



CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. II No. 6

DECEMBER 1, 1954

O.F.A.C.S.

By Merle E. Zeigner, Electronic Engineer  
Facilities Division-Establishment Branch

OFACS! What is it? That's a logical question you ask. In this organization of the CAA which has so many varied responsibilities and calls for specialization in so many fields, there are relatively few people who have come in close enough contact with the OFACS facilities as to have a workable understanding of just what the OFACS is and what it accomplishes.

Back in the "Thirties", the OFACS ( OVERSEAS FOREIGN AERONAUTICAL COMMUNICATION SYSTEM ) was conceived and designed as a world-wide weather collection-dissemination system and communication system. The original concept called for establishment of Continental U. S. stations at New York, New Orleans, and San Francisco with direct communications with other world-wide stations at Panama City, Canal Zone; Manila, Philippine Islands; Auckland, New Zealand; Sydney, Australia; Melbourne, Australia; Tokyo, Japan; London, England; Lima, Peru; Bombay, India as well as many other direct and indirect connections to all other countries of the world. The weather collection system was designed as the one complete collection system for weather data as well as a rapid and complete system of dissemination of forecasts and storm warnings. Complete broadcast coverage to aircraft of local and enroute weather information was included and to be accomplished by each of the stations of the system for each particular area.

Inauguration of the system for the purpose for which it was originally designed was only partly started at the outbreak of World War II. Emergency demands of the war made it expeditious to convert this vast network into a system of rapid communications for literally millions of words a month of traffic with military aircraft. The San Francisco station was commissioned in 1941 and immediately expanded two-fold to handle military communications with aircraft throughout the Pacific, through to the successful conclusion of the Pacific War with Japan. (Continued on next page)

The San Francisco Station was augmented by the addition of stations at Seattle, Washington; Anchorage, Alaska; Miami, Florida, and Honolulu, T.H. These stations played a very important role in the war effort. Almost every pilot who ferried a plane across the Pacific at one time or another depended upon one or more of these stations for his safety. History can show you the numbers of these which run into the thousands.

With the return to semi-peacetime operations, economy measures have dictated curtailment of the OFACS operations to the extent that the Seattle and San Francisco units were consolidated in 1954 and air-ground communications activities have been released almost entirely to private enterprise. The San Francisco unit now functions as a relay point for meteorological information between the Continental U. S. and the Pacific Area with connections directly to Anchorage, Alaska, and Honolulu, T.H. Meteorological broadcasts are still retained on a limited basis together with corridor traffic control of aircraft within 200 miles of the coast line. Pacific area weather information is distributed to weather forecast centers of the U. S. and to all outside agencies which benefit by its use in their operations.

At the present time, we are engaged in the project of streamlining the old OFACS control station at San Francisco into a new system of communications and re-locating the control point to the new Administration Building at the San Francisco International Airport. The project will include the installation of a new automatic teletype distribution system known as Western Union Type 45A to be used for automatic handling of revenue air traffic messages between the Anchorage-Honolulu areas and the United States. The installation of new modernized teletype equipment for the more efficient handling of meteorological traffic and revised control systems between the Control Station and the OFACS Transmitter Station at Belmont, California, and the OFACS Receiver Station at Pescadero, California, will be accomplished to streamline our equipment for operation in conjunction with automatic systems.

The new quarters to be occupied in the International Airport Administration Building were designed specifically for use of the CAA for the OFACS Control Station and INSAC Station. Present plans call for the consolidation of the San Francisco INSAC with the Oakland INSAC at the Oakland Airport. This leaves the San Francisco Terminal Quarters for occupancy strictly by OFACS facilities and the Control Tower which was recently relocated to the new building.

Funds were recently received for this relocation project and the Engineering Section of the Facilities Division's Establishment Branch is in the process of preparing plans and specifications. It is estimated that about eight months will be required in the Engineering and Installation work before the actual move has been consummated.

\* \* \* \* \*

#### CHRISTMAS CARDS vs CHRISTMAS CHEER

In lieu of Christmas Cards this year - the Los Angeles Communications Station voted to help needy families, and they wish to take this opportunity of extending Best Wishes for the Holiday Season to everyone.



## REGIONAL ADMINISTRATOR'S COLUMN

Since I last talked with you there has been a Regional Administrator's Conference in Washington. Some of the information obtained at that conference and some of my reactions after breathing the Washington atmosphere for a week may be of interest to you. You know sometimes you get a greater insight into the health status of an organization from the attitudes of people and their informal expressions than is evident in written policy instructions. I am happy to report that this time I got a definite impression of optimism and the encouragement of a greater feeling of stability underlying our whole Washington Office attitude. Everyone seemed to be looking forward and planning constructive progressive programs. The prospect for next year's budget appears encouraging. Whereas the level for our regular routine activities is about the same as for this year, recognition is being given to the increased funds necessary for operation of new facilities commissioned during the year.

On the really bright side is the fact that there is a greater realization for the urgent need to solve the increasingly acute problems of air traffic control which is reflected in a substantially increased budget for the establishment of air navigation facilities. Also there is a proposed increase in the request for funds for the Federal Aid Airport Program. Therefore the outlook is a healthy progressive one.

Of course we are still looking for methods of improving our operation, effecting economies, and instituting more efficient procedures. This should be a continuing objective for any governmental organization, and to this end your ideas and suggestions are always welcome. With respect to suggestions for improving our operations I recently had the pleasure of making some awards - - cash as well as Certificates of Commendation. More details on this are contained elsewhere in this issue.

This is the December issue so now let's talk about Christmas. Incidentally my thanks to all of you who responded to the Christmas card contribution suggestion which appeared in this column last month. For those who might still wish to participate there is yet time.

December 25 is a holiday, but it is more than that. It is the birthday of the Savior of mankind - - the One who is the hope of the world. We celebrate the occasion by giving presents to loved ones - - thus the spirit of giving as exemplified by Christ who gave His life is commemorated. This year we have many things to be thankful for and about which to rejoice. Armed forces are not engaged in mortal combat and the slender thread of hope for world peace is growing stronger. Our own living conditions are improving. The cost of living has even decreased a little, and the trend toward inflation has been curbed. More people than ever belong to and are attending the Churches of their choice. This is truly a significant trend and so it is cause for a joyous Christmas season. I wish each and all of you a very happy one.

## INCIDENT REPORTS

From: Station Chief, Fort Bridger, Wyoming

October 26, 1954. At 1635M Fort Bridger received a call from a C-47 aircraft in which the Pilot declared an emergency. Previously a routine position report had been received from the aircraft. The pilot advised they were trying to maintain altitude on one engine and had feathered number 1 engine. The pilot requested the weather at Rock Springs, where low ceilings prevailed. The weather was clearing rapidly at Fort Bridger and our weather was also transmitted to the aircraft.

ARTC at Salt Lake City was advised of the emergency as soon as possible after terminating the first contact with the aircraft. ARTC requested the altitude and if the aircraft was in the clear. This information was requested from the pilot and he advised that his altitude was eleven thousand eight hundred in the clear. The information was then relayed to ARTC.

The Captain advised that he was losing altitude very slowly, but would be able to make it into Fort Bridger. He requested the terrain heights, and also towards Hill Air Force Base. He was advised of the heights and the minimum enroute altitude to Hill. The pilot then requested that the Fire Department be called to be standing by as he had a load of passengers. The Lyman Volunteer Fire Department was called. Maintenance Technician Harry Flentz was also standing by with a hand fire extinguisher.

At 1648M the aircraft was sighted from the Airport Station Building. The pilot had some difficulty in locating the field and explained later that he expected surfaced runways instead of boundary lighted sod. The Airways Specialist advised the pilot of his position south of the field, field conditions, altimeter, wind, length of runways. The pilot elected to land to the NE because of the setting sun. At 1654M the aircraft landed at Fort Bridger, but was unable to taxi to the parking area.

At least a dozen such incidents have happened at this Field during the past few years, which tends to prove that the CAA maintained intermediate field pays for itself many times in human lives, as well as property saved, that might otherwise have been lost.

AOS on duty during this incident: C.L.Estes.

Editor's Note: A letter of appreciation signed by Mr. Marriott was forwarded to the Lyman Fire Department, Lyman, Wyoming, thanking them for the cooperation and helpfulness displayed by them during this emergency.

November 1, 1954. At 1430M the pilot of a Swift aircraft, enroute from Rock Springs, Wyoming, to Salt Lake City, Utah, contacted this Station and advised that he was unable to orientate his position. He further stated that he was picking up an "A" signal from the medium frequency range. He estimated that he was about forty miles west of Rock Springs and was heading west according to the sun. His compass was whirling round and round and all he could see was mountains. No land marks that he could see could be identified as they were all mountains. (Continued next page)

(Continued from page 4)

The pilot was advised to turn his volume down on the receiver and advise as soon as possible if our signal was getting stronger. We then suggested that we believed that his position was in the SE quadrant of the Fort Bridger range and that he bear to the right in order to come into the OC, this would also take him away from the mountain range. At 1445M the Pilot spotted a small settlement which from his description was tentatively identified as Church Buttes. We then advised him to continue until he sighted a paved highway. Highway 30 was soon sighted, and the pilot followed the highway west. When the aircraft was over Fort Bridger, he could not locate the field until we had given him its location within relation to the town. Only after the beacon was turned on did the pilot sight the field. At 1450M the aircraft landed at our field. The pilot was very nervous as he had his wife and baby with him. He apparently was too confused to follow a Radio Range signal and had flown around in the mountains for some time unable to orientate himself.

Personnel on duty, AOS C.F. Barclay aided by SES Jerry Quick, Jr., and ET Harry Flentz.

\* \* \* \* \*

The following information is quoted from The Cockpit, United Air Lines semi-monthly bulletin and newsletter of the Flight Operations Department.

"Following is the ranking of top ten cities in number of passengers boarded, January through August:

Chicago . . . . .	488,071
San Francisco-Oakland . . . . .	438,542
Los Angeles-Burbank . . . . .	400,851
New York-Newark . . . . .	214,577
Denver . . . . .	189,226
Seattle . . . . .	173,134
Cleveland . . . . .	158,380
Portland . . . . .	130,643
Omaha . . . . .	69,546
Philadelphia . . . . .	66,753

"The average domestic scheduled airliner carried 29 passengers per airplane mile last year. Intercity buses carried 19 passengers each. Railroad coaches had an average load of 24 passengers. Pullman cars carried 10 passengers."

\* \* \* \* \*

PLEASE NOTE: LA-180 is interested in obtaining the current address of all former CAA employees who have retired. Please forward these addresses as soon as possible.

CREDIT UNION NEWS

The CAA Region 4 Federal Credit Union has grown to over a million dollar organization during 1954. In five years time CAA Region 4 employees have, by cooperative self-help, built their Credit Union organization into one of the select million dollar Federal Credit Unions in the United States. Every member has played his part in helping each other, and themselves.

Your Credit Union will continue to grow and more families will enjoy a better way of life if all members will help in bringing the Credit Union story to their fellow employees. Use your Credit Union to maximum advantage during 1955.

As this is the last Region Newsletter to be published during 1954, all of the Credit Union officers, committee members, and staff, wish to take this opportunity to send Holiday Greetings to each and every member.

\* \* \* \* \*

WHY NOT JOIN YOUR CREDIT UNION NOW

Fill in and mail this blank today

-----

CAA Region 4 Federal Credit Union  
5651 West Manchester Avenue  
Los Angeles 45, California

\_\_\_\_\_ Yes, I desire to become a member of the Credit Union.  
Please send me membership signature card and additional information.

\_\_\_\_\_ Also, I wish to apply for a loan of \$ \_\_\_\_\_ to be repaid in \_\_\_\_\_ monthly payments.

Name \_\_\_\_\_

Address \_\_\_\_\_

Note: Loans up to \$400.00 may be granted on signature alone if employed by CAA 3 years, or more. Higher loans are available provided adequate collateral is furnished, such as automobile, co-signers, etc.

Be sure to contact your Credit Union for your 1955 automobile financing, or any other provident or productive purpose.

\* \* \* \* \*



#### ALBUQUERQUE, NEW MEXICO

ARTC Center: With the arrival of five new Controllers and six Assistants, and the departure of five of our older men, this Center has taken on a "new look" - at least from a personnel standpoint. In orienting the new Controllers to Albuquerque Center practices two things stand out - first, since Centers in this Region encompass mountainous terrain, the new men are experienced in control over this type of terrain which has facilitated training. A second evident factor is the small variations in board markings in use by the various Centers which tends to slow down training and confuse the new people for awhile.

Effective November 15th the Center's control area was lengthened by the addition of 25 miles on Red 59 southeast of Gage and 25 miles east of Alanreed on Red 24. The boundary revision coincided with the opening of the new Oklahoma City RAPCON.

Several weeks ago one of Albuquerque's Kiwanis Clubs visited the Center following their weekly luncheon, and were given a "Cook's Tour" of this facility and the adjoining INSACS. Considerable interest was evidenced in the way air traffic is controlled. Previously a member of the Center had attended a luncheon and explained how the CAA facilities join together to promote safe and orderly control of aircraft.

It was a pleasure to have had a number of Regional Office visitors in the Center the past several weeks. These include Chet Church who completed the semi-annual inspection, and Messrs. DeAndrea and Nollenberger.

#### BOISE, IDAHO

SES: Installation crews have been working in Boise, Idaho installing new or modernizing existing facilities since June. Boise has a new modernized ILS Localizer and Glide Path, UHF Direction Finder, and a non-commissioned DME. Work will soon start on the Phase 5 UHF program.

The UHF Direction Finder is a unique piece of equipment obtained on loan from the Air Force. The equipment has 20 preset channels between 200 and 400 mc or any manual selection of frequency desired. Direction indication is presented  
(Continued on next page)

on a scope tube. Reliable bearings have been taken several hundred miles from Boise. The Air Force provides all flight check service on this equipment. The antenna enclosure is six feet tall and is mounted on a mast above all obstruction on the CS/T Cab. A crows-nest and winch were provided for the safe removal of the antenna for maintenance.

COMBINED STATION/TOWER: The first monitored approach with Boise's newly commissioned UHF DF was made on November 12, 1954. An F 86 had just commenced a low frequency DF approach at Mt. Home AFB and was unable to continue the approach when the pilot discovered that the Mt. Home homer had failed and a GCA approach could not be made because the latter was out for maintenance. Contact was made with the aircraft over Mt. Home AFB and the pilot was cleared for a standard jet approach at Boise. Following the procedure turn towards Boise and when descending to the minimum altitude the pilot still could not see terrain or was not sure of his position. However, inbound DF bearings were given the pilot which reassured him, and when he broke out at a very low altitude the aircraft was lined up with Runway 10 and made a safe landing with less than three minutes fuel on hand. Needless to say the pilot was very appreciative of the "assist".

A UHF DF facility was commissioned at Boise on the 9th of November. Aside from the primary purpose of the equipment which is to give accurate "steers" to aircraft the equipment has already been used to locate interference on the UHF channels. A "fix" was put on the NG radio shop several days ago when technicians were testing equipment and causing severe interference on 257.8 mcs. Several actual "steers" have already been given to aircraft upon request and thus assisted in locating Boise.

A B29 recently was lost account radio and navigational equipment failure and made an emergency landing at Mt. Home AFB. In lieu of UHF DF which was not in operation at the time, the pilot was assisted in orienting himself by CS/T personnel by reference to airways beacons, strength of and fading of radio signals as received at Boise CS/T and location of cloud formations. The pilot contacted Boise and advised that he could see beacon lights in the distance and was approaching an overcast. Later the pilot sighted a large body of water. The only location that seemed to fit was an area in the vicinity of Anderson Dam, some fifty miles from Boise. Weather was mostly clear east of Boise but cloud formations were broken or overcast from Boise west and between Boise, Mt. Home and Gooding. Approximately thirty minutes after the initial contact and being advised of the probable position based on the meager information at hand, the pilot sighted Mt. Home AFB.

Immediately following the take-off of an F 86D at Boise Air Terminal one day last month, the alert assistant controller working the "A" position observed what appeared at the time to be leaking fuel. The jet pilot was advised. An F51 pilot in the air checked the situation and passed back the word to the tower and the F 86D pilot, that the jet's rocket door was open with a uniform hanging out and fluttering in the breeze. An emergency landing was made in about seven minutes. The pilot discovered that he had inadvertently hung his "wardrobe" on the aircraft and forgotten it. Fortunately the "wardrobe" which contained the pilot's wallet and personal papers had not stretched the clothes hangar to the point where all was disengaged and scattered to the four winds.

(Continued on next page)

Peak jet fighter traffic at Boise was during the month of August, when units from several western states were conducting intensive training missions at Boise Air Terminal. During one eight hour period there was an average of one landing and one take-off during every fifty seconds. With most of the western states National Guard fighter organizations conducting their yearly training at Boise over a period of four months, a type of traffic control becomes necessary which is a far cry from the old days of controlling the slower B26, B17, and B24's that have operated in large numbers off Boise Air Terminal.

Boise is one of the few cities in the west that is known to have an active aerial sheriff's posse. The Ada County Aerial Sheriff's Posse, headquartered at Boise, has fifty members, most of whom are pilots, with approximately twenty-five private aircraft available for immediate call. Members of the Aerial Posse were instrumental last month in "pinning down" in the mountains north-east of Boise, an escaped convict from the Idaho State Penitentiary.

A monthly aviation round table discussion and luncheon is regularly sponsored by the Idaho Director of Aeronautics and held at the Strato Room at Boise Air Terminal. These meetings are attended by CS/T personnel. Mr. Chet Moulton, the Idaho Director, who is the "sparkplug" for many aviation activities and greatly responsible for the resultant ever increasing use of private aircraft in Idaho, announced at the last luncheon that the diversified use of aircraft in Idaho will be covered in the near future in an article in one of the national magazines. The magazine representative spent more than a week traveling by aircraft to the remote and other sections of the state learning how seriously Idahoans consider the use of aircraft as essential in the state's economy.

The Mt. Home AFB, operated by Strategic Air Command, is rapidly being supplied with B 47's, some twenty-five or so now on the field with about the same number of KB 29's. It is expected that there will be about fifty B 47's and forty KB 29's operating from Mt. Home, which should keep Boise approach control busily engaged during the coming winter months. A TVOR facility is being installed at Mt. Home AFB.

During the month of August the Chief of the Boise CS/T, accompanied by his wife, made approximately a 4200 mile cross country trip in a Piper PA 12 aircraft. Extensive use of low frequency navigational aids was made throughout the entire trip, in navigating across entirely strange country and in locating a half dozen or so airports, especially the ones in the San Diego and Los Angeles areas during low VFR conditions. Not being fortunate enough to own VHF equipment, maximum use was made of low frequency ranges in cross checking with ground check points and flying a route which was mostly along present low frequency airways. In fact it is very doubtful that several local flights would have been made in the strange territory around Fullerton and Long Beach without the availability of the northeast course of the Long Beach range, not being accustomed to flying in three miles visibility as observed in those areas. Route of flight on the trip was via Denver, Albuquerque, Midland, San Antonio, Corpus Christi, El Paso, Yuma, San Diego, Los Angeles, Sacramento, Winnemucca and Boise. Many excellent contacts by radio were made with communications stations, CS/T and towers. The overall service received, with few exceptions where there were extenuating circumstances, was of the type that has given the CAA its enviable reputation with aviation people.

(Continued on next page)

(Field News Continued)

FORT BRIDGER, WYOMING

COMMUNICATION STATION: The Fort Bridger field and Station are located on a mesa in southwest Wyoming, elevation 7016'. We have two seasons each year, 9 months winter and 3 months summer. On the day the temperature reaches 85 degrees we have our annual base ball game. Our hardships are many during the winter. We have to drive 40 miles to a Doctor, which results in our using home remedies often times when we should not.

We were formerly known as the hell-hole of the Fifth Region. When the Fifth Region sent us a GS-7 AOS, they used to promise him a Cadillac for Christmas and send along a GS-5 for training to take his place when Santa did not arrive. We were also known as the official Port of entry in the Fifth for personnel transferring to the States from foreign duty. This condition seems to have changed lately as we have not had much turnover in personnel.

The Fort Bridger Intermediate field has two sod runways, which are usually in good condition in the summer. During the winter we have a NE-SW strip which is harrowed to break up the snow drifts and is also marked by flags and lanterns. We have had at least fifteen emergency landings during the past five years. The amount of lives saved as well as aircraft many times off-set the cost of operation. This is not counting at least a half dozen aircraft each month who land here principally because of inclement weather between this Station and Ogden or Salt Lake City. AOS in the past have aided pilots many times in orienting their position after being lost in the mountains.

As for unusual requests for assistance in the past, we can recall the President of an Oil Company, whose twin beechcraft was forced down here by bad weather. He had to get to Evanston, Wyoming, a distance of 40 miles. It was snowing and the roads were slick. Finally he talked one of us into attempting to drive him to Evanston after working hours. When this party reached Evanston after about two hours of fighting the snow, he was asked by the Oil Man how much he owed him. He replied that what ever he thought it was worth would be satisfactory. The Oil tycoon handed him three dollars, which nearly paid his gas bill back to the Station after slipping and sliding in the snow. (Editor's note - We are proud of you).

Another incident: A lady pilot was lost in her aircraft. She had never flown in the mountains before and was scared. After aiding her in locating the airport, she requested that someone ride with her to Salt Lake City and she would pay their transportation back on the bus. (We should have more personnel as you never can tell when an incident of this nature is coming up, and we would be better able to render service to the flying public). (Editor's note - As public servants we can expect to be imposed on occasionally and we learn to take it in stride as part of the job).

Pet peeve: Many people, especially those in our own organization think that all we do at Fort Bridger is hunt and fish. We do enjoy this sport, but actually we do not hunt or fish much more than the City folks. We are always short handed or with someone on leave. Our days off are spent either going to the  
(Continued on next page)

City ourselves or getting our automobiles repaired. Wear and tear on cars is terrific in the rocks and sage brush. You have to woo a Secret Pal and take the oath or you are not going to find any good hunting or fishing anyway.

This Station is very busy during bad weather, as we contact a lot of aircraft and personnel generally have a feeling of accomplishing something while on duty here.

#### LEWISTOWN, MONTANA

A total of nine deer were bagged this Fall by personnel of the Lewistown, Montana INSAC or by members of their families.

The SES, his son, and the ES each bagged one within a half mile of the low frequency range!

\* \* \* \* \*

The Oakland Communication Station is following the Regional Administrator's suggestion in regard to Christmas cards. Instead of sending out cards this year, the money is being donated to charity, specifically the Western Nephrosis Society. Mr. Werner Renfer of Oakland ARTC, who lost his boy a few years ago with the dread disease, is President of the Organization.

The following is quoted from a pamphlet:

#### "NEPHROSIS - WHAT IS IT?"

It is an often fatal kidney disease that strikes very young children. This insidious disease is taking its toll of our children and yet the word Nephrosis is usually an entirely new term to the general public. Nephrosis is not rare. Despite the fact it has been known to the Medical Profession for over 120 years, there is still very little known as to the origin, prevention or cure of the disease. Nephrosis is not limited to any particular race or sex. It may strike anyone, any-time, anyplace. Although this is a very disheartening and serious disease, it is far from hopeless.

"Western Nephrosis Society is a non-profit corporation organized by a group of persons who have come in direct contact with Nephrosis. Time and work is completely voluntary. The aims of the Society are: To promote and help finance research in the field of children's kidney diseases. To acquaint the general public with the nature of the disease and the many problems the disease presents. To undertake parent cooperation and education. To endeavor to provide financial aid for patient care in families requiring assistance.

"Much costly research is needed and a great amount of time and money will be expended before this disease is conquered. With your help we can and will crush out this dreadful disease."

Anyone interested may write or contact the Western Nephrosis Society, Children's Hospital of the East Bay, 5105 Dover Street, Oakland 9, California.

\* \* \* \* \*

## SUGGESTION AWARDS

Christmas came a little early for three employees. They recently received cash awards for adopted suggestions from the Regional Administrator.

Glenn Bullock, Chief Accounts Branch, and Elemo Hartwell, head of the Drafting Unit in Facilities, were \$50.00 richer after a special session was called by the Regional Administrator in the regional office recently. The other award winner was Carl R. Brooks of the San Francisco OFACS who was awarded \$25.00 by District Supervisor Gene Matthews.

All of us will be affected by the time saving suggestion submitted by Mr. Bullock. In the past, the Accounts Branch has issued each person's leave balance by use of a special form. Mr. Bullock suggested that the Form W-2 (Withholding Statement) had space enough for this type of information thus saving the time and paper involved in furnishing a special form for it. The Internal Revenue Bureau in Washington D. C. was called into play, and they authorized the go ahead signal. Simple idea, we admit, but it saves a lot of time and we still get the same benefit.

Mr. Hartwell devised a new system of numbering facility site drawings. His system will permit us to eliminate the bulky alphabetical catalog which has been issued annually. The new look is much more streamlined and almost so simple that we've been wondering why someone didn't do something about it before.

Mr. Brooks suggested a scheme for salvaging silver from burned or worn out relays and switches. This idea was considered to be very good at those facilities having large switches. This idea was referred to Washington and it is just possible that Brooks may even realize more out of his suggestion.

The Regional Administrator also issued Certificates of Commendation to Mrs. June Harrison and Mrs. Sylvia Abbett of Business Administration and Miss Eloise Hughes, draftsman in Mr. Hartwell's Unit.

If you haven't tuned in on the Suggestion Program frequency give it some thought. The Agency can use the ideas and you could just possibly use the pocket change.

\* \* \* \* \*

## DIVISION HIGHLIGHTS

### GENERAL SAFETY DIVISION:

All of the district offices, except those in the extreme northern part of the region, are continuing to report increases in General Safety activity. Student activity and flight training appear to be on the increase throughout the entire region.

A flight clinic, conducted by Oakland District Office on October 9, 1954, had as sponsors the Sheriff's Aero Squadron of Alameda County and the California Air National Guard. A portion of the flight clinic was held in the National Guard Hangar at Hayward and more than 90 people were in attendance. (Continued next page)

Agent Witter of the Boise District Office reports that an Aviation Round Table Luncheon is being held at the Boise Municipal Airport every month. All interested persons, including local operators, military personnel, air carrier employees, flying clubs, and others, meet with the idea of exchanging information, discussing local aviation problems and getting better acquainted with each other. Agent Witter feels that such a group offers an excellent opportunity for the CAA to sell our Safety Program to the flying public.

Over 207 persons registered for the 6th Annual Washington State Dusting and Spraying Conference, held at Yakima October 26-27, 1954, according to Agent Jacobson of the Yakima District Office. He also reports a flight clinic scheduled for November 7, 1954, to be sponsored by Yakima aviation industries, which are composed of all operators located in the Yakima area.

The Seattle District Office, in cooperation with the Snohomish County Civil Defense Units, staged the first of a series of Good Neighbor tests with emphasis on its Air Support Units. The basic problem was to demonstrate the feasibility of CAP pilots using emergency landing strips such as roads and streets to carry out certain missions involving transportation of equipment and personnel, as well as radiological air survey and package dropping.

The Washington Flying Farmers at Wilbur, Washington sponsored a flight clinic last month, attended by Agents Gillis and Beyer. As a result of this clinic, the president of the Washington Flying Farmers requested another clinic, to be held in Walla Walla on November 19, 1954. This clinic will immediately precede an air tour to Cuba by the Flying Farmers group.

The District Office at Sacramento, in an effort to more thoroughly acquaint examiners with Manual 20 and the Pilot Examiner's Handbook, developed a short, written examination which was given at a series of examiners' meetings. This examination revealed certain weaknesses in the examiners' knowledge of Civil Air Regulations and has done a great deal to stimulate lively discussions during the meetings, and to encourage a more thorough knowledge of the Regulations.

Fresno District Office reports that the Coalinga College has inaugurated a 6-unit aeronautical course which enables students to obtain a CAA private pilot certificate. The course is available to all students at no additional expense. At present, the course is limited to 12 students, due to a limited teaching staff. It is believed that this aviation flight course is unique in the United States in that it is one of the very few in which the entire cost is borne by the local school district.

Mr. Max Laufer, a Foreign Trainee from the Department of Civil Aviation, Israeli, has been a visitor to this office during the past month, and we have made arrangements for him to be conducted through many repair stations and schools in this area, and also to witness an actual crop dusting operation and discuss agricultural aerial applications with a large concern that also conducts these operations in the Hawaiian Islands and Spain.

Our Van Nuys office reports that Glendale College Mechanics School has moved into a new building constructed for them during the summer. More adequate space is now available to them with large doors provided through which a fully assembled aircraft may be moved into the school for instruction on "live" aircraft. This

(Continued on next page)

school has taken over a number of students and instructors from another nearby school that is discontinuing operations.

The Art Whitaker Company of Portland is working on a project to produce the "Piper Vagabond" in an all wood version. They have the engineering data from Piper Aircraft and have an aeronautical engineer employed to work up the data for the wood version.

The Seattle district reports another home-built aircraft has been completed in their district, and Agent Phelps of that office has flown it and pronounced it a very nice flying light aircraft. The workmanship and construction is excellent. On October 28, a timber worker discovered the wreckage of an Aeronca 7AC airplane that has been missing since early 1948. Investigation revealed that it was one that had taken off unoccupied after being hand cranked by a mechanic at Auburn, Washington, and had crashed on the slopes of Mount Ranier, twenty-five miles distance from Auburn.

Agent Moran of our Helena office reported a case where a mechanic placed a propeller on the hub of an engine, and before it was bolted on, turned the propeller. The switch was on and the throttle partially opened; the propeller came off the hub, striking the mechanic on one leg. The doctor was able to save the leg but without the use of the knee, which will be stiff.

#### AIR CARRIER SAFETY DIVISION:

On October 12, 13, and 14, maintenance and operations agents assigned to United Air Lines held a meeting in the San Francisco Air Carrier District Office. CAA Agents from New York, Chicago, Denver, Seattle, San Francisco, and Los Angeles attended this meeting. This conference was held for the purpose of discussing the work program for United Air Lines, its implementation and uniform inspection methods. The first day was devoted to discussions of United Air Lines' operations problems while the second day was devoted to familiarization with United's safety program. A tour of United's San Francisco Maintenance Base was conducted on the third day.

The second day's program, which was conducted by United Air Lines' Safety Department, emphasized the objectives of the company's safety policy and how it was being accomplished. This included display and demonstration of visual aids and other techniques used by the carrier in presenting its safety program to employees.

The tour of the Maintenance Base covered all phases of airplane and engine overhaul and line maintenance, and was highlighted by demonstration in the use of x-rays for the detection of material failure in inaccessible locations.

Resort Air Lines has leased-purchased two C-54 aircraft from California Eastern Airways with which to meet their commitments on the Air Force Mercury contract. California Eastern Airways anticipates performing the major portion of the maintenance on all of Resort Air Lines' aircraft, including C-46's, as well as C-54's. California Eastern contemplates replacement of these two airplanes in the near future.

(Continued on next page)

United Air Lines has sold a C-54 freighter to the Aviation Corporation of Miami for transfer to Compania Guatemalteca D DeAviacion. Transfer will be accomplished on or about November 10, 1954. This airplane will be converted to a combination passenger-cargo aircraft, and will be utilized on a run between Guatemala City and New Orleans. Modifications of this aircraft are being handled by Trans-ocean Air Lines, Oakland, California.

After more than a year of negotiating and plan changing, both the Flying Tiger Line and Slick Airways have returned to their original positions as independent air freight carriers. All other plans for merging or discontinuing business have been scrapped, and the two airlines are returning to their original status. They will continue to serve the routes and areas originally authorized, using C-46 and DC-6 equipment. Until sufficient DC-6 aircraft are acquired, the Flying Tiger Line will supplement their transcontinental operations with Douglas DC-4's. The Flying Tiger Line expect their next DC-6 on November 18, and are training new flight engineers with the assistance of the Slick Chief Flight Engineer and one of the former Slick ground instructors.

Slick Airways has designated a Director of Maintenance, and he has taken steps to improve the maintenance organization and delegate authority as necessary. They are continuing freight operations with the two DC-6's and some C-46's.

North American Airlines anticipate receiving delivery of their Douglas DC-6B, high density aircraft, about December 20. The seating capacity will be 102 passengers. Experienced DC-6 flight engineers are being procured to form a nucleus of trained personnel to operate this aircraft. These engineers will train student engineers selected from their maintenance personnel to fill future needs. North American Airlines started the DC-6 Maintenance Ground School on November 1, which will be followed by Flight Crew Ground School. Personnel from Douglas Aircraft Company are conducting the Ground School.

North American applied to CAB for the privileges of SR-405 (Ten-Hour Law), and indications are that CAB will require them to have company communications either provided by themselves or contracted to ARINC. CAB final action is expected within the near future.

Pacific Southwest Airways requested a waiver of CAR 40.356 to allow them to "deadhead" stewardesses in the jump seat of their DC-3's. The waiver was denied.

Great Lakes Airlines have their DC-4 in for major overhaul. They desealed the four center section tanks using the Delco Chemical Company refrigerated de-sealing unit. The total number of man-hours was less than 45 hours per tank. Total running time for the desealing unit was 12 hours, which accounts for a minimum loss of stripping material and out-of-service time for the aircraft. Delco states that the desealing unit can strip six tanks at once. The types of sealants removed from the aircraft were a variation of sealants installed over a period of 11,000 hours. This is the first six-tank desealing unit with refrigeration of its kind to be put into service. Great Lakes expects to complete the whole tank operation in less than 1,000 man-hours.

The Chief Surveyor, Airworthiness Authority of Israel, spent several days accompanying personnel of the Burbank and Los Angeles Air Carrier District Offices in the accomplishment of their routine duties. He was particularly interested in maintenance procedures pertaining to the C-46. (Continued on next page)

A representative of the Air Carrier Safety Division, Washington, D. C. spent several days in the Los Angeles Air Carrier District Office discussing helicopter performance requirements for inclusion in new Part 46 of the Civil Air Regulations. He made several trips, while here, on Los Angeles Airways regularly scheduled flights.

Continental Air Lines has added Bartlesville as a new stop on their El Paso-Kansas City operation.

Continental Air Lines is putting ignition analyzers at all stations where service work is accomplished. Two will be in service on the American Airlines-Continental Air Lines interchange between El Paso and Houston.

Continental Air Lines reports that the sugar scoops added to the CV-340 augmentor tubes do not seem to be doing any good regarding corrosion, but it is believed they are helping to prevent failures.

The mock-up of the air dock on the north ramp at Denver was given a full-scale operational test by United Air Lines on October 28. A DC-6 aircraft, with United Air Lines employees acting as passengers, was used in the test. The test was successful, and the information obtained will be used for some modification. Another operational test is planned in December.

There were approximately 11 CAM flights departing Boeing Field, Seattle, Washington, during the month of October with a total of 231 airplanes in the group. Agents of the Seattle Air Carrier District Office inspected approximately 10% of the total, monitoring the balance of the CAM operations.

#### AIRCRAFT ENGINEERING DIVISION:

Attempts to obtain clarification from the CAB regarding the evaluation of C-46 aircraft under SR-406 have been unsuccessful. Because of this, the Aircraft Engineering Foundation tentatively plans to go ahead with their modifications, conduct flight tests to determine how close they can come to meeting the CAR 4b requirements at an acceptable weight, and then ask for CAB approval of what they get. The CAA Washington office has indicated their willingness to cooperate in such a program and arrangements have been made for Region 4 personnel to continue participation in the Aircraft Engineering Foundation's flight test program.

Boeing personnel advise drawings have been released for production jigs for the military version of the Model 707 airplane, and construction of these jigs is to begin immediately. Over 55 hours of flight test time have been accomplished satisfactorily. It was stated that recent demonstration flights for prospective air carrier customers have been enthusiastically received. Boeing personnel indicated that, whereas previously there were too few customers, the present situation seems to be one of too many customers. The big problem insofar as civilian certification is concerned is how to get the U. S. Air Force to agree to the release of airplanes for early civilian deliveries. No information was available regarding when an Application for Type Certificate would be submitted.

The Douglas Company has submitted a proposed flight test program for the Model DC-7B aircraft. Present plans call for the start of CAA type certification  
(Continued on next page)

flight tests in the immediate future. CAA personnel plan to participate in the Douglas flight tests although all items necessary for the issuance of a TIA have not yet been cleared up.

A Type Inspection Authorization covering evaluation of the Fletcher FU-24 airplane under CAR Part 3 now has been issued. No definite information is available when an airplane will be submitted for CAA flight tests under either the Part 8 or Part 3 TIA.

A Type Inspection Authorization has been issued and CAA flight tests have begun on the Hiller Model HJ-1 ramjet helicopter. A Discontinuance Report is being prepared covering unsatisfactory operation in flight of the altitude compensator, the re-light system, and the fuel drainage provisions from the engine shell. Hiller personnel conferred with the Type Certification Board on November 22nd and action presently is under way to correct the difficulties. It is expected that the flight test program will be resumed within a week.

A Pre-TIA Type Certification Board Meeting was held on the LearStar airplane on November 10th. Several items remain to be cleared up. Technical data covering much of the powerplant installation recently have been submitted and it now appears that a TIA may be issued in the near future. CAA personnel have been participating in the flight test program on this model for several months.

#### AIRPORTS DIVISION:

Potential sponsors, who are interested in participation in the Fiscal Year 1956 Federal-aid Airport Program, have been asked to submit their project requests. District Airport Engineers are evaluating the increments of work included in the requests.

The Region 4 segment of the 1954 revision of the National Airport Plan was prepared and forwarded to the Washington Office.

Mr. Winger and District Airport Engineer Flaherty attended the semi-annual meeting of the California Association of Airport Executives at San Jose and conducted a panel discussion on recommended changes in the planning and programming standards for the Fiscal Year 1956 Federal-aid Airport Program.

Mr. Winger and District Airport Engineer Donaldson attended a meeting with Herbert H. Howell, Director, Office of Airports, and R. P. Boyle, General Counsel, CAA, and representatives of the City of Reno at Reno, Nevada, concerning the proposed City project under FAAP.

Mr. Winger visited the Seattle District Office and conferred with representatives of the Port of Seattle, the Director of the Washington State Aeronautics Commission, the Manager of Boeing Field, and representatives of Boeing Airplane Company regarding the Fiscal Year 1955 FAAP project.

Accompanied by District Airport Engineer Drew, Mr. Winger attended a meeting with representatives of the Port of Portland concerning the location of the Alert Hangar at Portland International Airport. Another item on the agenda was the submission of a revised master plan of Portland International Airport.

(Continued on next page)

AIRWAYS OPERATIONS DIVISION:

A group of Washington officials spent the week of November 7 in the Regional Office and at various California points to discuss the proposed use of military radar installations in the control of air traffic. D. Whitney and W. Stephens accompanied this group on its field trips in this region.

The same Washington group accompanied by regional representatives witnessed demonstrations of quadradar by Gilfillan at Fontana.

E. A. Russell has been assigned as Air Defense Liaison Officer to the 9th Air Division (Defense) which is to be activated at Fairchild AFB in the near future.

Hugh Shaw of LA-381 and Paul Goeddert of the Denver Center were detailed to Washington to assist in the preparation of plans for establishment of air navigation facilities to serve the Air Force Academy at Colorado Springs, Colorado.

Recommendations were submitted to the Facility Clearance Committee for establishment of navigation and communication facilities in the Neah Bay area to permit establishment of control area at the request of Region V.

Recommendations submitted to Washington regarding high altitude holding by jet aircraft.

D. Whitney attended Senior Officers' Jet Indoctrination Course, Moody AFB (Valdosta, Georgia) which included 10 hours dual in T-33. He is the second Airways Operations Division representative to complete this course - the first being C. W. Larsen.

Carl Kusrow attended meeting in Albuquerque to discuss plans for construction of new control tower and RAPCON building. USAF plans complete both structures by September 1, 1955.

Suggestions from field regarding changes in standard combined station/tower layout have been reviewed. Recommendations will be forwarded to Facilities Division.

Arrangements have been made for San Francisco station to use transmitting output power on San Francisco-Anchorage circuit comparable to power level used at Anchorage. This test operation should permit reduction in power bills at San Francisco or prove that increased power at Anchorage is necessary.

Coordination continues with Western Union for arrangement of 54C automatic teletype relay system in new OFACS quarters, San Francisco. Elmer Butler has met with Western Union and Facilities Division people to work out final details and adaptation of the 54C system to our needs.

A revised Service "F" circuit directory is being prepared.

Study of excessive land-line service interruptions at Albuquerque station was completed and telephone company requested to investigate.

(Continued on next page)

29 leased wire orders completed during the month.

20 frequency assignment and radio interference problems were handled during the month.

On November 17th a meeting was held at 27th Air Division headquarters to explore the practicability of exchanging information concerning ADIZ irregularities and to develop an educational program which should reduce the number of intercepts. Various airlines were represented as well as the Air Carrier Safety Division and the Airways Operations Division of CAA.

An initial survey has been completed by USAF which would make the ADC radar information available to McChord RAPCON.

The Airways Operations and the Airports Divisions sent representatives to Klamath Falls to discuss proposed new jet base at that location. This preliminary planning consists mostly of grounds, buildings, etc., and a preliminary statement by Air Force as to desirability of providing an Air Force tower for a CAA combined facility.

McChord radar departure control was commissioned November 20, 1954.

#### FACILITIES DIVISION:

City officials of Pocatello, Idaho were given a demonstration of the operation of our ILS, VOR and DME facilities. The demonstration was conducted by Flight Inspector Bob Lewis in conjunction with his routine flight check of these facilities. This experiment proved to be an effective method of educating the public in the operation of air navigation facilities. We are planning to conduct similar demonstrations in other localities in conjunction with our flight checking itinerary.

#### Civil Engineering and Construction

Prior to Norm Byg's transfer to Airports Division, he was extremely busy in the Colorado area obtaining a successful bid for drilling a water well at Eagle, and completing the VOR surveys at Kiowa and Pueblo. Due to the shortage of time, we found it necessary for Wes Pearson to give him some field assistance. On the way back from Colorado, Wes made a preliminary survey for the Utah Lake VOR which incidentally will be a mountain top site and will present a rather involved access road problem. After leaving Utah Lake, Wes obtained information concerning the possibility of a TVOR on the San Francisco Airport which is now being office evaluated. His highest priority project at the present time is the preparation of the Los Angeles VOR proposal which is being readied for early issuance. During the past month, Wes accompanied by Bob Frehse, also made field investigations of the proposed Fircrest Tacoma, Washington VOR site and checked on the Whidbey Island, Washington VOR sites selected for flight testing.

The Tucson SRA construction was successfully completed by contractor T. A. Kvale, under supervision of Resident Engineer Jim Crenshaw.

Frank Dettmer completed installation of storm entrances to seven living quarters, a workshop for the SES, and acoustic tile on the INSAC walls at Bryce Canyon, Utah.

(Continued on next page)

The carport at the Blythe INSAC was completed by Marion Duncan and assisted by Tom Tarpo and Fred Yandell. Duncan has been reassigned to dismantle the ILS building at Boise, Idaho.

The lowering and remodeling of the ASR tower at Salt Lake City was completed by contractor Dailey's and under supervision of Resident Engineer Dave Domaskin. Dave has been reassigned to Furnace Creek, California paving repairs.

Fred Yandell and Tom Tarpo have been assigned to construct a compass locator at the Medford ILS Outer Marker.

Virdeen Vick has completed installation of the Denver HIALL at Stapleton Field, and remodeled the Telco equipment room.

Relocation of the Salt Lake City ILS, Harry Mellen supervising, is about 90% complete.

Gene Newman has completed installation of power cable to Oakland VOR and will finish San Francisco ILS control cable about December 1, 1954. His next assignment will be at Portland and Seattle.

George Mead has been indoctrinating Bob Blattner in CAA procedure. Additionally, he has been handling our power and control contract difficulties including a major one of providing for control to the Stockton L/MF range made necessary by relocation of a new highway. Incidentally, we are going to miss George after December 3rd when he is scheduled to transfer to the Army Engineers.

#### Electronic Engineering

Ray Baldrige and Clair Morris, engineers from the Kansas City office are with us until the pressure of OFACS relocation planning has been taken care of.

Six engineers are devoting full time to the San Francisco OFACS Control Station relocation project, and the engineering phase is now 35% complete. Preliminary installation at the site will start December 1.

The Los Angeles localizer on Runway 25L has been recommissioned with the reflecting screen. Improvement of the course has resulted and the back course is still usable.

Joe Orr and George Mead attended a meeting with Military and U.S. Engineers personnel at Albuquerque to discuss preliminary plans for the Combined Tower/RAPCON facility. Preliminary plans will be submitted to the region for consideration in approximately one month, with the Tower/RAPCON building completion estimated for September or October of 1955.

#### Electronic Installation

Last reports from Charles Daggy and Joe Shukal have the Elko VOR ready for flight check. We expect they have their fingers crossed hoping all goes well so that they can head for warmer country. If all goes well, Charles Daggy will head for Daggett and Joe Shukal will start an extended assignment at the San Francisco OFACS.

(Continued on next page)

Earl Jobe and John Elwood are winding up the installation of the improved 4-loop antenna array at the Seattle VOR. A repeat performance is scheduled for them at Portland as their next assignment. We understand John Elwood is about to move his family from Phoenix to Seattle. It looks like rain for Christmas for them.

Paul Watkins and Boyd Preece are experiencing drastic climatic changes this year. After a dry summer in Colorado they are back in the not so dry northwest, after a stopover in Idaho on annual leave. They are now installing the DME at Olympia prior to starting the VOR installation.

Approaching winter sees Mike Domitrovich and Glenn Shoop well on the way toward completion of all DME installations in Montana. They have just completed Dillon and are now at Lewistown for the last Montana DME installation. Their next assignment will give them a change of scenery and type of work as they will install Conelrad at the Crazy Woman, Wyoming VOR. After that they will install the last Wyoming DME at Douglas.

Emmett Whitney and Bob Crookshank have left foggy and rainy Arcata for colder Ft. Jones where they are installing DME and voice/code reproducer equipment. We hope they can complete this installation before it becomes another Bryce Canyon where half the time is spent plowing the access road. Incidentally, the grapevine tells us that this year's venison is through the courtesy of Bob Crookshank. What happened, Emmett?

Emmett and Bob also completed the very fine TUS installation at Arcata on November 17. We expect they received a vote of thanks from Southwest Airlines and also the residents of Eureka for making it possible to again receive their TV films on time.

Frank Beauchamp and Doug Brown are winding up the Rock Springs ILS modernization. We expect a delegation from the R.O. will go out the last week in November for the wind-up of this project.

Riley Harris and his crew, Arnold Hatch, John Williams and Vern Hartman are installing new glide slope equipment at the Los Angeles International Airport. They have just finished the installation of new monitor equipment at the localizer and control tower. These projects are going forward with ILS shutdown during VFR weather only, a very tricky process to say the least.

Wes Martyn, Jim Carr and Red Pedri have completed modernization of the Boise ILS. While at Boise they also arranged for the flight check which permitted completion of the UHF/DF installation. Wes Martyn and Red Pedri have gone to Elko where they are now installing a TSE transmitter at the L/MF range.

Jim Cole and Darol Hafner are winding up the ILS modernization at Eugene. What with equipment troubles and lots of rain, the going has not been too smooth. Jim reports plenty of water on the airport, especially near the glide path building. We expect these two will try a DME installation at the Portland ILS as their next assignment.

Bob Payne and Clyde Olson are winding up their backlog of work orders pertaining to the Seattle Tower. The multi-channel recorder installation has presented many problems to this as well as other regions. Bob Payne and Clyde

(Continued on next page)

Olson have done considerable research in the design of a duct cooling system to be used with the recording units. Their accumulated data will be helpful in evaluation of the need for additional cooling to the recorder units. Bob and Clyde are also winding up the installation of an additional communications channel and a radar communications system, both at Seattle. We expect their next assignment will be to remove the remaining OFACS equipment at Seattle, Marysville and Silver Lake.

Dell Larsen and Hank Scribner are nearing completion of the multi-channel recorder installation at Oakland and are preparing to don their snow boots in anticipation of the more hardier climate of Donner Summit. Hank had a close call with the medics while en route to Oakland. It seems they wanted to remove his appendix, but understand he still has it.

Paul Allee, ably assisted by Dick and Darel Preator, is busily engaged installing a dual console at the Blythe INSAC. The Preators were on leave early in the month deer hunting, with success, we understand.

Howard Pyle and Max Harvey have completed their work at the Hoquiam INSAC and are now modernizing the console installation at Ellensburg INSAC. We hear it was raining especially hard at Hoquiam the day Howard and Max were installing the antennas. We are happy to report that Mrs. Pyle is recovering from her illness and is able to travel again.

Jim Garr has left the IIS crew and is now in Nevada installing receivers and antennas at Winnemucca and Tonopah. Rafael Lopez is to meet him at Tonopah and then the two of them will go to Ukiah where they will replace transmitters at the remote receiver/transmitter site. Before proceeding to Tonopah, Rafael installed the URR-13 receiver at Stockton INSAC.

Glenn Shoop took a break in his DME assignments to install a URR-13 receiver at Livingston, Montana. You guessed it - - the wind blew like crazy all the time he was working on the INSAC antennas.

After a lengthy vacation, Fred McCauley teams up with Carl Duncan for a round of INSAC modernizations in New Mexico. First assignment is at Hobbs.

Sam Rosenfeld will have a change in type of work when he returns from leave. He will undertake a sizeable portion of the Conelrad installation program.

Jim Cheatham and Bob Stramp reported snowdrifts and cold weather before completing the installation of the FM antennas at the Eagle, Colorado remote site. Wonder if the crew filed flight plans for driving to work at Eagle.

Ed Pardee, Tom Carrington and George Martin estimate completion of the Tucson low frequency range relocation for late in December. George is the proud owner of a new National receiver and single side band transmitter which he just built for mobile activity.

John Eagen and Tommy Bracken will have the relocation of the San Francisco radar completed by the end of November. Commissioning date will be delayed

(Continued on next page)

approximately one month waiting for the radar tent. John Eagen made a flying trip to Denver to give the cable splicing crew the benefit of his experience at San Francisco.

Jim Cheatham and Bob Stramp were the recipients of the cable splicing instructions and are now busily engaged in preparing the Denver radar site for installation of ASR-3 equipment by Bendix. We expect Jim and Bob will install DME equipment in New Mexico following their work at Denver.

#### UHF - Phase V

Preliminary surveys were conducted by Engineers Washburn, Chambers and Kurth for installations at the Bakersfield, California Tower and INSAC. Final surveys were made and plans are being prepared by Mel Garfinkel.

Frank Gavin completed construction of an antenna support at The Dalles and is now erecting one at Eugene.

Dave Evans is supervising the construction of a facilities building and antenna support at Miles City, Montana.

Bob Dahms completed construction of an antenna support and remote building modifications at Boeing Field, Seattle and has now moved to Boise to install conduit, ducts and support platform there.

Jim Pace completed supervision of antenna platform construction at Hobbs and Roswell and is now supervising the contract at Needles for exchange of engine generators and revision of power cables and wiring.

Clyde Lee completed the erection of antenna supports, conduit and duct work and repairs to equipment room at Las Vegas, Nevada and is moving to superintend similar work at Los Angeles ATC Tower.

Bob Miller and Elwood Marsden are rapidly completing the installation at the Portland ATC Tower.

Wayne Brown assisted by Ed Alfonso and Paul Newport continued with the Las Vegas, Nevada C/ST installation and are now about 50% complete.

O. O. McIntosh assisted by Orion Betz, Carl Weidert and Ray Dickenson started on the San Diego ATC Tower installation this month and are well under way.

A new crew has been organized including Wayne Koontz, Harold Canter and Joe Covington under the direction of John Rathjen. They started the installation at the Los Angeles ATC Tower this month.

Air Force Headquarters is considering lowering the priority for Dillon, Montana so that it appears we will rush into this installation next month.

#### Maintenance Branch Activity

The Field Conference Series of the Maintenance Branch was furthered this month by four meetings. If time holds out and other pressing business does not prevent it, we will accomplish our aim of meeting with all field personnel before the end of this calendar year.

(Continued on next page)

A very successful meeting was conducted at Billings, Montana, on October 26, 1954, and while this meeting was announced in our last monthly newsletter it had not been conducted at the time of the report. Technicians from Sheridan, Wyoming were included with all of the technicians from Mr. Jorenby's District inasmuch as Sheridan was missed in the conference held at Laramie. We were very pleased to have Electronics District Supervisor W. F. Smith, District II, participate with us in this meeting even though Mr. Ritter, the SES at Sheridan was sick and unable to be present. Technicians from Miles City, Billings, Livingston, Whitehall, Bozeman, Butte and Dillon were in attendance. The discussions were held in the Chamber of Commerce building at Billings through the cooperation of the Chamber of Commerce at Billings. We believe that a considerable number of controversial issues were resolved during this discussion and hope that all personnel obtained a great deal of good from meeting their fellow technicians and Messrs. Blankmann and Clayton from the Regional Office.

A conference was held at Great Falls for all of District 18 personnel with technicians from Cut Bank, Drummond, Great Falls, Helena, Lewistown and Missoula. Mr. Horn, Acting Electronics District Supervisor was successful in arranging for a meeting space in the National Guard Offices at Great Falls and we believe that in this meeting a large number of questions which have been troubling technicians from this area were satisfactorily cleared up. This meeting was conducted by Mr. Clayton of the R.O. and Mr. Blankmann, one of our supervising specialists in attendance.

Mr. Melville conducted a very satisfactory meeting for District 9 personnel at Reno. The meeting was held at the City Hall Building. Mr. Herrold, the Electronic District Supervisor, and Mr. Melville, had an interesting discussion of problems which have not been entirely covered in Regional publications as well as a number of personnel problems which were not cleared up before that time.

One other meeting being held this month is at Las Vegas where Mr. Combs, the EDS and Mr. Clayton will meet with all technicians of District 5. The meeting will be held in the EDS's office at Las Vegas and will be attended by all the technicians from Bryce Canyon, Cedar City, Eagle, Grand Junction, Hanksville, Kremmling, Las Vegas, Needles and St. George.

While a definite schedule for the balance of our field conferences has not yet been finalized, we will make every effort to meet with the remaining technicians as soon as possible.

Mr. Paul Colby of the Washington office paid us a brief visit during this month in conjunction with some factory inspections which he is supervising in the Los Angeles area. We are always interested in seeing people from Washington and believe that our relations with that group are much better when we are able to meet and personally discuss some of our problems with them. We were also very pleased to play host for several days to an evaluation team from the Washington office who were visiting this area to witness radar demonstrations. This group consisted of A. M. Morrissey, C. G. Benson, J. W. Gross, J. H. Hilton, H. I. Metz, J. S. Turner, D. S. Crippen, F. S. McNight, and Mr. Lanton. After leaving Los Angeles, the group traveled to San Francisco for further evaluation of radar installations in that area.

We are very pleased to report that Harry McConnel, our new DME Specialist, has almost completely recovered from his recent Polio attack and has reported to

(Continued on next page)

the Radar section, presently on a part time basis. Mac has had a rough seige for the past several months and we are happy to have him back at work.

The teletype school being conducted for former airways technicians has turned out two more classes this month consisting of the following electro-mechanical specialists: Harold G. Hardy, B. Clark, T. Scribner, Robert Griffin, Leo Zaborsky, Robert Gourley, Glenn S. Bolich, William E. Gaspar, Frank H. Kane, Melvin B. Taylor, and Herman W. Story.

The following Maintenance Branch personnel are now attending Oklahoma City training classes:

LeRoy D. Mason, Laurence B. Smith, Clarence A. Saunders, George R. Clark, Wallace Westfall, Charles F. McNulty and George J. Fischer.

We are happy to report that Margaret O'Neill, Our Administrative Assistant, has returned to work after being hospitalized with an asthma attack complicated by overwork and cold. We are sure that all of her friends in the field wish her the best of luck in her recovery..

\* \* \* \* \*

V. P. P. NEWS

The votes for or against opening the Plan for one month to employees who have never belonged to the V.P.P. have been tabulated. A few groups failed to send in their results and a few individuals failed to vote one way or another. The results are rather impressive. In favor: 1051, against - 106.

We have decided therefore, that the month of February will be open to new members. There will be notes in Region IV News each month until then, as a reminder. All applications must be postmarked during that calendar month. Employees who have been members and dropped out are not eligible (we have a card file of these). A satisfactory physical, such as is given to new employees, must be submitted. Standard Form 78 may be used; only the first sheet (both sides) is necessary.

Please send in Pass Book when adding members.

It isn't necessary to report transfers except at the time of repledging for a past death. This saves time for you and for us.

December 1, 1954, is the second anniversary of our Plan. From the cost standpoint, it appears to have been highly successful. We feel too, that we have been of service to our fellow employees. After all, that's what the Plan was designed to do.

THIS IS THE LAST OPPORTUNITY TO JOIN.

\* \* \* \* \*



# QUESTION BOX ?



- Q. What copies of the General Services Administration shipping documents are to be sent to the Regional Office?
- A. None. Only copies 4 and 5 of the Regional Office purchase order need be signed and returned to the Regional Office. It is extremely important however, that these copies of the Regional Office purchase orders be signed and mailed as promptly as possible after shipment has been received.
- Q. Where do I obtain Forms ACA-2341, from Branch or LA-180.5?
- A. From LA-180.5 on Form 4-37. See Administrative Order No. 201.
- Q. Most of the circulars and other material issued by the regional office must be bound in a three ring binder. Why can't these releases be punched to fit a regulation binder instead of requiring that they be punched by each receiving office?
- A. This has been the subject of several suggestions submitted through the employee suggestion program. Unfortunately pre-punched paper cannot be used satisfactorily in the type of reproduction equipment we are authorized to use, and we are prohibited from operating power punches which would be needed to punch the material after reproduction.
- Q. If I buy parts or supplies for motor vehicles on Standard Form 44 and do not know the exact price should I leave the item off of Form ACA-140?
- A. No, estimate the cost; i.e., storage battery \$11.00, and enter the amount on the ACA-140 Form.
- Q. May I have more than one Government bill of lading on hand for making shipments from the field?
- A. Yes. If the activity of your facility warrants more than one, request should be made to LA-180.3 for the number required and this amount will be furnished. Automatic replenishment will continue to be made in order to maintain the supply at the level desired. However, it is believed that no facility will require more than 5 GBL's at any one time, thereby restricting the number of blank GBL's outstanding and assisting in keeping the number sequence current. It is requested that the GBL's with the lowest numbers be used first in order to facilitate maintenance of accountability records.
- Q. Is it permissible to use SF-1164 shown in Standard Practice Part 2 for claims of expenditures at official station? (Continued on next page)

(Question Box Continued)

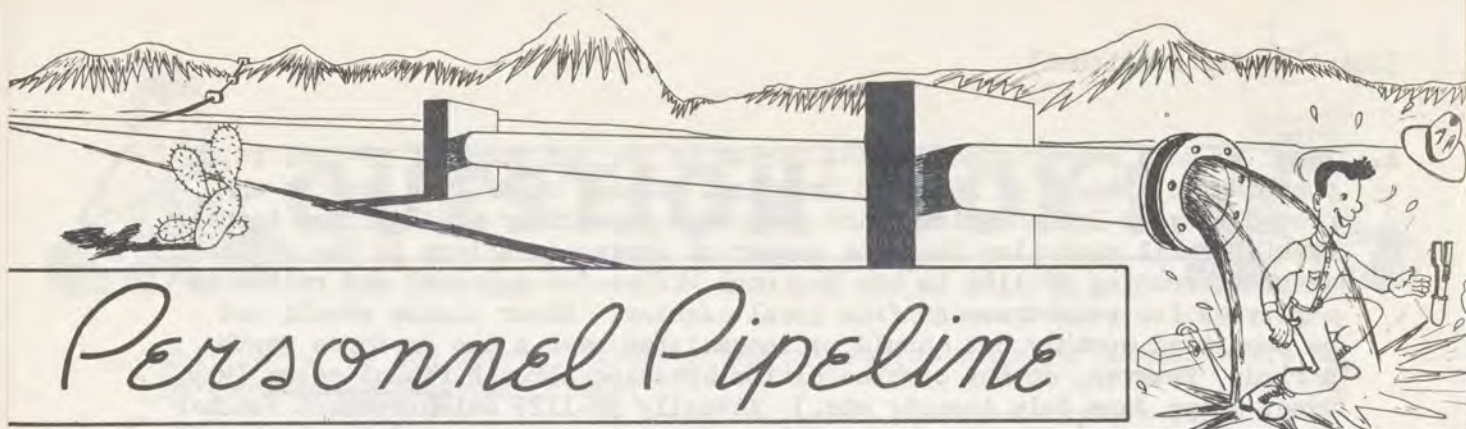
- A. Yes, We have overprinted the new format on the old stock of SF-1164 so it conforms to 2944.11 of Standard Practice. Claims on SF-1164 must be approved by your Branch Chief which precludes payment by field office imprest cashier until such time that the number of imprest cashiers in the region warrants routing SF-1164 to the Regional Office for approval and return to employees for reimbursement from local cashier. Minor claims should not be submitted monthly but should be accumulated over a two or three month period. However, do not combine claims breaking through fiscal years (May, June, July; June, July, August; etc.) Actually SF-1129 Reimbursement Voucher (Petty Purchases) can also be used for official expenses at duty station if the statement of advantage to the government is placed on the reverse for use of taxi cab or personal vehicle. Neither form should be used by employees normally in travel status. If such employees have a small claim during a month with no travel expenses, they should hold such claim until the next travel month and submit with travel voucher SF-1012.

\* \* \* \* \*

A BANNER COMMUNITY CHEST YEAR

Those of you in the field may be interested to know that C.A.A. and the Los Angeles area really went over the top this year in their contributions to the Community Chest. The Center, International Airport Tower and Communication Station each had separate drives and each met or broke their official quotas. These quotas were voluntarily increased over last year's quotas, in spite of fewer personnel at these facilities. Not to be outdone, the Regional Office and the Hangar, Aviation Safety and Airport District Offices located in our building, increased their quotas also. The result was a heart warming record. The dollar contributions of fully 90% of the Regional Office, Hangar and District Offices' personnel amounted to 175% of the assigned quota!

\* \* \* \* \*



# Personnel Pipeline

## WHAT'S NEW ON CLASSIFICATION STANDARDS?

As we previously reported, the new standards survey for Airways Operations Specialist is really in high gear. As we understand it, these standards are now in the final writing up stages. The finishing touches on a project of this sort, however, are time-consuming. We do not expect printed standards on these for at least another 45 days. A program to place these new standards into operation has not yet been announced. When it is, the Regional Office will give you as complete facts as we can as early as possible.

The Electronic Maintenance Standards are still in the fact finding stage. This project has been given a high priority by the Personnel staff of the Washington office. We don't know exactly how fast it will move but it is unlikely that we'll have any approved standards for use before the Spring of 1955.

As we know it, Aviation Safety Standards have not progressed very far. It is unlikely this program will be completed before the Fall of 1955. The above dates are quite indefinite but should give some indication to those who have recently inquired.

## WHAT DOES WPP MEAN?

Recently we started advertising jobs in the Washington office carrying the caption "WPP No. \_\_\_\_". The WPP refers to the Washington Promotion Plan as contrasted to our RPP which, of course, stands for Regional Promotion Plan. The Washington office has a promotional system similar to the Region and normally only advertise the WPP jobs in the field when there are no eligible candidates in the Washington office.

## WHERE'S MY SECURITY CLEARANCE?

As all of you will recall quite vividly, the security program required the submission of all types of security forms along about last June. We are now receiving the final security clearance certificates on many of the people who prepared these forms. Apparently the cases are being handled alphabetically. You'll just have to be patient. We are notifying the Field Supervisors as quickly as we can when these clearances are received.