Gus currently holds an Airline Transport Rating, and has a total of over 9,000 hours of flying time. His interests are auto racing, water sports, and at one time he played ice hockey.

He and Mrs. Connery, the former Mary Terry of San Antonio, Texas, reside in Kailua with their 3 children, Vincent 9, Kevin 8, and Terrance 4-1/2.

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MAINTENANCE ENGINEERING BRANCH

Each of the District Supervisors, Messrs. Medeiros, Welch, and Keefer, now has a Deputy ATDS. His name in all three cases is Ed Meyer. How he will spin his three-cornered hat to face in all directions is quite a problem. But we have confidence in him. He and his wife started driving from Flint, Michigan, in late September on their way to this Region. Near Gallup, N.M. a pickup truck ploughed head-on into his car. The next day's paper said Ed and Mrs. Meyer were in "fair condition" at the hospital. Ed was pretty badly bunged up, while Mrs. Meyer was in comparatively good condition. Now, two and a half months later Mr. and Mrs. Meyer have arrived. Ed with his left arm still in a sling and more treatments, operations, etc. coming up; Mrs. Meyer showing no serious after effects, but both are chipper, optimistic, enthusiastic and happy. You just can't keep a good man down, especially when backed up by a cheerful wife.

HO-672 is being held together with rubber hands, scotch tape, Terry Yoshida and a string of substitutes while Cholly Wolfe is taking a three-week vacation. For his Christmas leave, he is taking an all expense tour of his kitchen, basement, and back yard.

The people of the Maintenance Engineering Branch seem to be eternally getting ready to do something. Everybody possible is hustled into various kinds of training. Sometimes they no more than finish one course than they are popped into another one. A dim-eyed oldtimer on the mainland once said it looked as if these Maintenance people can't do anything without getting trained for it. A pretty dim-eyed, if not dim-witted, view. Twenty years ago a fairly good radioman could flounder around with Fan Markers, Low Frequency Range, and HF communication equipment without getting into too much trouble - especially with inspectors from the RO on the prowl to keep things from getting too complicated. Now it's different. Fumbles are costly. Airplanes are moving faster, and there are a lot more of them. The variety of electronic and other systems has multiplied enorm-

ously, and their individual complexities have mounted far beyond the flounder-and-find-it principle of learning the systems. This is true of all parts of the maintenance engineering job. The electronics portion is no more advanced in relation to its situation twenty years ago than the electrical, electro-mechanical and mechanical crafts. Result: training for everybody as fast as possible. And the pace is going to get faster, not slower. The demands on maintenance engineering people are going up at an exponential rate. Before ending this little paragraph, it might be well to warn oldtimers and semi-oldtimers to keep their shirts on and not feel insulted about their work some years ago. This is written by one of you, ready to match experience with you. This writer knows the fumble-and-find-it system well, being a long-time practitioner of the art. So, gird yourselves with slide rules, men. Our work is going to get rougher.

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BIG MEETING JANUARY 20, 1959, PLEASE COME

Do you know who runs your Federal Employees Credit Union? Do you really know that you as a member have a right to vote? All members of the Credit Union are urged to attend the annual meeting January 20, 1959, in the Federal Court Room, Federal Building at 7:30 PM. The Credit Union belongs to you, air your views, state your opinions and help select your officers. You have an obligation to attend - don't miss this important meeting. Find the answer to all your Credit Union problems and bring a new member. You are doing your fellow employees a favor by inviting him to join!!!

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SHOOK-UP-SPHERE

Romeo and Juliet --
Twas in a restaurant they met.
Romeo had no money to foot the bill --
So Romeo'd what Juli-et.

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ELECTRONICS ENGINEERING BRANCH

Lots of new faces have shown up around the Electronics Engineering Branch as a result of staff increases geared to increasing workload.

Recently the following personnel have been added to the staff: Johnny Ing, former SEMT at ATFO-1, Section 4, Unit 1 (Radar), is now a Point-to-Pointer and currently supervising operational tests of newly installed twinplex equipment at Ewa Transmitters. Stephen Osumi, University of Illinois alumnus, recently of the Pearl Harbor Naval Shipyard engineering staff, is now twinplexing for Man Fai Young's Pacific Missile Rangers. Melvin Park, ex-SEMT-Unit 2, Damon Tract, just returned from a field survey trip to Guam in connection with the Guam-Manila RTTY circuit reactivation. He is presently assigned to the Air/Ground Section. Kathy Yamada, formerly with the Fourth Region, is now stenographer for the Air/Ground Section.

The field staff has also been substantially increased by the recruitment of the following personnel: Meliton Adversalo, Electronic Technician, Robert Furumizo, Electronic Technician, Francis Madison, Electronic Technician, Henry Hong, General Mechanic, Teruo Nagami, Blueprint Operator.

Two of the three remaining technician positions are in the process of being filled by Scott Bischoff of Shop 67, Pearl Harbor Naval Shipyard, and by Rodney Morimoto of Hilo, Hawaii.

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ATC TRAVEL NEWS

"Millions of dollars more are to be spent in the near future on all phases of missiles" says Mark Hammond, Chief, Procedures Branch, who has just returned from the Pacific Missile Range Symposium held December 1 to 4 at Point Mugu, California.

Gordon C. Pearson, Chief, Operations Analysis Branch and James McBride, Chief, Planning Branch enjoyed a successful bus-

iness and familiarization trip to Tokyo, Japan, Hong Kong, and Manila the last two weeks of November.

C. E. Chadwell, AOS (Terminal) has just returned from Oklahoma and a mainland leave.

Joe Hao, Station Chief at Kauai spent a week in familiarization in Honolulu and continued on to Oklahoma City for further training. Earl Patee, Maui Station Chief visited the Regional Office and discussed current problems with ATC personnel.

A Christmas party for members of the Air Traffic Control Division was held Saturday evening, December 13 at Carol Turner's home in Manoa Valley. Money from the ATC coffee fund paid for the delicious pupus served by a catering service. Ed Shivers and Jim McBride were among those who danced with all the ladies in the "ballroom" set up in the Turner garage. Christmas decorations and singing of Christmas carols added to the festivity of the occasion.

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Among those attending were Mrs. Betty Cayce and Jay Herbert, KAIM radio announcer, Lt. and Mrs. R. Crawford, Mr. and Mrs. R. H. Clemens, Miss Christian Deming and Vince Sorino, Miss Margaret DePonte, Mr. and Mrs. Mark Hammond, Mr. and Mrs. Ed Hart, Mr. and Mrs. J. Hoyt, Mr. R. Kiser, Mr. and Mrs. G. C. Pearson, Mr. and Mrs. L. S. Powell, Mr. and Mrs. Ed Shivers, Mr. and Mrs. Vern Turner, and Mr. and Mrs. Jim McBride.

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ANYONE FOR SAILING?

A sail-powered railroad connected Hilo, Hawaii, with certain surrounding cane fields about 85 years ago? When the winds were unfavorable, the sails were dropped and mules or bullocks were used to draw the cars.



YOUR SUGGESTIONS MAY AID YOUR PROMOTION

When FAA supervisors select employees for promotion, they now give credit for suggestion awards and other awards received by employees. This policy results from the new Federal Merit Promotion program announced by the Civil Service Commission. Supervisors will also be recognized for stimulating those they supervise to participate in the Incentive Awards Program.

During 1958, 83 Region Six employees received almost \$6,000 through our Incentive Awards Program. While most of these awards were for suggestions involving minor improvements, the total change made in our operations and service as a result of our employees' suggestions is significant.

The most common type of suggestion submitted called for equipment modification. Typical of this type of suggestion was Mr. William W. Brasslin's (Electro-Mech. Tech. Honolulu) suggestion, adopted throughout FAA, to modify the portable variable resistive load to include 3Ø open delta connected loads for 3 phase standby engine generator units.

Another suggestion, easier for the average FAA employee to picture, was one made by James D. Russell (Insect and Rodent Controller, Canton). Mr. Russell suggested that our carpenters make a garbage loader (hauling bucket) to be attached to the Dempsty Dumpster truck. This clever idea makes it easier to handle wet garbage and allows one man to do a job that formerly required two. Also, the garbage loader, as devised by Mr. Russell, eliminates the bouncing of the cans which formerly caused wet garbage to spill on the operator disposing the garbage.

A more exotic and dramatic suggestion was from Mr. William R. D'Entremont (AOS, Honolulu Tower), to rewire the runway lights at the Honolulu International Airport. Mr. D'Entremont's suggestion called for equipping the runway with blue lights so that it could be used as a lighted taxiway for night operation.

FAA 1959 BLOOD BANK REPORT

During 1958, FAA donors contributed 57 pints of blood to the FAA Reserve. FAA beneficiaries used 40 pints during the same period. Our total reserve at this writing - 30 pints. This blood bank is a going concern. It's open to all FAA employees and their immediate families who need transfusions. It takes donations to keep it going, so get your name on the Honor Roll. Call 67771 for an appointment. Now!

1959 Grand Champion Bleeder ---- Albert Sparaga - 5 pints.

Super Bleeders ---- Walter F. Kobayashi (4), Paul Ellis (4), Andrew S. Kyle (3), Ernest W. Neddermeyer (3), John C. Ing (2), and Akiyoshi Kuriyama (2).

Slow Healers ---- Manford M. Eguchi, Stewart F. Shellaby, Theodore E. Price, Frank E. Honeychurch, Leo J. DeMello, Walter L. Veon, Robert R. Means, Robert R. Wheeler, Lemuel L. Batten, Leon Y. Lum, John W. Van Dusen, Clayton E. Beckner, Edwin M. Tokuhama, Charles W. Pobanz, Harvey D. Doyle, Laverne K. Budge, Christopher K. Ano, Thomas J. Larrabee, Robert J. Reider, John M. Beardslee, Herbert H. Sugitaya, Fred R. Nakamura, Frank I. Yamamoto, Robert K. Tsuda, Robert H. Normoyle, James Q. Casey, Douglas Bronson, and Augustus V. Connery.

From Account --- Sadao Fujimura (2), Jobujiro Tanigawa (4), Rachel Chapman (1), and Yoshi Fujimura (1).

T. E. Price
FAA Blood Bank Chairman

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Behind every successful man is a woman who certainly surprised his mother.

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Buy U.S. Saving Bonds For The Future

MAUI NEWS

Kahului, Maui and the surrounding area were provided with air traffic control service with the commissioning of a combined airport traffic control tower and communication station.

Known as a combined station/tower (CS/T) the new facility will perform the dual functions of an airport traffic control tower and air traffic communication station (ATCS). These two functions, while basically separate, are combined at locations where the volume of aeronautical activity makes this practical. A community must have at least 24,000 annual itinerant and air carrier operations to qualify for an airport traffic control tower.

As a combined station/tower, the Maui facility will be responsible for the control of air traffic operating on and in the vicinity of the Kahului airport as a control tower. As an ATCS, it will be responsible for flight assistance service, relay of messages between pilots and air traffic controllers, operation of the point-to-point communications networks used for transmission of position reports and flight plans, broadcasting weather information and monitoring the performance of the air navigation aids in the area. Generally, personnel assigned to a CS/T use a variety of transmitting and receiving equipment. They must guard 12 air-to-ground channels and transmit on 16 ground-to-air channels.

The Maui facility will be manned by 14 controllers. Airport traffic control will be provided 16 hours a day, 7 days a week, while the air traffic communication station services will be continuous.

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The cargo space of the "707" jet transport is equal in size to the entire fuselage of the DC-4.

An innovation in service is the oxygen mask in the "707" jet transport. The oxygen mask presents itself automatically to the passenger when pressure in the cabin falls below the equivalent of 14,000 feet.

HILO HICCUPS

The Holiday Season is over again. I hope you all got exactly what you wanted for Christmas. Incidentally, Hilo Hiccups is an appropriate title for this time of year - no?

Mauna Kea and Mauna Loa were capped with snow most of December and the air was quite crisp, so it seemed real Christmasy around these parts.

We had a real fine Christmas party at the William Haddon's. It was a CAA/WB party. Everyone seemed to have a real good time.

Our M-28 printers were installed in the early part of December, and shortly thereafter we had a pleasant visit from Kenneth Schrader and Bruce Shoulders.

Bill Seymour has a new 50-foot tri-band high gain beam. So he will be hamming it up all over the place from now on.

Paul Nelson and family left in November for mainland leave. They had an old fashioned family Christmas at home - in Texas, U.S.A., that is.

Enough for now. All of us from Hilo wish all of you a very Happy and Prosperous New Year.

Richard Lundberg

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PARKING DISAPPEARING

It was suggested that people who park on Kona Street park their cars closer together so more spaces would be available. Because most of us will have our cars parked all day we do not need to allow four or five feet between other cars.

Parking places are getting hard to find - if we get together on this we may all find one.



CODE OF ETHICS FOR GOVERNMENT EMPLOYEES SET BY CONGRESS

THE CONGRESS of the United States has established "a charter of conduct against which those in public service may measure their own actions and upon which they may be judged by those whom they serve". The quotation is from the committee report which brought the charter to the attention of the Senate. The charter, entitled Code of Ethics for Government Service is of interest to all of us.

CODE OF ETHICS FOR GOVERNMENT SERVICE

Any Person In Government Service Should:

Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.

Uphold the Constitution, laws, and legal regulations of the United States and all governments therein and never be a party to their evasion.

Give a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.

Seek to find and employ more efficient and economical ways of getting tasks accomplished.

Never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.

Make no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.

Engage in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.

Never use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.

Expose corruption wherever discovered.

Uphold these principles, ever conscious that public office is a public trust.

(This Code of Ethics was agreed to by the House of Representatives and the Senate as House Concurrent Resolution 176 in the Second Session of the 85th Congress. The Code applies to all Government Employees and Office Holders.)