



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AND THEN THERE WAS ONE

by

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It begins as a single sentence, somewhere in the programming or budget data: "The tower and communications station at Blankville will be established as a Combined Facility".

But between that sentence and the final commissioning of the Blankville Combined Station/Tower lies untold hours of planning, training, work and preparation in the facilities themselves and in the Airways Operations and Facilities Divisions.

In the beginning there is the problem of the personnel who work in the two facilities. There seems to be a built-in characteristic in the majority of mankind to be wary of, and sometimes even resentful toward, change. So in the integration of the two separate facilities, there is the initial adjustment period. As the two facilities begin the actual physical combination, the tower controller and the station communicator soon come to realize that there are many important aspects of each other's individual job, which they had, heretofore, not taken the time to realize. They suddenly find that, even after 10 or 15 years of service in their specialized duties, they must become a very active participant in a comprehensive training program. They must acquire the necessary Certificates and Ratings in addition to mastering, as quickly as possible, the day-to-day duties of the new combined facility.

Fortunately, the type of person employed by the CAA is quick to adapt himself to such changing conditions, and once the personnel complement becomes fully aware that the change is for the better, their enthusiastic cooperation soon dispels any doubts as to the final outcome of the combination.

Prior to the actual physical combination, there is the problem of space and equipment in the Tower structure. In some cases, a completely new Tower precedes the combination. Decisions must be made in such matters as the location of the teletypewriter service, the method of filing flight plans by pilots, necessity for soundproofing various equipment, location of radio transmitting and receiving (Continued on next page)

equipment. There are changes to be made in telephones, interphones, and lighting. Once these decisions have been reached and Facilities Division personnel begin making the required changes, there is the interim problem of providing full service to the flying public, while an almost-new facility is being built around the working personnel. For it is of the utmost importance that the entire change be made without any disruption of the service which the pilot has come to expect and of which we are justly proud.

As the equipment changes are made, and as the personnel begin to be trained in each other's duties, there finally comes the day when the old station is shut down and all operations shift to the new tower/station. This is the day for which everyone has been working and yet it, too, is still only the beginning. For the intensive training program must proceed until every person in the complement is fully qualified to perform the required integrated duties. When this period of training has been completed, the ultimate complement is selected and the station/tower becomes a commissioned facility.

Phoenix was no exception to any of the above. I specifically use Phoenix to describe the integration process because I am most familiar with it. However, I am sure that Reno, Las Vegas, Fresno, Sacramento, Ontario, Boise and other combined facilities had to be ministered for the same growing pains. Others will go through the same process in months and years to come.

At Phoenix, the plan to combine the station and tower originated sometime in 1951 and planning proceeded through the first part of 1952. Actual physical work began in the summer of the latter year. The combined Phoenix facility was to be located in the new Tower structure, atop a unique steel cylinder, rising some 106 feet above the desert floor in the Valley of the Sun.

At Phoenix, staffing shortages prevented much actual training from being accomplished prior to the physical integration. Further, it had been decided that Phoenix was to have a separate teletype room where Service "A", "B" and "C" teletypewriter functions would be performed and where pilot briefing and the filing of flight plans would be accomplished. At the time of physical combination, December 20, 1952, staffing of tele-communications operators for the teletype room had not been completed, due to a freeze on recruitment then in effect. Consequently former Station personnel had to provide coverage in the teletype room which handicapped cross training of the communicators and controllers. Full staffing of the teletype room could not be accomplished until July of 1953.

But in the meantime an intensified training program was placed into effect and soon began to bring the desired results. In this period the equipment and operational "bugs" were also eliminated.

On December 20, 1952, with a year of training behind them, the personnel of the Phoenix Combined Station/Tower were selected and the facility was commissioned. The personnel are now fully qualified in all of their duties. Throughout all the problems, work and training, there has been no letdown in service to the public.

This, then, is the brief, but inadequate, story of one station/tower combination - a move designed to streamline our operations, to economize on the cost of our service and to provide new avenues of advancement for those of our personnel who are looking forward to a lifetime career in a public service that will always be second to none.



REGIONAL ADMINISTRATOR'S COLUMN

This is the New Year, symbolized by the awakening child looking forward with anticipation to see what the future holds. So in this New Year of 1954, I like to think of all of us in CAA looking forward rather than backward, scanning the horizon, looking eagerly for the part each of us is to play in this still rapidly developing field of aviation. In retrospect we can call to mind the barriers of the past which at the time seemed insurmountable, but which having been conquered, now seem simple and commonplace.

The matter of flight itself -- then flight at night -- then flight by instrument -- carriage of mail -- carriage of passengers -- navigation aids -- airports -- four engine transports -- the jet engine -- and breaking the sound barrier. Steps and scientific development that mark aviation's progress demonstrate that practically anything man can imagine is possible of accomplishment. Other barriers await solutions. Some of these hurdles we can see clearly. Others we can only visualize farther down the road. Still others beyond in the unknown future.

Things we can see ahead or guess at are, a jet transport -- further developments of the jet engine, including the turbo prop adaptation and the ducted fan which is predicted to be the solution to the private owner airplane -- will land in front of your garage, or in the downtown parking lot with horizontal speeds from zero to 450 miles per hour. Further improved landing and navigation aids. New methods and systems for traffic control. What will it be? VOR and DME or Volscan, Tacan, or something else? Conquering the thermal barrier -- high temperatures generated by high speeds -- it will be done. Problems associated with high altitude flights with passengers. A transport category helicopter -- and what navigation and landing system does it use? Civil peacetime applications of atomic energy. What a vast field to explore for the advancement of civilization. Can you imagine a powerplant (atomic reactor) that generates energy faster than you can use it effectively -- or one that the by-product heat from the coolant will run a steam electric generator plant? There are such! Many of these new ideas sound fantastic, but they will become accepted and then ordinary.

Some of these things will be accomplished in '54 and others that we do not presently even know about will be discovered and research initiated to find answers. The interesting part of all this is that we in CAA can participate directly in many of these new developments. The greater contribution we can make as individuals and as an agency, the greater measure of progress will have been attained by this time next year.

CREDIT UNION NEWS

The annual membership meeting of the CAA Region 4 Federal Credit Union will be held on Friday, January 15, 1954, at 7:30 p.m. in the CAA Regional Office Cafeteria. It is important that all members of the Credit Union who can attend this meeting be present. A full report of the operations of the year 1953 will be given and the members attending will vote the rate of dividend to be paid for 1953. Every member of the Credit Union is a shareholder and should be present to express his opinion regarding the dividend. The dividend declared at this meeting will be credited to each savings account.

Another important action taken at an Annual Meeting is the election of officers and committee members. This is also by vote of the membership attending this meeting and since your Credit Union is now nearing a million dollar organization, it is important that each member be able to vote for the officers who will manage the Credit Union affairs. It is of extreme importance to the future of the Credit Union to have good officers and committees to administer the Credit Union business.

According to the By-Laws of the Credit Union, one nomination for each office is made by a Nominating Committee, other nominations may be made from the floor at the time of the meeting. The nominating committee consisting of Mr. Merrill Griffith, Chairman; Donald Whitney, and Forrest Robinette have prepared the following slate of candidates:

BOARD OF DIRECTORS - Two Year Term

A. J. Vergilio	Aviation Safety
Virginia Trolinger	Personnel
Paul De Vries	Air Traffic Control

CREDIT COMMITTEE - Two Year Term

A. J. Vergilio	Aviation Safety
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SUPERVISORY COMMITTEE Two Year Term

Phil Guindon	Accounting Branch
Arthur E. Aldrich	Airports

Total assets of the CAA Region 4 Federal Credit Union are now over \$850,000. Since organization, we have made loans in an amount over \$2,500,000. The sum of \$71.82 has been written off as bad loans. Our dividend rate has never been lower than 4.4%. Our present loan policy on new cars is one-third down with thirty months for repayment. Used cars are one-third down with twenty-four months for repayment. The interest rate on the purchase of new cars is 7/10ths of 1% per month on the unpaid decreasing balance. All loans of \$2,000 or over, or loans fully secured by shares also receive the 7/10ths of 1% per month rate. All other loans are at the rate of 1% per month on the decreasing balance. Temporarily, effective January 15, 1954, the maximum unsecured loan limit will be \$300. All loans are covered by life insurance and should the borrower die, or become totally disabled, the remaining loan balance is paid in full by the insurance company. (Continued on next page)

The Credit Union is also a very fine place for your savings account, large or small. All savings accounts are covered by life insurance benefits in addition to any cash dividends. For most members the first \$1,000 is doubled in the event of death. That is additional life insurance without additional costs. When you have money to put away THINK OF YOUR CREDIT UNION. That additional life insurance can be very important to that family of yours.

When you are borrowing or financing a purchase - THINK OF YOUR CREDIT UNION. Then the debt will not outlive the debtor and the permanently disabled are freed from debt.

If you have any loan or investment problems we cordially invite you to write or visit us in the Credit Union office. We sincerely wish to be of all possible assistance to our members.

Again, we urge you to be sure to attend the annual meeting on Friday, January 15, 1954, at 7:30 p.m. in the Cafeteria.

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CIVILAIR NEWS

Each year, about this time, an election is held for Directors to the Civilair Board, and for our division "representatives". This election will be held sometime in January, after the Nominating Committee, headed by Florence Smith, has prepared its roster of nominees. A number of you will, within the next few weeks, be asked if you are willing to serve during 1954 either as a Director or as a Representative. That you may understand the scope and value of such service, we take this opportunity to review Civilair's activities during 1953:

The astonishing fact is that Civilair, Inc, is actually a "\$27,000-a-year" non-profit corporation. That, roughly, is the amount of money we have handled this year alone. The breakdown looks about like this:

EMPLOYEE SERVICES:	
Gifts, (Illness, weddings, etc.)	\$250
Patio cushions	65
Commission fee on Notary Public	19
Subscriptions (Klutz, Consumer Research)	11
Background Music (and installation)	225
Entertainment (July & December dances)	435
	<hr/>
	\$1,005

TRANSITORY FUNDS HANDLED:	
Health Plans	\$19,900
Magazine subscriptions (at discount)	475
Drugs and prescriptions (at discount)	4,500
Charitable contributions (forwarded)	1,100
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	25,975

Total \$26,980

(Note: The above figures are computations and require final verification after December 31)

These items disclose substantial benefits to all Civilair members. For example; our savings on the purchases of drugs and magazines alone were more than TWICE the sums collected in 1953 as membership dues. Put it another way: Our annual dues were spent out on gifts and on expenses of our two dances, and all the other services were extra bonuses. The extra services?

- (1) Blue-Shield and Ross-Loos, at lower cost to you.
- (2) Klutz's informative "newsletter".
- (3) New cushions for the patio furniture.
- (4) A readily-available commissioned notary public.
- (5) Tickets at reduced rates for dances, plays, theaters.
- (6) The background music (endorsed by more than 8 of every 10 members)
- (7) Reference subscription to "Consumers Research".

In addition, there is the work of Civilair's Discount Committee, headed by Merrill Grix. This committee, incidentally, has arranged for your discount savings on more than thirty categories of goods and services (listed in our annual Discount Bulletin). It has been conservatively estimated that the "average" Civilair member saves, through such discount buying, a sum in excess of ONE PAYCHECK each year.

The cost for these benefits? Your \$1.50 for annual membership dues, together with the devoted efforts of the score or so fellow-employees whom you elected as officers, directors, and representatives.

Next year, Civilair, Inc. will need continued support, partially through the small and almost inadequate annual membership dues, but principally through the efforts of those who will be asked to serve as new officers, directors and representatives. So -- if you are asked to serve with our employee's corporation this year -- remember the benefits Civilair offers to you and your fellow members, and "Lend-a-Hand".

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VOLUNTARY PLEDGE PLAN NOTES

A new rule was adopted at a Board meeting held on December 18, 1953. The new rule became #18 of the basic letter dated June 4, 1953. It provides that any person who (1) is newly employed by the CAA, (2) returns to the Region from military duty, or (3) is transferred from another region, Washington Office or some other office in the CAA, but out of Region 4, has 45 days from the official duty date to join the plan. Such persons must show proof of satisfactory physical condition as stated in Rule 8.

As a result of her husband's death on November 20, 1953, a check for \$2,590 was sent to Mrs. Langhammer the same day. On December 9th an additional check for \$5,180 was mailed involving the total of \$7,770.

There is now \$7,560 on deposit. Nineteen of our former members were lost as a result of resignations or RIF.

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A TOASTMASTER SPEECH

by: J. S. Marriott

"Our National Three Legged Stool"

Our National three legged stool could refer to our Executive, Legislative and Judicial Departments of Government but, in this instance, I am referring to a concept of our national life which more directly affects us as individuals and in which we, as citizens, should take an active-interest. The legs of this stool are our Military defense, our civilian economy and our spiritual and moral strength.

Now you know what happens to a three legged stool if one leg doesn't work, is broken or sawed off. That's right, the stool falls over. We can't afford to have this stool fall over because it is the basic support of our national security, military security, economic security, and moral strength. Our military security must be strong enough to discourage and prevent attack and to meet it if it comes. You can say right now that it must be as strong as we can afford. That leads us head on to the second leg, our national economy and it is this leg I want to expand on more than the others because here is a phase in which we, as individuals, can and should participate. Willingness to take an active part calls for spiritual stamina and moral integrity and there you see the three legs tie together to make this stool.

My youngest grandson, 2½, follows his older brothers around and anything to be done or on any handouts, it's "Me too" — "Me too". Do you and I always have the moral strength to refuse what appears to be a free concession from our government; farm supports; lower taxes; government handouts; or do we say, "Me too."?

Do you know that our national debt is four times our annual income? What would you think of a family that went in to debt to the extent of four times its annual income? You would say that family must plan to live within its income and pay something toward liquidating the debt or face bankruptcy. Our nation is no different than a family in that respect. It is, in fact, made up of a large number of families. Because of commitments Congress has already made, our national debt will go higher before it can come down even though 13½ billion has been cut out of the current fiscal program for this year. Do you know how much a billion dollars is? Well, it is a stack of dollar bills laid flat, one upon another, as high as the Washington Monument.

This inflation road is an inviting primrose path. An international banker of Switzerland was asked by one of our financiers how far he thought the United States would travel down this road and he answered simply, but definitely, "All the way."

But that means disaster! National bankruptcy! What then can we do to reverse our direction of travel, to start living within our income and begin making payment on our national debt?

It can be done if we have the moral courage to do it. Two things to do, increase our national income and decrease the cost of government; thus, provide a profit to be applied against our indebtedness. How? Effect economies in government. Eliminate waste. Get the government out of all business except the minimum essential business of government. Sell government business corporations back to private enterprise where they can be run without cost to the government and pay taxes to the government besides. This was recently done in one notable instance of a government-operated steamship line.
(Continued on next page)

Do not allow Congress to lower taxes until a balanced budget is a reality. Then to increase income, increase our national rate of production, our productivity and it can be done.

It has been accomplished in a few fields. In the past 35 years, we have doubled our productivity in the field of machinery equipment. Smaller increases have taken place in other fields. With a stable economy an incentive will be provided which will encourage larger investments in business, resulting in larger returns and increased national income. Also, military expenditures held to the minimum essential to national safety will help to curb inflation. We can all help. Learn the facts. Tell others the story. Influence Congress to stop the give-away programs, to hold the line on taxation (several tax acts expire this year). Balance the budget. Pay all your tax obligations. Encourage modernization of business methods to increase productivity. Take the optimistic outlook, it is contagious.

Remember, Freedom is not free, it must be earned and it must be protected. I know you agree it is worth the effort. Let's all do our part to insure protection of our national security and our individual freedoms, and prevent failure of any leg of this national three legged stool - National Defense - National Economy - National Spiritual Strength. Let's start today.

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YOU THINK YOU GOT IT BAD?

With all the current complaints about working conditions, we thought you might get a chuckle out of this. Although this letter is the one issued to the Madsen Furniture (still one of the largest in Salt Lake City), it was actually adopted as the code for all of the major firms in Salt Lake at the time. This bulletin was signed by the President and General Manager of the Madsen Furniture Company and was dated January 1, 1870:

INSTRUCTIONS TO EMPLOYEES

OUR NEW BUSINESS CODE:

Store will open at 7 A.M. and close at 8 P.M., except on Saturday, when it closes at 9 P.M. This is in effect the year round. This store will remain closed each Sabbath.

DUTIES OF EMPLOYEES:

Sweep floors, dust furniture, shelves and show cases; remember "Cleanliness is next to Godliness,". Trim wicks, fill lamps, clean chimneys, make your pens carefully (but you may whittle the quills to suit your individual taste). Open windows for fresh air; each clerk shall bring in a bucket of water and a scuttle of coal for the day's business.

Any employee who smokes Spanish cigars, uses liquor in any form, gets shaved at the barber shop, or frequents pool halls or public dance halls will give his employer every reason to suspicion his integrity, worthy intentions, and all-round honesty.

Each employee is expected to pay his tithing to the Church, that is, ten per cent of his annual income; no matter what your income might be, and should not contribute less than twenty-five dollars per year to the Church. Each employee will attend Sunday (Continued on next page)

Sacramento meeting, and adequate time will be given to attend Fast meeting on Thursday. Also you are expected to attend your Sunday School.

Men employees will be given one evening off each week for courting purposes, or two evenings each week if they go regularly to Church and attend to Church duties. After any employee has spent his thirteen hours of labor in the store, he should then spend his leisure time in reading good books, and contemplating the glories and building up the Kingdom of God.

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SURVEY OF CAA BY PRIVATE MANAGEMENT ENGINEERING FIRM

The management engineering firm of Cresap, McCormick and Paget has been engaged by the Department of Commerce to analyze and appraise the organization and activities of the CAA within the continental U. S.

Accordingly, representatives of this firm will visit the various Washington Offices, selected continental regional offices, selected field facilities and installations throughout the U. S., and the Aeronautical and Technical Development and Evaluation Centers.

Field facilities to be visited by representatives of this firm will be notified in advance. All employees at these facilities are urged to cooperate with members of the survey team.

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Two of the Airways Operations Division's Chief Communicators have recently undergone major surgery and their condition is still considered to be critical. They are James L. Gibson, Chief of our Winnemucca, Nevada, station and William H. Atkins, Chief of the Daggett Station.

Mr. Gibson is in a hospital in Salt Lake City and Mr. Atkins is in the Loma Linda Hospital, at Redlands, California.

The Regional Office joins their many friends in the field in wishing both Jim and Bill a very speedy recovery.

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WINSLOW, ARIZONA:

INSAC: Two Jet aircraft disappeared in the vicinity of Winslow's flight information area during December, a day apart, and heavy weather set in following disappearance of the second jet, which greatly hampered search and rescue, and made conditions hazardous to pilots and ground personnel on search missions.

Operation "Santa Claus" was held the latter part of November, an annual event at this airport and, needless to say, it was a great success. All the youngsters in town were invited out to the airport to observe Santa arrive in his airplane and distribute candies, nuts, and fruits.

Installation of the equipment hoist to the top of the tower cab (the INSAC is located in the tower building) has been completed to the great satisfaction of all concerned especially the maintenance personnel. No more complaints of banged knuckles and sore backs from coming up five flights of stairs with heavy equipment.

The forest fire season is now over until about April and our records indicate that fifteen different forest fire reports were received since July from various pilot civil, military and airline - which were forwarded by telephone to the Forest Service offices concerned. Since many reports were sometimes received on the same fire and the information had been given to the Forest Service, we started a running log of current fires, giving date, location, and which of the USFS offices had been notified. This saved needless telephoning and expense to the Forest Service, and each Specialist had information handy.

Since we have lost contact with some past associates, they may like to know our roster: Carl S. Kelley, Chief; Michael Meschko; Lee Pollock; Harold Newman; Everett Everett; Earl G. Bracy, trainee, and G. J. Schaefer, pending arrival from San Francisco OFACS.

DOUGLAS, WYOMING:

INSAC: The personnel of the Douglas, Wyoming Insacs wishes to thank everyone who sent the station Christmas cards. We have made it a practice each year to donate the money we would normally spend in sending out Christmas cards, to the Salvation Army. Therefore, we want to take this opportunity to say Merry Christmas and Happy New Year to all and to thank everyone again for the cards sent to us.

DIVISION HI-LITES

AVIATION SAFETY:

General Safety:

We are slowly progressing with our accident prevention program. Progress is being made in selling the desired procedure to Agents regarding follow-up of accidents. A brief monthly bulletin for distribution with the itinerary regarding seasonal safety in flight precautions and good practice has been instituted. A refresher course has been conducted for the Washington State Flying Farmers Association. A flight clinic has been conducted at Billings, Montana for the available membership of the Montana Pilots' Association. Considerable assistance has been provided to the National Flying Club Safety Program with particular emphasis on increasing of the points allowed toward qualification for the Hughes Trophy for pilot proficiency flight checks from 250 to 1250 points. A ground school and link refresher course combined with a flight clinic for the California State Flying Farmers Association has been completed by the Billings, Montana District Office for a Pilots' Refresher Course and Flight Clinic for the Montana Ranchers and Farmers' Association. Data is being prepared for our District Offices to stimulate interest by the other Flying Farmer Associations in our Region to participate in a Pilots' Refresher Course and Flight Clinic.

The Yakima and Spokane District Offices were called upon to assist in organizing aeronautical courses at public schools in their areas.

An aeronautical pest control operators' meeting was held at Davis, California. Controlling droplet size in the hope of preventing drift and uniform application of materials on crops was one of the chief items of discussion.

It is interesting to note that helicopters were used in an all-out drive against auto traffic violators in the State of Washington.

Agent Barnard of our Albuquerque office reports that a mechanic in his area found a new way to cut plexiglass. He has installed a sharp blade made from a hacksaw blade in the tip of a soldering iron and states that this heated blade cuts plexiglass like butter.

Our Yakima office reports steady progress on the all new radical design duster/sprayer aircraft being developed by Central Aircraft Company, one of the largest northwest agricultural operators. They also report that duster/sprayer aircraft maintenance and overhaul activities in general are continuing strong all over their district.

The Spokane office has assisted the Spokane High School in organizing and putting into operation a new aeronautical course that promises to be very popular. The course offered includes study of turbo jet, pulse jet and ram jet engines. The students have already constructed a wind tunnel and a model rocket engine. The Spokane agents are active in the National Guard air services and have been instrumental in obtaining cooperation from the nearby Air Force bases in providing air transportation of student classes to these bases with conducted tours of the installations and of large aircraft. They plan to have contests in which the winners will receive a full private pilot's flight course as a reward. (Continued on next page)

Agent Outcen of the Ontario office gave lectures on good maintenance practices and preventative maintenance at two mechanic schools before classes totaling over 96 students.

Billings reports that another refresher course for mechanics, by the Montana State College at Bozeman, will be conducted this winter. Agent Vandewark is working with the college in the planning and conducting of this course as in the past.

Air Carrier Safety:

The United Air Lines' Pilot Training Center at Denver will be moved from Hangar 3 to Hangar 5, formerly the Modification Center, sometime during December. Construction is nearly completed for a room for the Dehmel trainers on order. UAL expects delivery of the first two trainers with CV-340 configuration during December, one to be located at Chicago, the other at Denver; the company anticipates delivery of two trainers with the DC-6 configuration sometime in January.

Arrangements have been completed for Agent Fydell of the Burbank Air Carrier ASDO to make an inspection of the Flying Tiger Lines' Pacific operations. He departed on December 1 for Tokyo and all en route stops.

Aircraft Engineering:

A production certificate has been issued to the Aerojet-General Corporation covering all type certificated JATO units produced at their Sacramento and Azusa facilities.

Evaluation work on the Aerocar Model 1 airplane has progressed to the point where flight tests may begin on very short notice. Several miscellaneous items remain to be substantiated.

Assembly of the Baumann Model B-290 airplane has been completed. The airplane has been flown to Tennessee for examination by its new owner, after which it is scheduled to return to California for the purpose of conducting CAA type Certification flight tests.

Flight tests on the Beecraft HoneyBee were completed and type certificate issued.

Flight tests have been completed on a Pan American B-377 aircraft for the purpose of determining landing distances using two engines in idle reverse. The data have been analyzed and forwarded to Washington for review.

The Morrisey Model 1000C ("Nifty") aircraft project has been reactivated at the request of the manufacturer. A revised basic load report has been submitted for evaluation and it is expected that additional data will be forwarded in the immediate future.

Two types of gliders are under construction in the Seattle area. One has been constructed from Detroit Glider Model G-1 and will possibly be approved under that Type Certificate. A German rotary glider of a similar type to that used on German U boats during World War II is being constructed and prepared for flight tests. (Continued on next page)

FACILITIES DIVISION:

VOR Establishment:

Kiowa and Pueblo, Colorado. Preliminary surveys were started.

Fillmore, California. The final survey was completed and the proposal is being prepared for issuance immediately after January 1.

Williams, California. All survey and field data have been completed.

Long Beach, California. Construction work was completed and final inspection made on December 7. Installation work will start as soon as equipment has been received from Moorcroft, Wyoming range.

VOR/DME:

Milford, Utah and Redbluff, Calif. VOR modernization and DME installations were completed December 7.

Mormon Mesa, Nevada DME installation was started 12/8/53 and completed 12/17/53.

Twin Falls, Idaho. VOR and DME installations were started 12/8/53.

Bryce Canyon, Utah DME accepted for operation 12/1/53.

Grand Junction, Colorado DME accepted for operation 12/4/53.

Spokane, Washington DME completed 12/11/53.

Lovelock, Nevada DME final tune-up in progress.

Las Vegas, Nevada DME installation started 12/18/53.

Relocation SRA Range: Tucson, Arizona. Further discussions were held with the military at Tucson regarding the relocation of this radio range.

Improvements to Intermediate Landing Fields: Furnace Creek, California. The enlarging of the parking apron and the gravel strips along the sides of the runway have been completed except for seal coat application on the parking apron which will be applied during the first week of January.

Fan Markers: Oceanside, California. Installation of new power service was completed 12/10/53. Vail Lake, California. We are still trying to get delivery on final parts from the military so that this installation may be completed and commissioned.

ILS Cable Replacement: Long Beach, California. A proposal was completed and submitted to the Procurement Branch for issuance.

ILS Monitor and Lighting Controls: Salem, Oregon. Plans for relocating the controls to the Weather Bureau office were completed and the construction work was completed December 16. (Continued on next page)

ILS Installation:

Denver, Colorado ILS relocation completed and commissioned on 12/6/53.
Oakland, California DME at the ILS completed 12/4/53.
San Francisco, Calif. The DME at the ILS was completed 12/16/53.
Los Angeles, California Satisfactory site tests have been completed for the new TUS glide slope.

Air Traffic Control Center Lighting: Denver, Colorado. The contract work for the modification of the lighting of this facility has been completed.

Establish "HH" Facility: Santa Barbara, California. Field investigations for this facility were made during the month with representatives of the Military services.

Airways: An aerial reconnaissance survey was made for a victor airway between Gila Bend, Arizona and El Paso, Texas.

OFACS combination: Field surveys have been completed for the combination of the Seattle-San Francisco OFACS. Drawings and proposal are now being prepared.

TOWAC relocation: Colorado Springs, Colorado. Plans are being prepared for the relocation of this facility to a new administration building.

Tower and Towac Installations:

Long Beach, California Temporary tower started 12/18/53.
Medford, Oregon VHF/DF installation in the tower completed 12/21/53.
Pendleton, Oregon. Relocation of the Towac was started this month.
Cheyenne, Wyoming. Plans and specifications for the installation work were started December 15.
Burbank, California Plans and specifications for the electronic installation are 70% complete.

The Pine City, Washington fan marker and "H" facility were completed 12/4/53.

INSAC Modernization:

Oakland, California Modification started 12/7/53.
Red Bluff, California Modernization completed 12/4/53.
Las Vegas, New Mexico Modernization started 12/16/53.
Santa Barbara, Calif. Antenna relocation was started 12/14/53.
Columbus, New Mexico Electronic engineering plans are in progress and will be completed early in January.

(Continued on next page)

Remote Receivers: Albuquerque, New Mexico. A field survey was completed and the plans are being developed for the establishment of remote transmitter and receiver facilities on Sandia Mountain.

Oakland, California. The Oakland/Mt. Tamalpais remote receiver/transmitter control was completed 12/4/53.

Military UHF Program:

Phase IV-A. Completed installation at Van Nuys, California ATC tower. Plans completed and equipment delivered for Denver tower. Overall planning now about 50% complete.

Phase V Planning now complete on Tucson Tower and INSAC, Palmdale Tower and INSAC, Van Nuys Tower. Surveys to be started January 1 on Portland and Long Beach. Installation of equipment will be delayed due to non-availability of several military equipment items.

AIRWAYS OPERATIONS DIVISION:

Final authorization to discontinue the Rodeo, New Mexico and La Grande, Oregon communications stations has been received from Washington. Rodeo will be decommissioned January 6 and La Grande will close December 31. Appropriate Notams have been issued.

Washington has temporarily suspended Center use of the "Via Flight Planned Route" procedure to permit further coordination and pilot education following which the procedure will be reinstated in its present or a modified form.

Pursuant to the Administrator's letter of November 2, 1953, this Region has issued a circular to the aviation industry proposing discontinuance of several L/MF ranges and homing beacons and certain light beacons. The closing date for receipt of comments has been set as January 18, 1954.

As requested by the Administrator's letter of November 20, 1953, this Region has forwarded to Washington its recommendations concerning the discontinuance of certain communication stations.

The Air Force has completed installation and flight checking of the VHF/DF service in the CAA Medford station/tower combination.

The Operations Supervisor program (formerly District Supervisor), insofar as selection of personnel and assignment of areas is concerned, has been completed. One APTC position remains vacant due to the fact that Mr. Carl Kusrow has transferred to the Technical Services and Planning Branch; action has been taken to fill this vacancy through NPP.

(Continued on next page)

Procedures have been agreed to by the Business Administration and Airways Operations Divisions whereby the calculation of all charges against air carriers for CAA message handling at Seattle and San Francisco OFACS will be accomplished by station personnel. The Accounting Branch hereafter will receive a monthly summary of message units handled for each company to be billed by CAA. Heretofore, charges for San Francisco have been computed by the Accounting Branch.

A conference regarding State Plans in Civil Defense and Security Control of Air Traffic, sponsored by 29th Air Division (Defense) Headquarters, was held at Great Falls, Air Force Base December 10-11, 1953. Those attending included CAA Regional Administrator, Region Four, civil defense representatives and State Directors of Aeronautics from the five states comprising the 29th Air Division sector of responsibility, 13 CAA Montana station chiefs, local CAA personnel, and 29th Air Division (Division) representatives. Governor J. Hugo Aronson of Montana and Mr. A. R. Lee from the Atomic Energy Commission at Arco, Idaho were also present. Mr. Lee addressed the conference on the atom as a source of power for industrial use.

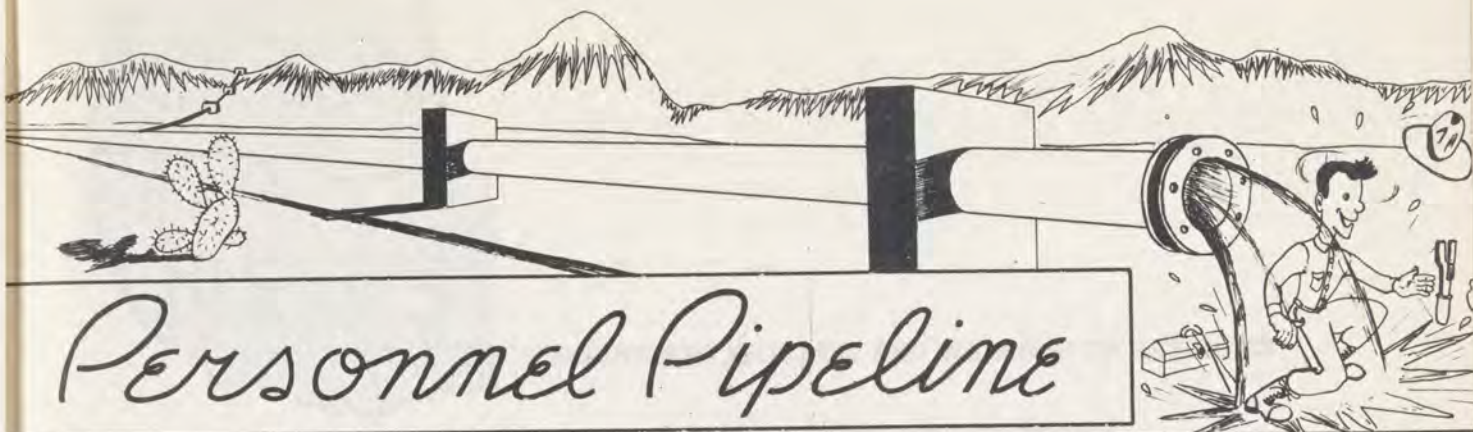
On December 10, ADLO Simonson spoke to pilots attending a link trainer course at Hamilton Air Force Base. Subjects covered were CAA facilities and operating procedures, including aircraft movement information. Among those present were Brigadier General Andrew, Commander 28th Air Division and Colonel Anderson, Commander, Hamilton Air Force Base.

The Region's final recommendations for the proposed consolidation of the two West Coast OFACS facilities have been forwarded to Washington. At Washington's request, Mr. Butler was detailed there December 17-19 to discuss the subject with both the Operations and Engineering Divisions. We have been informed that Washington has accepted the Region's proposal as outlined with the exception of the increase of power suggested at Anchorage. They have indicated, however, that they are willing to experiment with this phase of the consolidation and if it is demonstrated that more power is the answer, it is believed that there will be no reluctance shown in relocating necessary transmitters.

Mr. Butler has been detailed to the Regional Office in a special position which has been established not to exceed one year for the purpose of spearheading the consolidation of the OFACS facilities.

A directory of ADC interphone and teletype services was forwarded to Washington in accordance with their request.

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REMINDER ON PERFORMANCE RATINGS:

January 31st is the anniversary date for making out the Performance Rating Report CD-67. The schedule will be announced by administrative notice to insure that this program is completed within the prescribed time limits. Remember that each employee's performance should be evaluated for the entire year. If a person recently transferred under your supervision, it is suggested that you obtain an unofficial rating from his former supervisor. It is not mandatory that you accept the other person's evaluation, but the performance rating law provides that this service will be considered. Let's do a fair and honest job!

SUGGESTIONS:

We are happy to report that the Regional Suggestion Board have been burning a few candles to make the suggestion program current. During the past month, the Board reviewed somewhere around 70 ideas. Five were considered good enough for cash awards. In answer to several inquiries, approximately 10% of the suggestions submitted through the program are adopted by the agency for use and approximately 5% of those adopted are considered good enough to justify paying cold cash.

RTF PROGRAM:

The Personnel staff is now breathing sighs of relief in that the recent Reduction-in-force program has been completed. The latest statistics show 27 actual separations with another estimated 150 moves of various types (reassignments, transfers, demotions, etc.) Whew!

CIVIL SERVICE INSPECTION:

We have just learned that the Regional Office of the Civil Service Commission, San Francisco has scheduled a general inspection of regions personnel management program during the week of January 25-29. This is not a classification audit, instead this inspection is geared to evaluate the overall personnel management program in such areas as employee training, recruitment, promotional system, and employee services.

EMPLOYMENT FREEZE:

Yes, we still have a bit of a freeze on recruitment and promotions. This is a departmental freeze, but is not too far reaching. The Region is authorized to recruit force account personnel, GS-4, CPC-6's and below, Airways Operations Specialist and Electronic Maintenance Technicians at entrance grade levels. All other recruitment actions except those jobs financed from working funds still need the approval of the Washington Office. The promotion plan freeze only affects assignment to grade 13 and above.