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THE C.A.A. AIRCRAFT FLIGHT TEST PROGRAM
by

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Engineering Flight Test Branch

The heavily loaded transport is poised at the end of the runway with its engines accelerating to take-off power. The braked airplane strains against the pull of 13,000 horsepower as final power adjustments are made. Brakes are released and the heavy airplane lumbers down the runway slowly gaining speed. Suddenly an outboard engine fails and the propeller automatically feathers but the airplane continues to accelerate down the runway until only a few hundred feet of the long runway are left. The wheels grudgingly part from the concrete runway and the airplane labors to gain altitude. The passengers, however, show little concern for instead of the 80 or 90 human beings the airplane is designed to carry, this prototype carries some 500 lead "pigs" bolted to the floor and weighing a total of 15 to 18 tons. The airplane also carries some 6000 gallons of high grade fuel, a half million dollars worth of special instrumentation and a small crew of manufacturer's and C.A.A. flight test personnel. This entire effort, repeated time and again, was being recorded by special grid cameras and precise ground instrumentation to measure and record every variable which affects airplane performance.

A few minutes later the same heavily loaded airplane, still in take-off configuration, and with propeller feathered is on "final approach". Its crew will intentionally land the test airplane far faster than appears sane, but this procedure is necessary because of the lack of a runway sufficiently long to do continuous "rejected take-offs" in an experimental airplane. The problem on this approach is to place the airplane at or near the beginning of the runway at a true airspeed greater than the highest anticipated take-off engine failure speed (V_1) at a high altitude airport on a hot day and with the maximum allowable tailwind. The main gear smoothly contacts the runway at about 165 miles per hour and the nose wheel is "on" at 160. A few miles below this speed brake applications begin and tires scream as the brakes tighten and concrete tears into rubber. The pilot mercilessly locks the brakes and "feels" for skids and the explosion of tires blowing. Brake shoes smoke and burn and the drums become near-molten rings of metal as the airplane lurches to a stop. The brakes designed for hundreds of landings gave their all for one emergency stop to total brake destruction. This run was a "good" one; No tires blown, no brake or
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hydraulic line failures, no landing gear fires, and best of all we have the "numbers". The numbers from this and other runs when pieced together and expanded will provide take-off field length data for any airport altitude, temperature, wind condition and runway slopes. This is the "accelerate-stop" distance and is but one phase of the type test for CAA aircraft certification. The complete flight test program, of course, involves numerous other tests. The following brief summary, however, will be outlined for better understanding of the CAA flight evaluation program:

A. Performance.

How well does this airplane meet CAA's critical performance requirements with respect to take-off distances and obstacle clearance with one engine failed? How well with respect to altitude terrain clearance with one or two engines inoperative? How well can it climb out on a missed approach or balked landing? These and other performance questions are answered in the long and carefully controlled flight hours in performance testing and in the even longer hours of data reduction and integration of these data into the all important and useful Airplane Flight Manual.

B. Stability and Control.

The evaluation of the airplane's flying qualities are made to determine compliance with the various requirements designed to insure good flight characteristics and adequate margins of control under emergency conditions. These evaluations are extremely interesting and varied and include such tests as:

1. Stall characteristics in all configurations.
2. Longitudinal, lateral, and directional stability, control and trim, and special control tests.
3. Minimum control speeds when losing a critical engine at take-off power during the take-off run or in flight.
4. Dives to insure freedom from flutter and vibration and adequacy of structural items at certain margins above placard speeds.
5. Special tests such as "boost-out" landings and missed approaches, two-engine out landings, three engine ferry take-offs, night flying, emergency descents and other tests depending on the design features of the airplane being evaluated.

C. Equipment, Systems, and Functional Tests.

These flight tests include a thorough evaluation of all system components under actual or rigidly simulated conditions to insure proper functioning of all normal and emergency systems. These tests are extremely interesting and of special importance to the Airframe and Equipment Engineering Branch. A few of the most interesting tests are:

1. "Hot-wing" icing tests under actual icing conditions.
2. Automatic pilot operation and malfunction tests including full "hard-over" control applications with consideration for pilot reaction time before recovery.
3. Radio and navigation equipment functioning and performance.
4. Pressurization, refrigeration, electrical and hydraulic system operational characteristics.
5. Fuel dumping for pattern (to insure that the fuel being dumped does not hit any part of the airplane) and discharge rates.

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REGIONAL ADMINISTRATOR'S COLUMN

For a few days I am at home on leave. It is between Christmas and New Year's Day and we have four generations of the family with us. My father and mother, both in their eighties; my children and their children - - three fine grandsons. Nine of us staying in the house and others of the family in and out.

Seventeen in all, and Oh yes the dog, a miniature dachshund Santa brought. What a time -- the walls bulged with people, the tables groaned with the weight of food, stomachs expanded to accommodate the extra pie and pudding and the air was filled with laughter and singing. Amid it all we remembered it was Christ's Birthday and attended a Church service. Christmas is over and the New Year is almost here. A very happy New Year to our Fourth Region CAA family; --- a good family it is and we are proud of it.

To market to market to get that turkey
Home again home again if you are lucky
To Washington Washington to see the Big Wheels
Home again Home again, not any new deals.

Yes, I was in Washington for three days the early part of December. It is rumored that there is some conjecture about why I went. Well here is the story. A conference had been scheduled to discuss the Cresap, McCormick, and Paget Management Survey recommendations; the review of the report presumably having been completed. This conference was to include only Mr. Lee, top CAA staff, and the top officials of the Department of Commerce. Someone evidently suggested that since the CMP report and its recommendations had quite a lot to say about the CAA Regions as well as the Washington Office that it might be well to have a regional representative participate. I do not know by what process of elimination I was selected, but chosen I was, and so journeyed to Washington to attend. It was most interesting, perhaps a bit confusing, certainly somewhat frustrating because of a feeling of personal ineffectiveness and the fact that final decisions were not immediately forthcoming. I really didn't expect that all the answers would be developed in such a short time, they never are at that level, and it probably is a good thing that they aren't. Careful mature consideration is essential. Well, there you are. I went to Washington and I am back again. Flattering to our Region to be included in a top level conference; nothing more to report but perhaps more was accomplished than is now evident.

On December 14 there was an Airspace Subcommittee meeting in Seattle. These meetings are becoming more and more important. Questions of vital importance to everyone in aviation come before them. Among those still to be settled in the Northwest are the problems of increasing Army activities at Fort Lewis and at the same time reducing the restricted area; the increasing incompatibility of military and civilian air activities from the Portland Municipal Airport; where to locate a civil airport at Moses Lake that will not cause traffic conflict with that from the existing airport; and how to get an airway from Seattle to Neah Bay and Dungeness. An important Airspace meeting in Los Angeles is scheduled for January 6. At this one the problem of a sizeable restricted area for the military to test high speed aircraft and missiles is to be discussed - - an area 175 miles by 125 miles. Where would you put that one without seriously handicapping all enroute and local air traffic?

Our work certainly continues to be interesting. Again a Happy New Year to all our people. Nineteen fifty five is a fine time to be alive.

6. Tests of the fire detection and extinguishing systems.
7. Tests for contamination of poisonous or irritable gasses, smoke and chemicals and procedures for their elimination or control.

Smoke evacuation tests are particularly exciting - smoke is artificially created in such quantities that the pilot has difficulty seeing the instrument panel. At this time appropriate windows or doors are opened to evacuate the smoke. It is required that the smoke be cleared in a very short time so that the pilot will never lose control of the airplane. In one such test when the smoke had accumulated to the degree that the instrument panel was barely visible, the pilot issued orders (via hand signals since smoke masks are worn, preventing verbal communication) to the Flight Engineer to open the crew door in order to evacuate the smoke. However, the flight engineer misinterpreted the hand signal as calling for more smoke - which was promptly delivered. The end result was smoke of such quantity that not only could the pilots and flight engineers not see each other, but they could not even see their hands on the control wheels. After a very long minute, during which no one had any idea of what attitude the airplane was in, the smoke was shut off and the door was opened. It is interesting to note that since both verbal and visual signals to the flight engineer to open the door were obviously impossible, communication was finally established by both the pilot and copilot violently shaking and slapping the flight engineer.

D. Powerplant Installation.

The powerplant configuration undergoes a rigorous and continual evaluation during the entire type test program and is subjected to extremes probably more severe than will ever be encountered in service. These routine tests are supplemented by specialized tests to determine adequacy of such powerplant parameters as:

1. Complete engine cooling of all cylinders, bases, oil and vital engine accessories.
2. Skin temperature surveys in exhaust exit areas.
3. Available carburetor heat rise.
4. Propeller governing and control characteristics.
5. Engine-propeller roughness and noise levels.

The test program outlined above pertains mainly to transport type aircraft. The Flight Test Branch, however, is continually engaged in comparable programs in the evaluation of personal and executive type aircraft as well as helicopters. Each of these fields invites a detailed discussion of the problems peculiar to its category. Suffice it to say, however, that the flight test personnel are never lacking for interesting and challenging projects. It is through the thorough evaluation and exposure to normal and emergency flight problems during the flight test program that the Aircraft Engineering Division arrives at the final determination to grant a C.A.A. type certificate to the airplane being tested. It is in the accuracy and thoroughness of the investigation prior to and during the flight test evaluation, together with insistence on high standards of airworthiness that contribute - in some degree - to making the American civil aircraft the safest in the world. Thus, personnel of the CAA Aircraft Flight Test Branch, and members of the Aircraft Engineering Division are privileged to add their contribution to the common CAA effort of increasing safety of flight as well as striving towards greater economic and social usefulness of aviation.



QUESTION BOX?



Q. Should I try to obtain a refund on an unexpired portion of post office box rental? Example: Rental July 1, 1954 - June 30, 1955. Now canceling as of December 31, 1954. Obtain refund January 1, 1955 - June 30, 1955?

A- No. Post Office regulations now deny any refunds (including government agencies). Note: When it is known in advance that the box will only be required for a specified period (3 months, 6 months, or nine months) you should order the rental accordingly. However, do not rent quarterly because sometime the box might be discontinued. This procedure would cost the government more in quarterly payment processing than the box rental itself costs.

Q. Why can't we obtain and use "LABELON" for marking maximum and minimum of our supplies? Also, it has many other uses.

A- "LABELON" is carried in stationery stock and appears on Stationery Requisition Form LA-27.

Q. The 26-day annual leave status applies to all employees having 15 years of service. How much leave would an employee earn for the year in which he completed 15 years of service in the month of May?

A. Would have to have the exact date in May to determine how many hours Annual Leave the employee would accrue in 1954, as the accrual changes in the pay period following that in which the required number of years of service has been completed.

If the employee completed 15 years service on May 15, 1954, his accrual changed in Pay Period 25.

10 pay periods @ 6 hours (Pay Period 15 through Pay Period 24) - 60 hrs.
16 pay periods @ 8 hours (Pay Period 25 through Pay Period 14) - 128 hrs.
1954 Annual Leave Accrual - - 188 hrs.

Q. How does the career-conditional program affect present career employees?

A: It has very little effect upon present career employees. They continue to be career employees and the last to be affected in reductions in force. Their transfer and promotion privileges remain the same. After 3 years of service, nonveterans may be reinstated without time limit. Career employees who are veterans continue to have reinstatement privileges without time limit.

DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION:

Technical data pertaining to the Douglas Model DC-7B are being evaluated. This model is essentially a DC-7 with revised wing flaps, "saddle" tanks, an increased METO hp of 100 hp per engine, a take-off weight of 122,200 lbs., and a landing weight of 97,000 lbs. The flight test program for this model has been tentatively agreed upon and CAA flight tests have begun. This program probably will continue intermittently for several months.

Region 4 personnel participated in the USAF Contract Technical Compliance Inspection of the Convair Model C-131B airplane. This model is an "off-the-shelf" version of the Model 340 converted for use as a flying electronics test bed.

Hiller personnel still are working on the unsatisfactory items found during the first phase of the CAA flight tests on the Model HJ-1 helicopter. Considerable difficulty apparently is being encountered in correcting the unsatisfactory engine "relight" and "holdfire" difficulties and the malfunctioning of the altitude compensator. No accurate information is available as to when this flight test program will continue; however, Hiller personnel have indicated they are attempting to resume the program at the earliest possible date.

CAA personnel are continuing to participate in the flight test program of the LearStar airplane although a TIA still has not been issued. This program is nearing completion and it is expected that final revisions to the technical data will be cleared up in the immediate future.

A Type Inspection Authorization has been issued on the Lockheed Model 1049G. This airplane is similar to the 1049 series except for revisions to the wing, fuselage, and landing gear structure, the fuselage interior, new DA3 engines having an increased METO power of approximately 100 hp per engine, Goodrich brakes, a maximum take-off weight of 137,500 lbs., and a maximum landing weight of 113,000 lbs. CAA flight tests are scheduled to begin within a week.

Morrisey personnel have advised they plan to expedite development of their Model "Nifty" 2000C airplane. This model will be powered by a 90 hp Continental engine and will be a 2-place, tandem, low wing, trainer type aircraft with a tricycle landing gear. The configuration is essentially similar to the previous Morrisey prototype except that it will be an all-metal airplane with a different wing plan form.

CAA evaluation flight tests of the Short Solent flying boat for South Pacific Air Lines have begun. Washington office and Region 4 personnel are collaborating in its approval. Flight tests are being conducted at Honolulu.

GENERAL SAFETY DIVISION:

Activity in General Safety has remained at an unusually high level for this time of year, according to reports received from the district offices. The search for uranium is involving a considerable number of district offices in this region and all indications are that the eleven western states will probably be thoroughly
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explored, primarily by air, by hundreds of pilots with varying degrees of experience.

During the past month, flight clinics have been conducted by three district offices with four other clinics being planned for January and February. It appears that the efforts of the district offices towards safety and the prevention of accidents is beginning to achieve the desired results. For example, Agent Forsey of Salt Lake City District Office reports that the month of November was an "accident-free" month in his district. It is believed that the safety campaign which was initiated in the Salt Lake area by the district office is largely responsible for the current safety record in this district. Agent Forsey further reports that he has enlisted the aid of the Salt Lake Kiwanis Club in sponsoring a flight clinic February 5, 1955. An attendance of three or four hundred people is estimated.

Agent Doster of Billings District Office is continuing his efforts to improve the safety record of his district, as is indicated by a recent flight clinic for the Flying Farmers held at Miles City. Agent Doster has been instrumental in securing the participation of several flying clubs in his district in the National Safety Program for Flying Clubs.

The Los Angeles District Office has been working with the North American Aviation Company in developing a proficiency flight check program for their personnel. The Company is increasing the time provided for pilot proficiency, both in link trainer and aircraft, and will inaugurate a formal training program for the Air Transport Sector of their Operations.

Sacramento District Office reports that numerous pilots and operators in their district are taking to the hills for uranium prospecting. Primary concern of the district office, according to Agent Waage, is for the relatively inexperienced pilot who does this prospecting with little or no knowledge of mountain flying.

Agent Myers of the San Diego District Office has secured the interest of the San Diego Junior Chamber of Commerce in sponsoring a flight clinic to be conducted early in February, 1955. The San Diego Junior Chamber has the reputation of being one of the most air-minded groups in California. For several years they have sponsored two other aviation activities; namely, the San Diego Air Games and Soaring Championships.

The Air National Guard sponsored an air fair at Sky Harbor Airport, Phoenix, Arizona, November 21, 1954. The event was attended by more than 18,000 people, according to Agent Ownby of the Phoenix District Office. Another air fair was held November 14 at Love Field, Prescott, Arizona. The airport management and sponsors of the air fair were gratified at the enthusiasm shown and the interest of the businessmen and the aviation industry in the State of Arizona. "Both air fairs were well planned and organized and were efficiently supervised," stated Agent Ownby.

Grand Junction District Office has been doing considerable work checking flight strips used by uranium operators. These strips are designed primarily for use by commercial pilots. However, their use by private pilots has been one of the causes of the high accident rate in this district. By working closely with the flight operators and instructors, Agent Zentner has encouraged local aerial prospectors to become more proficient in the type of flying involved in this activity. The major problem, however, seems to concern those pilots who

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have received their training outside of the mountainous area.

Agent Witter of the Boise District Office anticipates that forest spraying during the coming year will involve some one million acres. The United States Forest Service indicates the area involved will be northeast of Boise and in the vicinity of the La Grande-Baker area in Oregon. Witter anticipates that the Forest Service will request the help of the CAA agents in maintaining the excellent safety record set several years ago.

A flight clinic was held at Yakima, Washington November 7, 1954. Agent Jacobson reports that seventy-five people registered for the clinic and that the program was very successful.

The Aviation Committee of the Spokane Chamber of Commerce is planning a large clinic to be held at Felts Field in the Spring. It is expected that the Washington Flying Farmers will cooperate in this effort, according to Agent Gillis of the Spokane District Office. Three agents from the Spokane Office conducted a flight clinic for Flying Farmers in Walla Walla, Washington on November 19, 1954. Many of the Flying Farmers in attendance were making the air tour to Cuba; therefore, most of the clinic was devoted to navigation, radio procedures, maintenance, and pilot technique.

Our Oakland district reports that one of their approved repair stations now has a backlog of approximately six million dollars of military overhauls and that they are employing approximately eleven hundred men in their shops.

AIR CARRIER SAFETY DIVISION:

The American Society of Travel Agents played host to approximately 1,500 delegates representing 75 countries at the 24th Annual World Travel Congress held this year at San Francisco. A representative from the San Francisco Air Carrier District Office was invited to attend the opening assembly on November 1, 1954. The welcoming addresses were given by San Francisco's Mayor Elmer E. Robinson and Lt. Governor Harold J. Powers. Featured speakers included Ralph S. Damon, President of TWA; William A. Patterson, President of United Air Lines; George Killion, President of American President Lines; and Frederick B. Whitman, President of Western Pacific Railroad. Mr. Patterson spoke on domestic air travel, while Mr. Damon covered international air travel. The American Society of Travel Agents traditionally alternates its conventions between U. S. and foreign cities. Cities in recent years have been Mexico City in 1949; Washington, D. C. in 1950; Paris in 1951; Miami Beach in 1952; and Rome in 1953.

California Eastern Airways has leased three C-54 aircraft from the Civil Air Transport Corporation and one from Pacific Northern Airlines. Their present fleet of five C-54's are actively engaged in CAM operations. In addition, they accomplished six trips to San Juan, Puerto Rico, in the month of November.

United Air Lines have notified the San Francisco Air Carrier District Office of their intention to install the Trans Ocean type of anti-collision lighting system on a DC-6 airplane for test purposes. They have applied to the Civil Aeronautics Board for an extension of SR-392 until March 31, 1956, to allow sufficient time to complete their evaluation of this system. Briefly, the Trans
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Ocean configuration consists of six strobe lights installed three on top and three on the bottom of the fuselage in line from front to rear, the forward light being installed approximately 35 feet from the tail section lights. The strobe tubes are flashed 40 times a minute, with 1/12th of a second timing, giving a total light time in excess of 1/6th of a second. This is based on retinal persistence. The aircraft's attitude and its relative position may be visualized readily with this configuration. It is claimed that the enclosure of the light takes advantage of thermal activity, so that it would be anti-iced under severe icing conditions. The weight of the installation is approximately 11 pounds, and power consumption is approximately 120 volt-amperes. An interesting feature of this system is that it attracts attention without looking at it. The light pulses appear as a "Rolling Ball", moving in the direction of the aircraft's flight. Trans Ocean is preparing a number of installation kits in the hopes of having various airlines and governmental agencies install and evaluate this system.

United's new Denver-Los Angeles coach service started on November 28, 1954, and will be expanded to include Milwaukee, Cleveland, and New York during the month of January.

Big winds are generated by modern aircraft when their engines are run up on the ground. Recently, United Air Lines' engineers at San Francisco undertook a measurement of wind velocity at various points astern of a DC-6. With all four engines turning at take-off power, at 300' beyond the tail, the meter indicated a velocity of 88 miles per hour; at 200', 95 miles per hour; at 150', 110 miles per hour; at 100', no reading. They could not move the equipment that close, but interpolation pegged the velocity in the neighborhood of 130 miles per hour.

United Air Lines have replaced their strato-cruisers, recently sold to BOAC, with DC-7 aircraft on their daily non-stop flights between Seattle and Los Angeles, and have set a new commercial speed record between these two points of 2 hours, 41 minutes. Japan Air Lines have also inaugurated service from Tokyo to Sao Paulo, Brazil, via San Francisco and New Orleans.

Standard Oil Company of California is investing over \$630,000 to install a modern hydrant fueling system at the San Francisco International Airport. This system will make unlimited quantities of fuel available at gate positions at rates up to 400 g.p.m. per airplane.

The Flying Tiger Line are re-establishing their position as an individual air freight carrier, following final abandonment of the merger with Slick Airways effective November 1, 1954. Slick Airways, Inc. are re-establishing their business as a separate cargo carrier after final merger plans were abandoned. During November, the CAB authorized Slick Airways to increase their zero fuel weight by 5% on their DC-6 aircraft for cargo operations. This authorization is similar to that granted Flying Tiger Line in July, 1954. Del Rentzel is the new Chairman of the Board for Slick Airways, succeeding Earl Slick, and will dictate operating policies. The presidency will remain unfilled, but the company will operate under a General Manager.

Los Angeles Airways initiated the carrying of passengers between the Long Beach Heliport and Los Angeles International Airport on November 22. The schedule calls for six round trips daily. One-way fare is \$6.00.

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Continental Air Lines have announced their intention of installing Weather Avoidance Radar in their aircraft. However, considerable technical work remains to be finished prior to firming up contracts for the aircraft modification necessary. During the month of November, Continental Air Lines have instituted a concentrated program to improve their M/HF coverage by placing considerable emphasis on the monitoring of the facilities by ground operators, as well as pilots. To further improve their communication coverage, the company has signed a contract with ARINC for the installation of a remote mountain top VHF site near Albuquerque. This is the same location contemplated by CAA for installation of facilities, and is 5,000 feet above the airport. Equipment for Continental Air Lines will be furnished by the Bell Telephone Company.

United Air Lines have revised their pilot personnel recruitment policy. In the future, all-pilots will start as flight engineers, and co-pilots will be obtained from that group. Flight engineers who do not have pilot certificates will be retained in their present capacity as flight engineers.

There were CAM flights from Boeing Field about nine days during the month of November. Approximately 115 airplanes were involved. Agents of the Seattle ACDO inspected approximately 10% of the total, monitoring the balance. Considerable adverse weather existed during this period.

AIRPORTS DIVISION

District Airport Engineers met in the Regional Office to develop a tentative Fiscal Year 1956 Federal-aid Airport Program in accordance with instructions from the Washington Office. After approval by the Regional Facilities Clearance Committee on December 20, 1954, the recommended State Programs at various program levels were forwarded to the Washington Office for Review by this Administration and the Department of Commerce.

The first two projects under Grant Agreement in the United States under the 1955 Federal-aid Airport Program were Boeing Field, Seattle, Washington, and Ontario International Airport, California. The Boeing Field project for runway reconstruction has been completed and is ready for final payment. The Ontario project to acquire land for approach protection has been accomplished and is also ready for final payment.

A Grant Offer has been made to Long Beach covering acquisition of land for approach protection at Long Beach Municipal Airport, California.

Project Applications have been received and are being processed for Merced Municipal Airport, California, to extend the E/W runway and acquire land for the extension and approach protection; Idaho Falls Municipal Airport, Idaho, to acquire land for runway extension; Cheyenne Municipal Airport, Wyoming, to acquire land for approach protection; and for Stapleton Airfield, Denver, Colorado, to acquire land for airport development and approach protection.

FACILITIES DIVISION

We of the Division Office wish all field and regional office personnel a Very Happy New Year with a sincere hope that disruptions in our program through 1955 will be no where near as numerous as they were in 1954. (continued on next page)

Establishment Branch - Construction Section

Dettmer completed an equipment garage at Malad City, Idaho.

Norm Seewald and Dave Domaskin expect to complete Furnace Creek Intermediate Landing Field repairs during the first week in January.

Harry Mellen completed the Salt Lake City - Instrument Landing System except the removal of buildings on the old ILS which cannot be taken out until the installation work has been completed on the new ILS. Completed establishing ASR targets while Harry was at Salt Lake.

Gene Newman continued work on the tower cable installation at San Francisco; completed relocation of Portland Tower Cable; and completed repair of Seattle ASR cable during December.

Tarpo completed removal of the old ILS Glide Slope and Localizer Buildings at Eugene, Oregon. He investigated Beaver Marsh, Oregon, Intermediate Landing Field fence for Maintenance Branch and solicited bids for the required repair work.

Virden Vick completed the Denver, Colorado HIALL.

Fred Yandell completed installation of acoustic tile in the Great Falls, Montana INSAC. Completed the grading and graveling of the access road to the Great Falls, Montana Low Frequency Range facility.

Civil Engineering Section

The construction proposal for the Los Angeles VOR was finalized by Wes Pearson and issued with the opening date set for December 29, 1954. Due to difficulties with the Marine Corps, negotiations were reopened to obtain the previously tested and accepted site on Camp Pendleton for the Oceanside facility.

The drawings and proposal for the Pueblo, Colorado VOR were started this period.

A VOR site Data Chart of Fourth Region Facilities was completed and distributed. It is believed this type of Chart will furnish the information desired by all regional personnel needing information on this type of facility.

As a result of Washington approval, a proposal was prepared for the relocation of the Bakersfield Outer Marker Facility by Fred Townsend. We are using the decommissioned Belmont Fan Marker Building for the purpose.

Recognizing the trouble from flooding, Fred Townsend prepared a short form invitation for raising three approach lights and one transformer at the Los Angeles HIALL.

Washington representatives of the Administration and the USAF were accompanied by Fred Townsend and Bob Triplett on a field investigation of the Camp Cook and Pescadero Consolan sites.

Electronics Engineering Section

Engineering for the relocation of San Francisco OFACS Control Station is now 85% completed. Engineers Zeigner, Tunis, Morris, Kieffer, Frampton and Chapman have been working full time on this project. With approaching completion of the
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engineering plans, Keiffer and Chapman have been released for other duties. Preliminary installation work was started at San Francisco by Electronic Technician Lopez on December 6th. ECIS Allee, accompanied by both Preators, Richard and Darel, will arrive about December 30 to take charge of the project. General Mechanic Carrington will arrive at San Francisco on December 23 to assist. Balance of the crew will be composed of ECIS Larsen, Electronic Technicians Scribner and Shukal who will report to San Francisco between January 5th and 15th.

Site survey at El Toro was accomplished during first week of December by Chuck Dickow, Eltr. Engineer in charge, and General Mechanics Maynard Hegland and Erwin Clark.

Site survey for Alma VOR was started about December 6 by Dickow, Hegland and Clark. Preliminary flight checks have been completed.

Electronics Installation

----- ECIS Whitney and Bob Crookshank completed Ft. Jones DME installation and Conelrad. They are following the Christmas turkey to Williams where they will install new Memco VOR equipment.

Chuck Daggy and Joe Shukal completed the Elko VOR and that mountain top facility was commissioned December 22. Daggy finally gets out of the cold weather by going to Daggett for DME work. After a couple of weeks of leave, Joe Shukal goes to San Francisco where he joins the OFACS relocation crew.

Watkins and Preece are busy with the Olympia VOR/DME and Conelrad installation.

Jobe and Elwood are completing modification of the Seattle VOR.

Larsen and Hank Scribner are installing a control link at the Reno VOR and Conelrad at the Donner Summit "H". Upon completion they also join the San Francisco OFACS relocation crew.

Rosenfeld has been making several Conelrad installations. Camarillo, Oceanside HW, Julian HW, and Jamul MHW have kept him a busy boy during December.

Frank Beauchamp and Doug Brown completed the Rock Springs ILS modernization on December 17th and both are now enjoying annual leave at their homes. We hope they will get thawed out after the last two weeks at Rock Springs.

Wes Martyn and Red Pedri completed their assignment at Elko where they replaced an obsolete transmitter on the L/F Range with a more modern one from a discontinued facility. They are now at Salt Lake City where they are installing a complete ILS on the new runway. Doug Brown and Frank Beauchamp will join them there when their leave is completed.

Fred McCauley and C.E. Duncan are progressing nicely at Hobbs, New Mexico, although handicapped somewhat by the dust storms. However, they expect to be out of there soon after the first, and, we hope enjoying better weather at Roswell, New Mexico.

Jim Cole and Darol Hafner have practically completed their work at the Eugene, Oregon ILS which included installation of Dual Localizer Equipment, new

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monitoring system and TUS Glide Slope equipment. In other words, they practically rebuilt the whole ILS. Last month they told us that the weather was slightly damp and last reports are that there has been no change -- still wet.

Paul Allee and his crew, Dick and Darel Preator, have just completed a dual console installation at the Blythe, California INSAC. The local CAA people at Blythe seem quite happy with their new equipment which will enable them to handle a greater volume of radio traffic. After Christmas, Paul and the boys are scheduled to work on the San Francisco OFACS relocation. That "Frisco" fog will be quite a change from the beautiful weather they enjoyed at Blythe.

Jim Carr finally managed to get far enough south to visit the Regional Office for a couple of days, recently, after installing new receivers and antennas at Winnemucca and Tonopah. He came in to pick up a new truck and, incidentally his pay check. He is now at Ukiah, California where he and Tommy Bracken are replacing some transmitters at the remote transmitter-receiver site.

On November 26, Mrs. Bracken presented Tommy with an 8 lb. 14oz., baby boy. The last we heard, both mother and son were doing fine. Tommy pulled through okay, too.

Mike Domitrovich and Glenn Shoop bounce around so much its hard to keep track of them. In the last month they have completed DME installations at Dillon, Montana, and Douglas, Wyoming, and Conelrad installation at Sheridan, Wyoming. They are now at Helena, Montana removing surplus tower equipment.

Howard Pyle and Max Harvey have just completed modernization of the A/G Console installation at the Ellensburg, Washington INSAC. As a result, Ellensburg now has more power on Military VHF and on some of the Civil VHF frequencies. Howard and Max are now at The Dalles, Oregon where they are starting another Console modernization job. Howard says that the snowflakes are flying at The Dalles, so winter must be almost here.

Riley Harris and his crew, Arnold Hatch and John Williams, have been installing ILS/DME and TUS Glide Slope equipment at Los Angeles International Airport. They have found it a little difficult to obtain the necessary shutdowns because of heavy air traffic and a good many days of poor visibility. We understand that the fog got so thick over there one afternoon that Harris and the boys considered staying all night at the Glide Path.

The Radar relocation at San Francisco has been delayed pending corrective action required to make factory and AFS modifications workable. Engineer John Eagen has moved to Oakland for PAR work while awaiting arrival of San Francisco replacement parts.

Along with the Thurman DME installation, Kim Cheatham and Bob Stramp are overseeing various small jobs to be done at the Denver ASR installation prior to the arrival of the Bendix crew. We understand that the ASR-3 equipment is on hand and work will commence shortly.

Friends of Ben Lobnow will be interested to know that he is home from the hospital recuperating from a severe heart attack. His address is 15995 - East 14th Street, San Leandro, California.

Messrs. Sceron and Thomas, Senior Field Engineers, from Bendix were in the Regional office December 9 to review the overall ASR-3 program. (continued next page)

UHF PHASE V

" A real rush job of installing a set of equipment at Dillon, Montana, was done by Olin Heikkola and Orion Betz. They left the regional office Thursday noon. Had the equipment on the air Saturday night, acceptance inspection Monday and back in the office Wednesday.

Electronic installation crews continued on the same projects this month, all well along toward completion. Bob Miller and Elwood Marsden should wind up Portland Tower in the first week in January and will be off to Spokane for a few days work and then to Boeing Field. Wayne Brown, Ed Alfonso and Paul Newport will finish at Las Vegas, Nevada Combined Station/Tower about January 15 and then to Oakland Tower. O. McIntosh, Orion Betz, Carl Weidert and Ray Dickenson will complete San Diego Tower the first part of January, also John Rathjen with Wayne Koontz, Joe Covington and V. Hartman (a recent addition at Los Angeles).

Due to a change in priorities by the Air Force some reassignments are not firm yet. We have been given a list of INSAC and Communication Station/Towers which are now considered top priority and must be completed next. These are:

Arcata, California	Helena, Montana
Bellingham, Washington	Hoquiam, Washington
Boise, Idaho	Idaho Falls, Idaho
Bryce Canyon, Utah	Lewistown, Montana
Burley, Idaho	Livingston, Montana
Cut Bank, Montana	North Bend, Oregon
Delta, Utah	Redmond, Oregon
Dillon, Montana	Tonopah, Nevada
Farmington, New Mexico	Trinidad, Colorado
Grand Junction, Colorado	Truth or Consequences, New Mexico
	Yuma, Arizona

A new antenna structure is being erected at the Los Angeles Tower under direction of Jim Pace. Bob Dahms is still at Boise. The conduit and other work at Eugene was completed by Frank Gavin, who is now at Spokane to move partitions in the equipment rooms. A contract is being awarded to extend the building at Bellingham. This work will be supervised by Dave Evans who just wound up at Miles City. A contract was awarded for a remote building, cable and antenna supports at Phoenix which will start in January. Bids are out for miscellaneous work at Ellensburg also to start in January. The Oakland remote site was finally completed after much litigation by Carl Hand. He is returning to the regional office to take over a supervisory desk.

Bob Nicholls and Bob Chambers made final survey at Seattle-Tacoma, and surveys at Carlsbad and Truth or Consequences were made by H. D. Washburn as a swan song before taking over the Communication Station.

Philip Nicoletti, from the Third Region, joined us this month but unfortunately was hospitalized at the Veterans' Hospital for several weeks.

Facilities Maintenance Branch Activity

Our integration of Airways personnel and electronics personnel has now been completed. All transfers involved have taken place and loose ends involved are rapidly being picked up and being tied together. We hope that with the beginning of

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Calendar '55 we can all operate as one team and do an even better job of maintaining our facilities than has been accomplished in the past. Changes in the Grounds and Structures crews were completed during this past month and with completion of this move, the Regional Office Chief, of Grounds and Structures, Mr. Oscar Grandson elected to take retirement. Oscar has served for a good number of years and we know has a large group of personal friends in the field. We understand that after our farewell party, Oscar immediately took off for a round of visits with relatives and friends with the intention of winding up in Seattle for the Christmas Season. Grounds and Structures group will now be headed by Stephen Parker who held this position in Los Angeles prior to the consolidation.

We are happy to report that E. Becker, our Electronic District Supervisor at Phoenix, successfully completed his battle with ulcers and has returned to duty.

Several other changes in personnel have taken place during this month one of which involved Margaret O'Neill, our Administrative Assistant. As a result of organizational changes, Margaret was replaced by Pearl Ray who formerly operated as Administrative Assistant to the Airports Division. We all welcome Pearl into the organization even though we are sad to have Margaret leave after her long period of service with the Maintenance group. Margaret departed immediately for Seattle where she spent Christmas with her family and friends. Miss Helen Towns, Branch Secretary, elected to move to San Francisco where she will work for Operations and has been replaced in the Branch Office by Mrs. Madeleine Dunn.

We are happy to report that Harry McConnel has now completely recovered from his attack of Polio and is operating full time as a DME specialist in the regional office.

One class of Electro-Mechanic Technicians, completed teletype training during this month, consisting of: John W. Benjamin, Leo J. Fleming, Gerald V. Luke, Gerald C. Quick, Sr., Albert G. Stager, and John S. Garcher. We expect the teletype training program to commence again immediately after the first of the year and to continue until all personnel requiring this training have been given an opportunity to attend.

All selections for the Radar assignments recently advertised have been made and we are happy to report that most of the men concerned will be attending school at Oklahoma City starting the 3rd of January. The students reported in last month's issue as being in attendance at Oklahoma City, completed their assignments December 24, 1954, and we know they were happy to return home for the holidays.

AIRWAYS OPERATIONS DIVISION

On January 1, 1955 a new system of advance bidding will be placed into effect to expedite filling of vacancies in the Airways Operations Division. Essentially this will require each person serving at a field facility to advise his chief in advance of vacancies in which he is interested. The Regional Office will continue to advertise vacancies by dispatch and will receive reply the following morning compiled by the person on duty during the night shift who will base the reply on the advance bids which are on hand. This system will save seven days in filling each vacancy advertised.

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An additional Operations Supervisor (Communications) position will be established January 1. Mr. Herbert Hela, former District Supervisor and presently Chief of San Francisco OFACS, has been selected to fill this position. Mr. Elmer Butler has been selected to fill the resulting vacancy as Chief of the San Francisco Station. He formerly held this position for twelve years and was displaced unfortunately through RIF action a year ago. Mr. Hela served as District Supervisor prior to his assignment as Chief of the OFACS. We are all happy to see Herb and Elmer go back to their old jobs again.

All arrangements have been completed to close the Communications Station at St. George, Utah, Ontario, Oregon, and Fallon, Nevada, effective January 10, 1955. They Navy will continue to provide weather reporting service by teletype at Fallon.

In order to provide funds for immediate staffing of additional air route controller positions in the New York Center, it has been decided to postpone commissioning of several radar installations in this and other continental regions. This will probably result in a delay of two or three months in this region.

Studies are in progress to determine to what extent existing radar installations in the San Francisco Bay Area can be used to assist in air route traffic control. If existing installations are not suitable, there is some likelihood that the Navy will provide temporary equipment for CAA use until a more permanent installation can be completed.

McChord RAPCON inaugurated radar arrival control December 23 to supplement radar departure control which had been established November 20. This RAPCON is now fully operational. Plans are under way to use McChord RAPCON for en route control within the near future. This should help expedite traffic in the Portland-Seattle area.

Mr. H. B. Wright met with Mr. Goldwyn Dyke, W-383, and others at Albuquerque to review and develop justification for remote transmitting and receiving channels for the Sandia Mountain site.

A new system of reporting status of projects was developed and inaugurated in the Technical Services & Planning Branch.

The Air Force UHF installation program is being reviewed to determine whether changes in installation priorities should be made. All stations having high density jet traffic will be given top priority.

Plans have been completed in cooperation with the Facilities Division for installation of air/ground operating consoles at Rock Springs, Spokane and Toledo.

The world-wide project of implementing the radio frequency plan developed at the Atlantic City 1947 conference continues. Numerous changes have been made in the Pacific area.

A study is under way to develop en route procedures and holding patterns for the proposed Fircrest VOR.

Studies have been made to determine the effect on civil aviation that would result from establishment of an extremely large military restricted area in the Owens Valley-Mojave Desert region.

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Proposals have been developed for changes in the Victor Airway structure which will result from relocation of the Roswell VOR.

A proposal to make controller airspace out of the oceanic Flight Information Regions is being explored.

A study has been completed showing what communication and navigation facilities would be required to extend the control area from Dungeness to Neah Bay.

We have informed the Facilities Division regarding AOD space requirements in the new Municipal Airport Operations Building at Tucson.

* * * * *

The following article appears in the December, 1954 issue of FLYING MAGAZINE, AOPA Pilot Section:

"If ever a census or vote is taken to find the best bunch of tower operators in the country, I will place my bet on Lee Housman and his crew at the Oakland, California Municipal Airport. This is one of the busiest airports in the country, yet they welcome and receive the private pilot and operator with kindness and courtesy. This is something that is lacking at many other large airports. Not only do they have a good tower crew but a fine ground crew as well. After landing you are met by a station wagon and shown every courtesy. I think the airports that are finding the private pilots an imposition should go to Oakland and find out how to really run an airport.

Ed Garrett (AOPA A74176)
Operator, Redding Sky Ranch
Redding, California"

* * * * *

V. P. P. NEWS

Remember! New members will be accepted during the calendar month of February 1955. Anyone who is not now a member may join pro-viding he submits acceptable proof of physical condition. Standard Form 78, using both sides of the front page only is satisfactory. This is the same physical that is given to employees when they are first employed by the CAA. Any physical proof must be dated within 30 days of the application. Chairmen should send in beneficiary cards, \$5.00 per new member and proof of physical as applications.

Persons who once belonged in the plan then voluntarily dropped out are not eligible.



CEDAR CITY, UTAH

COMMUNICATION STATION: Cedar City, Utah - Land of the Rainbow Canyons. Within easy driving range are Cedar Breaks National Monument, Bryce Canyon National Park, Zion National Park and Grand Canyon National Park. Mountain lakes and streams make for good fishing and the deer hunting isn't bad! Off days can be really enjoyable if you like the out-of-doors. Relief from cold winter days can be found in Utah's 'lil ol' Dixie, "where the Summer Sun Spends the Winter".

Incidents at this station have been scarce of late (we have our fingers crossed). An Air Force B25, lost and nearly out of fuel, recently made good use of the Enterprise Intermediate Field. In another incident a local pilot recently wore out a good pair of shoes walking 15 miles from a forced landing to a telephone.

Aerial photographers invaded the Cedar City Municipal Airport during the past summer. One crew stayed with us for several months.

The MLF VORW, with voice-code identification, is still confusing the flying public. A couple days ago, after repeated calls to "Milford Radio" the pilot said, "I hear you answering but you are quite weak, I'll call back in a few minutes".

Approximately 100 College and High school students and AFROTC cadets have visited this facility since the beginning of the school year and have received information and explanation of duties and activities conducted at the Cedar City Station and by the CAA generally.

After two and a half years we finally had a change in personnel. The station has been operating with four men for three months now.

ELKO, NEVADA

COMMUNICATION STATION: CAA personnel at Elko would like to take this opportunity to wish the entire region a Happy and Prosperous New Year.

The operations crew at Elko appear to be one of the few things left in the CAA that is unchanging, one man having been here since 1938 and the junior man on the station since 1947. At one time all personnel at Elko were deer
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slayers, but now golf and other activities seem to be drawing them to other fields. (It couldn't be age). Those that do hunt seem to bag 3 or 4 deer each, without much trouble, depending on how many special tags they purchase.

At long last, Elko now has an automatic standby power plant at the low frequency range and also a standby range transmitter equipped with voice facility. When this paper goes to press we may have a VOR in operation, then Elko will be within 3 years of being modern.

EAGLE, COLORADO

COMMUNICATION STATION: Season's Greetings from the Top of the Rockies to all you good people of the Fourth Region. The reason for not having reported before is not that we have all retired, far from it. Life in these mountains is all demanding with the long winters, cold nights, and thin cool air of summers. It breeds a voracious appetite and there is an ever constant rustle for food - venison, elk and fish.

Eagle is located about forty miles west on the crest of the continental divide of the western slope. It is on the Eagle River which joins the mighty Colorado 8 miles southwest. About 100 years after Captain Fremont led a party over Tennessee Pass, the Eagle Airport was constructed, nestled in the valley among the crags, surrounded by mountain peaks reaching up to 14,000 feet. Our VHF receivers and transmitters are located atop a 9,000 foot mountain, remotely controlled. The VOR range at Kremmling on another peak, is remotely controlled from Eagle by control line and radio links. The views from atop these surrounding peaks are awe inspiring. The airways beacons are atop peaks ranging from 10,000 to 12,000 feet. Bold and fearless these lads be, who maintain and service these aids to air navigation. Across the mountain trails these lads have blazed the trails through blizzards and deep snows: Arriza, Bruce, Cheatham, Hahn, Jemison, Kane, Piccone, and Testerman. The SES at Eagle enjoys taking the boys from the regional office up to the transmitter site in the Sno-Shu.

Eagle is near the center of the Flat Top Wilderness Area, dotted with many mountain lakes, the starting point of the White River, the former home of the Ute Indians. With the arrival of the prospectors, the Indians sadly departed moving on towards the Pacific. Mining has been in progress since 1879 when the first claims were staked in Redcliff and Aspen. In the next 15 years numerous famous mines were opened such as the Molly Gibson, the Smuggler, the Aspen. Sudden fortunes were made. Eagle county from 1880 until 1945 produced ores of zinc, lead, gold, copper, and silver valued at more than a hundred million dollars. Again today the area is considered one of the hot spots of the western slope. Come springtime a group of Texas boys have their eyes set on developing uranium claims not too far distant from the airport.

On November 30 there was the general feeling that winter had arrived when 16 inches of beautiful white snow fell. We shoveled for 2 or 3 days and then came some more. Now we are wondering where we will put the D' stuff. The temperature has dropped to a -19 and lo we can expect a -30 any morning. Eagle is a Winter Wonderland for hearty lads. There is unexcelled skiing.

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It is also a Summer Playground for the camper, the climber, the fisherman in trout-laden streams in pine-scented dells. We have a lot of fun and a lot of misery.

PRESCOTT, ARIZONA

COMMUNICATION STATION: Rounding out a years routine activity, the Prescott Communication Station has seen the increased jet aircraft traffic compensate for loss in activity due to the decline of post-war non-sked traffic. Using new UHF equipment on channels 5 and 6, the Prescott station's workload has remained consistently high due to the military use of these frequencies.

Since our operations were mostly routine, the only stir made in the station's atmosphere was due to personnel changes in the station roster for the first time in several years. James Crichton, a GS-5 communicator at Prescott for more than two years, was promoted and transferred to the Rock Springs station; M. H. Wilson of the Klamath Falls station is expected to arrive here in mid January to fill a GS-7 position that will bring the communicator complement up to six GS-7's.

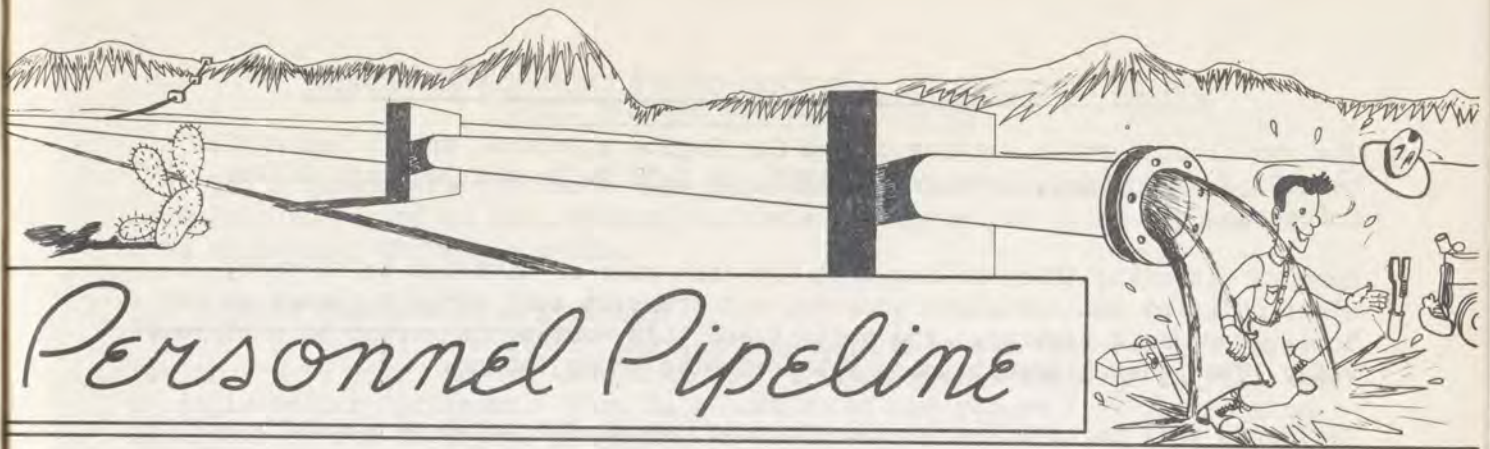
Prescott's 30-year man, SES George Day has completed the integration of the airway sectors with his maintenance duties and Cal Gordon, formerly of the Los Angeles mobile shops has moved to Prescott and taken over the electro-mechanical duties.

Installation crews spent some time at Prescott this year with UHF installation and console modernization. Still awaiting installation is Prescott's DME and Phase V UHF.

Part time weather observations by Communicator personnel are part of our routine duties now, due to recent cutbacks in personnel at the Weather Bureau's airport station. Taking observations from 1900 to 0500 daily, the INSACS furnishes weather for three scheduled airline operations each night; during marginal or IFR weather conditions, with the usual increase in air-ground traffic, the communicator is often in a bind to keep his eye on the weather for the impending airline arrivals and departures.

Prescott station personnel assisted the municipal airport management and the local American Legion Post in their sponsorship of the first Annual Veteran's Day Air Fair held here in November. More than 100 military and civilian aircraft participated in the two day affair that attracted an estimated 6000 persons to the airport.

Following the trend set by the Regional Administrator and several of the other INSACS, the Prescott personnel elected to contribute to the local Salvation Army Post in lieu of sending Christmas Cards this year.



There has been some misunderstanding about the current status of our Airways Operations Specialist (Communication) examination. Because there was very little recruitment activity for this position in 1953 and since we had over 200 candidates at the time, the examination was closed for filing applications on October 19, 1953. This examination was for GS-5 and was the only examination in this Region for entrance into Airways Operations positions.

Even though an examination is closed people who were unable to apply because they were in the military service during the period the examination was open can apply under certain circumstances. They must be honorably discharged from the service, qualified for the position, and apply within 120 days after release from military service. No credit is given for experience obtained after the closing date of the examination. This date for AOS (Com) is October 19, 1953. Also the Board can accept applications from 10% disabled veterans at any time so long as the register exists. For disabled veterans there is no cut-off date for crediting experience.

The Board can also accept applications for transfer of eligibility of a person who has taken the same examination in some other CAA Region. This is possible even if the person filed for the other examination after our closing date. This was not previously permitted.

Field personnel are urged to pass this information on to prospective candidates. Military personnel who are qualified should be encouraged to apply only if they know definitely of their release date from the service and providing his release will be effected within 30 days. Otherwise we could not accept his application.

CLASSIFICATION STANDARDS

In last month's issue we did some crystal-ball gazing about the present status of the projects on classification standards. We now have a little later information.

For Airways Operations Specialists the new target date is April 1. For the Electronics Maintenance Specialists, July 1, 1955 is the target date. The fact-finding phase has been completed on the project. The task ahead is to complete the actual draft of the standards and clear them with the various Federal agencies concerned. The target date for issuing the Aviation Safety Standards is much further down the road.

We will advise you of further target dates for these projects periodically.

NOTICE OF CAA REGION 4 FEDERAL CREDIT UNION ANNUAL MEETING

The annual membership meeting of the CAA Region 4 Federal Credit Union will be held on Wednesday, January 12, 1955, at 7:30 PM in the Regional Office Cafeteria.

Members attending this meeting will vote the rate of dividend to be paid, elect officers and committee members, and transact such other business as may come before said meeting. You must attend this meeting in person to cast your vote. The Federal Credit Union Act prohibits proxy voting.

Dividends will be credited to all accounts during the month of January. Bring in or mail your passbook to the Credit Union office and the necessary entries will be made and the passbook returned promptly. A Credit Union Financial Statement will be mailed to you only if requested. The Credit Union is well over a million dollar organization and each member should make a special effort to attend this annual meeting.

We wish to remind Credit Union members that all interest paid to the Credit Union on borrowed funds during 1954 is deductible for income tax purposes. To those members reporting Credit Union dividends, remember that the dividend credited to your account in January 1954, is the amount to be reported as 1954 income. The dividend that will be credited to your account in January, 1955, will be 1955 income. Be sure to check the new Internal Revenue laws relating to dividends.

* * * * *
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 shignature 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.

CHRISTMAS CHEER FOLLOW THROUGH

The following reports have been received from our personnel at various locations in regard to contributing to Christmas cheer for needy persons in lieu of mailing Christmas cards.

Los Angeles Communication Station:

The personnel here at the Los Angeles Station have a better "Christmas feeling" this year, for we know that two families with a total of 16 will have a little better Christmas. Here is a portion of the report from the Station Committee on our Christmas project:

"A family of eight, the mother and 7 children at home - the father has deserted them - the mother is ill and there is other illness in the family, no means of support. Family consists of four boys ages 12, 11, 9 and 6 - three girls ages 14, 10 and 9 months -----.

"A family of eight; mother and father - the father is currently home on leave from a mental hospital and cannot work - four boys ages 7, 5, 4 and 2 - two girls ages 8 and 11 - - -.

"Adult and childrens clothing were divided so that each of the 16 persons received one or more articles of clothing....groceries were divided between the two families, there being sufficient quantity for several meals....cash in the amount of \$12.50 was given to each family to purchase a Christmas turkey.... The U.S. Marine Corps was contacted and they are providing Christmas toys for both families."

Los Angeles Tower:

~ Los Angeles Tower wishes all Center, Stations, Towers and Regional Office personnel a belated Merry Xmas and a Very Happy New Year.

We are taking this method of sending seasons greetings in lieu of Xmas cards. The money normally spent for Xmas cards was collected and a family adopted from the Xmas Cheer organization of a mother and 3 small children who would not have had a Xmas without the help of some organization.

May we thank you for the many lovely cards received.

Billings, Montana:

The entire group of CAA people at Billings went for the Christmas Cheer idea hook, line and sinker. This includes the Aviation Safety District Office, Facilities Maintenance, Electronic District Supervisor and Secretary, Tower and Communications Station plus the Janitor. Sorry folks we're a little late in wishing you a Merry Christmas (was so busy getting those boxes filled for a needy family) anyhow here's wishing you all a Happy New Year. We are a lot happier already for our efforts in this project.

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Salt Lake City, Utah:

"Santa Claus comes but once a year." That's an old saying that we have all heard many times and to most of us he does come once a year. However, upon looking a little closer, we find that it isn't exactly true - that there are some places that Santa might have to skip. Maybe Santa needs more help.

At Salt Lake City they decided to do something about helping Santa out. It started as a small collection but soon the money came rolling in from the Electronic Technicians, Communications personnel, Flight Inspection, Air Route Traffic Control Center, the Weather Bureau and from the ASDO Office.

The name and address of a needy family was obtained from the newspaper. It was a family with four children that were in very poor straits due to sickness of the father and also of the children. With \$120.00 collected, these children were completely outfitted with clothes and toys, and clothes were purchased for the parents. A large quantity of food was obtained, including a turkey and all the trimmings.

The stores in Salt Lake City were a great help in playing Santa. The Auerbach Company furnished complete outfits for the children. Over \$160.00 worth of goods were received and they charged only \$75.00. Dan Gardiner's Market furnished about \$50.00 worth of groceries and charged only \$30.00.

In addition to all the purchases, there were many things donated by the personnel at Salt Lake - clothes, toys, canned goods and tree trimmings.

Everyone did their part by backing the project wholeheartedly. Special mention must be given to Mr. Broudy, Mr. Hardy and Mr. Rarer for their help in making Santa's visit this year a real one for this mother and father and their children.

So, in lieu of a Christmas card, we wish to take this opportunity to express our wishes for a Merry Christmas and a Happy New Year to all of you.

Spokane, Washington:

Thirty-eight Federal employees at Geiger and Felts Fields have contributed \$70.00 to a fund which is being used to buy food, fuel and other items for a needy family. The family has been selected.

The committee included Raymond C. Daves, James B. Robinson and Mrs. Sue Hayashi.

Groups represented include the Aviation Safety District Office at Felts Field, Geiger Field Tower, Weather Bureau at Geiger, Electronics Maintenance personnel and the Communication Station.

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The NAVAJO INDIANS will receive food, clothing, shoes, medicine and money - thanks to the efforts of the C.A.A. employees and Mr. T. R. Larkin in Property Management, plus the efforts of the Committee members of the Women's Breakfast Club, who raised \$150.00 for food and medicine.

This is a worthy charity which you can assist all year by donating items you normally would throw away.

When you can give - and have it - see T. R. Larkin.

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