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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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### RAPCON--THE MAGIC WORD

by  
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Chief, McChord RAPCON

With the commissioning of the McChord RAPCON Center September 15, 1954, a new era in air traffic control was begun. The McChord RAPCON Center (Radar Approach Control Center) is the first such installation in Region Four, and the second RAPCON facility in the Federal Airways System. The McChord Air Force Base is primarily an Air Defense Command fighter base. In addition to fighters, the base is a major MATS terminal for Alaskan and Pacific traffic. A considerable volume of CAM and administrative traffic operates through the terminal. The mission of the RAPCON is the expeditious handling of all aircraft, with emphasis on fighter recovery.

Since the RAPCON, through the use of radar, exercises the combined functions of an Air Route Center and an Approach Control Tower, personnel selected to staff the facility were chosen equally from Center and Tower Airways Operations Specialists. Of the 28 personnel staffing the RAPCON, 5 had received previous training and experience in the use of radar as a traffic control aid. The varied experience of the personnel did much to expedite the early activation of the RAPCON by providing an excellent means of cross training that otherwise would have been impossible.

At most locations, personnel of new traffic control facilities receive valuable on-the-job training during periods of VFR weather conditions. Since the almost continuous existence of IFR weather at this location made this impossible, (my apologies to the Tacoma C of C), it was believed advisable to phase the RAPCON into complete operation through 4 steps; Basic Approach Control, Radar Departure Control, Radar Arrival Control, and Radar Enroute Control. The first step, Basic Approach Control, was commissioned September 15th. The CAA flight acceptance checks of the radar gear were completed in November and Radar Departure Control was activated November 20, 1954. On December 23rd Radar Arrival Control was placed in operation. It is anticipated that step number 4, Radar Enroute Control, will be activated within the next 60 days.

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A RAPCON Center is a split type operation with CAA personnel operating Approach Control, Radar Departure Control, Radar Arrival Control, including surveillance approaches, and Radar Enroute Control. This is accomplished through the use of the CPN-18A radar. AACS personnel operate the FPN-16 Precision Approach equipment. The CPN-18A provides radar surveillance over a circular area 104 miles in diameter approximately once each 3 seconds. The radar return is presented on 3 scopes, each of which have individual controls. Each scope is equipped with a video map which may be controlled by the operator. By selecting the desired range, the controller may expand or contract the scanning area from 10 to 104 miles. The video map of the airways and prominent landmarks displayed on the scopes contracts and expands with the selected range. The three scope positions are designated as the Radar Departure Controller, Radar Pattern or Feeder Controller, and the Radar Arrival Controller. In addition to the supervisor, these three positions are supplemented by the Flight Data operator who accepts all inbound and outbound flight information, the Approach & Enroute Control position which carries all flight data and controls all aircraft beyond the surveillance range of the RAPCON, and the Associate Controller who coordinates and assists other operating positions. The AACS personnel staff the Precision Approach scope. Seven air/ground consoles provide the controllers with 30 potential radio channels.

We have learned recently that the McChord RAPCON is the facility chosen to experiment with long range Air Defense radar for the control of enroute traffic. It is planned to remote to the RAPCON 2 long range scopes and a VG-2 horizontal plotting scope from an adjacent Air Defense Radar Site. This equipment will more than double our present surveillance coverage and will make possible the control of aircraft at altitudes beyond our present range. The value of radar as a landing and departure aid has been proven by the many CAA tower installations. We RAPCONIANS (new term) believe that radar can be just as valuable as an enroute aid.

The commissioning of the RAPCON has taught us several salient points. First and foremost, a controller does not require years of radar training and experience as a prerequisite for RAPCON assignment. To a good controller, radar is another tool that, after a reasonable training period, he will use as a means of separating and adjusting the flow of air traffic. As a matter of information, during the first week of RAPCON radar operation over 200 instrument approaches were handled, the majority of which were jet fighters. Under varying IFR weather conditions, the fighters were recovered from 20,000 feet with an average touchdown time of 3.1 minutes. We think this is pretty fair for a bunch of ex-tower/center controllers who, prior to September, thought a cathode ray tube was something used to mail newspapers. It is our belief that with the equipment and opportunity, a similar service can bring relief to the enroute control problem.

If we RAPCONIANS (new term, second time) sound enthusiastic about our new facility, please bear with us because it's just the way we feel.

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## REGIONAL ADMINISTRATOR'S COLUMN

### "JIM'S DAY"

Thursday, January twenty seventh was Jim Read's last day of duty before his retirement from CAA. And what a day! It began at the coffee break when most of the regional office folks gathered in the cafeteria. Jim had said he didn't want any fuss or going away gifts, but people wanted to express their high regard for this warmhearted, smiling man who was always ready to listen to anybody's problems. So they wouldn't be denied, and there was a spontaneous outpouring of affectionate ideas and thoughtful things to do for our Jim. There was the funny quart size coffee cup and saucer together with the sugar doughnut eight inches across; there was the balanced non-tip over smoking stand which he had mentioned wanting some time ago. It had an engraved inscription: "To Jim Read, From your CAA friends in Region IV". Then there was a check for sixty dollars representing contributions not spent for gifts.

At noon forty of the girls in the office took him to lunch at Mike Lyman's Cloud Room at the Airport. After lunch the girls lined up for a farewell kiss. Jim says some of them went back and got in line a second time. At any rate he came back from lunch with a face well covered with a variety of colors of lipstick, and as he said, he loved it.

After work several of his close friends took Jim to the Del Mar Club where they were joined shortly by most of the CAA men for a stag dinner. Last report it was ninety-four that sat down for the best roast beef dinner the Club could offer. Then there was the presentation of a beautiful parchment scroll with a fitting salutation to Jim, and the signatures of over a hundred CAA friends, including all those at the dinner. The presentation was made by Judge Woodmansee - a toast by Dr. Britton - compliments and well wishes from representatives of CAA Washington and Regional Headquarters and field offices, by Joe Tippetts, Bob Dake, Herb Hela, and Bill Howard. Jim responded nobly, but it was evident he was under considerable emotional stress, and who wouldn't have been after a full day of receiving expressions of affection and good wishes from loving associates? Master of Ceremonies Woodmansee took the cue and appropriately rang down the curtain ending the party. Many lingered on to personally add their slaps on the back and words of good cheer.

It was our pleasure, Jim, to do these few things for you at the conclusion of your truly illustrious career with CAA, to thank you for all your help as a working associate, and to wish you every success in your new activities and endeavors. We won't say goodbye because we expect you to come back to see us often. God be with you, now and always.

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## JAMES E. READ RETIRES

Jim Read, the Region's straw-boss, retired effective January 31. Jim became eligible for retirement on his 62nd birthday in November but elected to round-out 25 years service with CAA. His exit as Deputy Regional Administrator leaves a big gap in the Region. He can probably list as many friends in aviation as anyone in the industry.

Jim's beginning in aviation goes back to World War I when he enlisted in the Aviation Section of the Signal Corps. He was selected and assigned as a civilian flying instructor and used as a guinea-pig in the program designed to improve methods of training military aviators. He has the distinction of soloing after a mere  $3\frac{1}{4}$  hours of dual instruction and was subsequently commissioned as a flying officer.

Upon discharge in 1919 he spent his next 10 years peddling autos. Apparently he decided that transportation from a ground point of view had its disadvantages, so in 1929 he returned to his real love - - aviation.

For a year he was a civilian pilot and operation manager with Scenic Airways in El Paso, Texas.

In 1930 he began a worthwhile 25 year career with CAA. He was initially assigned as an Aeronautical Inspector for the State of Illinois and transferred to Los Angeles in 1932. He was later named as the Safety Inspector in charge of the Air Carrier activities for the 11 Western States. He recalls having lived out of a suitcase during this period in which he worked by day and traveled at night. He was named as the Chief of Safety Regulation Division in old Region 6 in September 1941, and advanced to Deputy Regional Administrator. He has served as the Region Four's number two man since the consolidation in May 1953.

Jim is one of the few aviation safety men who is and has been consistently affiliated as a ham operator, call numbers W6-CHC. (It is reported that CHC stands for California Hog Caller.)

Just to prove his versatility he recently undertook the task of rewiring his Santa Monica home. He marched right down and passed the appropriate examination for an electrician's license, and proceeded to finish the job.

Another one of the sidelight activities concerns his so-called "land-yacht". He recently purchased a Ford pickup and mounted a trailer body on it. He subsequently furnished it with the latest kitchen devices, so he's now in good shape to make that long desired trip to Florida via land-yacht. Too, he has farming interests back in Indiana so he can be classified as a "gentleman farmer". If he gets tired of touring on land Jim plans on making good use of his floating yacht at Wilmington.

Here's a man who has contemplated retirement in grand fashion. Seriously, his many, many friends would like to say something like this to Mr. James E. Read:-

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We have spent many years together. We have worked together, played together, laughed together and worried together. We have learned together, too. We have learned, through our association with you, to renew our appreciation and respect for certain of man's better qualities: - - graciousness, sincere kindness, fairness, loyalty, and actions and decisions prompted by the heart as well as by the mind. Being human, we may have differed with you on occasion, but we have never doubted where your interest lay; we have always known you were on our side.

The very best of luck to you, Jim. We shall miss you.

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### DIVISION HIGHLIGHTS

#### AIRPORTS DIVISION

Mr. Winger and District Airport Engineer Flaherty attended the meeting of Regional Airports Division Chiefs in the Washington Office January 3-8 for the purpose of reviewing and developing the tentative Fiscal Year 1956 Federal-aid Airport Program.

During the past month project applications were received from: Phoenix Sky Harbor Airport to complete construction of taxiways and for land acquisition; Fresno Air Terminal for acquisition of land for approach protection; Los Angeles International Airport to acquire land for approach protection; Billings Municipal Airport to grade, drain, and pave instrument runway, taxiway, and grade for glide path installation; Great Falls Municipal Airport to remove and reconstruct failed concrete apron over utility tunnel, reconstruct taxiway and entrance road; Salt Lake City Municipal Airport to reconstruct runways, taxiways, aprons, and pumping station in storm sewer system.

At present, two projects are under Grant Agreement and have been physically completed. Thirteen project applications have been received to date. It is expected that Grant Offers will be issued on most of these applications early in February. This represents one-third of the Fiscal Year 1955 Program, with a balance of 26 project applications to be received. Preliminary information indicates that most of the applications are ready for submission to the District Offices and will be in the Regional Office within the next 45 days.

#### FACILITIES DIVISION

##### Flight Inspection Activity

Ted Wilder has been transferred from Seattle to Los Angeles to fill the vacancy of Flight Inspector left by Al Horning. Bob Kelly, from Oakland ATC replaces Wilder at Seattle.

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A new glide slope (TUS) and associated DME has been flight checked and commissioned at Los Angeles International Airport. Setting up DME approach procedures are now under way with Aviation Safety.

#### Establishment Branch

The Establishment Branch has been reorganized and is now operating on a facility type of organization. Individual sections in the Branch handle all civil and electronic engineering, construction and installation for a particular type of facility. With this organization we intend to stress detailed planning and installation for each facility as a unit within one section to arrive at a better finished product. We expect that the first few months with consequent readjustment, reassignments, etc. will offer some difficulties. However, after this initial shakedown we feel certain that all operations in the field and office will run more efficiently.

#### Planning

This month has mainly been spent on familiarization with planning procedures and developing a modus operandus for future activities.

Several Facilities Clearance Committee Meetings have been attended with definite contributions by this section regarding, among others, the proposed master plans for Salt Lake City Municipal Airport No. 1, Fresno, California and Riverton, Wyoming.

Space requirements are being handled by this section in coordination with the Airports Division as may be required by FAAP projects.

The planning for remote receivers and hi-sites, which has previously dangled somewhat, is being formalized for early submission to Washington. This will be the result of several meetings with Airways Operations Division requiring a complete resurvey of regional air/ground communications difficulties.

Mr. Triplett and Mr. Wild are working on a visual and written survey of all projected projects in previous long range EANF programs. With such information, we can start very early in developing the F.Y. 1957 "E" program on a much sounder basis than we have had the opportunity of previously doing.

#### Communications

Fred McCauley and Carl Duncan completed modernization of console equipment and the construction of a new antenna structure and relocation of antennas at Hobbs, New Mexico INSAC. Frank Dettmer assisted with antenna structure and dismantling of the old antennas.

Completed plans for modernization of Van Nuys Control Tower. All equipment on hand for estimated start of installation on February 1.

The Truth or Consequences INSAC building moving job has been delayed due to contractor's failure to report on the job. We expect this job to be completed during the 1st week of February by a new contractor or by Government Force. Jim Grenshaw is Engineer-in-charge.

Construction Superintendent Frank Dettmer completed a survey to determine improvements needed for access to the airways beacon at Starvation Peak, New Mexico. It is expected that he will be able to complete the improvements at this site the 1st week of February.

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Mike Domitrovich and Glenn Shoop are modernizing the Great Falls INSAC. This work includes installation of a new 50-watt transmitter for the civil VHF frequencies and conversion of the DC-640 Transmitter for use on the military VHF frequencies. This will mean more power and, we hope, better coverage for Great Falls on their VHF transmitter channels.

Howard Pyle and Max Harvey are completing a similar modernization of the INSAC at The Dalles, Oregon.

Bob Payne and Clyde Olson completed removing and shipping the ILS equipment from the inactive Bellingham ILS during the past month. They are now both at Boeing Field where they are just getting started with modernization of the Air Traffic Control Tower.

Earl Jobe and John Elwood finished up the 4-loop array at the Seattle VOR. We hear that they had nothing but trouble with the weather, especially after they were ready for flight check. Both Earl and John are now at Salem, Oregon, where they are removing, packing and shipping equipment from the discontinued Salem control tower.

Fred Yandell has recently completed supervising the installation of acoustic tile at the Great Falls INSAC. At present he is at Pocatello, Idaho soliciting bids for modifying the H-frame antenna support to a Delta frame structure.

Tom Tarpo has just completed a gravel access road and asphalt gutter on the Seattle-Tacoma Airport that will accelerate travel between the ASR and PAR sites. He is now enroute to the Regional Office for assignments in Sunny Southern California.

San Francisco OFACS - The plans for the San Francisco OFACS relocation have received a final review and are practically complete. The installation crew composed of Paul Allee, R. Lopez, R. Preator, D. Preator, U. Larsen, H. Scribner, T. Carrington, E. Clark and J. Shukal, are busy installing the many racks, cables and termination blocks necessary for this type of installation, and modifying equipment to adapt it to OFACS service. Engineer Merle Zeigner has been on the sick list for several weeks but is expected to return soon. John Tunis has temporarily taken over Mr. Zeigner's OFACS work and journeyed to San Francisco on the week of January 17, and has reported that the OFACS installation is progressing smoothly. The equipment room, the air/ground room, racks, terminal cabinets and power wing are installed, and work has started on the cable installation. The Weather Bureau Room Power Wing has been completed and the Western Union Company has started the installation of their equipment. The magnitude of an OFACS relocation becomes more apparent as time progresses. It is believed that the July 1st deadline will be met but there will probably be more than one grey hair (or the loss of a few) to show for it.

#### Navigational Aids

Bill Beekman has conducted the engineering field survey and prepared the drawings for the El Toro Navy VOR facility.

Viriden Vick is in charge of the construction of the Los Angeles VOR and the dismantling of the Long Beach (Huntington Beach) VOR buildings. The construction of this facility, the lowest mountain top VOR in the region, began on January 17 and is to be completed within 50 calendar days. (Continued on next page)

Like the postman, neither rain nor sleet, wind nor snow, can stop the VOR survey crew from their assigned duty--just ask Chuck Dickow, Maynard Hegland and Erwin Clark who recently completed the Alma VOR site survey, in the snow, and are now en route to Whidby Island where they will, no doubt, survey in the rain.

Paul Watkins and Boyd Preece are progressing very well with the VOR and DME installations at Olympia, Washington, in spite of equipment failures and shortages. They expect to complete both the VOR and DME about the 1st of March.

Emmett Whitney and Ralph Crookshank are pushing the Williams VOR and DME installations along in fine style and should have this facility ready to go early in March.

Earl Jobe won his battle with Seattle weather and has the Seattle VOR back on the air with a 4-loop antenna array.

Charles Daggy, John Williams and Glenn Kassing have completed the Daggett DME installation and are now at Yuma installing DME at that VOR. We are happy to welcome Glenn Kassing back in the CAA after an absence of several years during which time he promoted an engineering degree and some outside experience with the Atomic Energy Commission at Los Alamos, New Mexico.

Jim Cheatham and Bob Stramp braved below zero weather to complete DME installations at Lamar, Colorado and Thurman. Engineers Fred Hempt and Bill Bell joined them during tune-up and both seemed mighty happy to be back in warm Los Angeles. Jim and Bob are now at Tucumcari where they are installing DME at the VOR.

Conelrad installations in northern California are progressing under Jimmy Carr who is becoming an expert in this line. He has completed the Whitmore installation and will next tackle Fort Jones VOR control where his ingenuity will be taxed by an unaccommodating control line.

Sam Rosenfeld completed Conelrad installations at San Diego, Oceanside and Jamul, but got caught by snow before he could finish Julian. Five feet of snow and a bad cold discouraged him to the point where he will wait for better weather before again returning to Julian.

This past week Sam has completed acceptance inspection of the Glendale, Canoga Park, Chatsworth, Newhall and Fillmore Conelrad installations.

The L/MF range at Tucson has finally responded to Ed Pardee's and George Martin's persistence and has been flight checked and found to be a satisfactory facility. Their next assignment will be a DME installation at the Gila Bend VOR.

Construction Supervisor Marion Duncan returned from vacation on January 7 and was immediately sent to Tucson for some sunshine and, incidentally, to supervise the construction of the Gilpin and San Xavier Mission fan markers.

John Eagen and Tom Bracken have had their "hand full" of radar installation in the San Francisco-Oakland area. To date they have completed preliminary work for the ASR Repeater and PAR implementation for Oakland and the installation of one ASR console in the San Francisco tower. The PAR preliminary work at San Francisco  
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should be completed by the first week in February. The ASR repeater console is installed in the San Francisco tower but many unforeseen difficulties still remain as a result of the factory modifications. The San Francisco ASR will be in operation about February 10 when Udell Larsen and Rafael Lopez complete the installation of the communications equipment in the radar enclosure.

Riley Harris and Arnold Hatch are "sandwiching" Burbank ASR-3 cable splicing along with their work at the Los Angeles Glide Slope DME. The Los Angeles ASR-1 is scheduled for shut-down on January 31 for replacement with the new Bendix ASR-3 equipment. The Bendix installation crew started their work on the ASR-3 equipment at Denver January 1. J. Cheatham was on hand to welcome the Bendix crew and to correct any discrepancies noted. He also prepared the IFR room so that the Bendix crew could make their installation in it.

Construction Supervisor Harry Mellen is "shuttling" between the Ontario ILS outer marker improvement and the slope light lane improvement at Los Angeles International.

The Salt Lake City ILS relocation is picking up speed with the return of Engineer W. A. Martyn and Technician Brown from annual leave. The project is about 35% complete and with the return of Engineer Beauchamp to the fold within the next few days, speedier completion is anticipated. The crew will then consist of Engineers Martyn and Beauchamp, and Technicians Brown and Pedri.

Jim Cole and Darol Hafner are "slugging away" at the Portland, Oregon DME/ILS and have 70% of the job behind them. This is the last DME of the DME/ILS program.

Engineer Riley Harris and Technician Arnold Hatch have finally battled the Los Angeles DME/ILS to a showdown with the commissioning of the TUS glide slope projector at 8 P.M. Saturday January 15, 1955.

#### UHF - Phase V Program

Wayne Brown, Ed Alfonso and Phil Nicoletti are busy on the Oakland Tower after completing Las Vegas. Bob Miller is working on The Dalles INSAC and Elwood Marsden is doing a few days work at Spokane before joining him. They just completed Portland Tower. O. McIntosh, Carl Weidert and Ray Dickenson finished the San Diego Tower and are now finishing the Ontario Combined Station/Tower. They will proceed from there to Yuma INSAC. Orion Betz has joined John Rathjen and Joe Covington on the Los Angeles Tower. New Technicians Joe Barnes and Murray Asilowitz have been assigned to this crew for indoctrination. The crew will be divided after the completion of the installation at the Los Angeles Tower. One group under Betz will install standby equipment at otherwise completed facilities, the other personnel will be assigned to Miller and McIntosh.

Bob Dahms is now supervising construction at Phoenix Combined Station/Tower with completion scheduled next month. Dave Evans is supervising watchhouse enlargement at Bellingham. Frank Gavin is moving partitions and miscellaneous work at Spokane and from there to Ellensburg for construction of antenna support and miscellaneous improvements. Jim Pace is finishing up the Los Angeles antenna support and will proceed from there to Yuma. Clyde Lee installed antenna supports at Long Beach and is now doing the same at Ontario, California. From there he will proceed to Truth or Consequences for similar work. (Continued on next page)

John Reed and Bob Frehse made preliminary surveys at Yuma, Farmington and Grand Junction. Len LaFornara is following up with final surveys and plans.

Bob Chambers and Bob Nichols are doing the preliminary surveys at Arcata, North Bend, Hoquiam and Redmond.

Charlie Grosh attended a Washington office conference the week of January 10, regarding speed-up of the program. It is necessary that all installation be completed by June 30, 1956.

#### Maintenance Branch

The Facilities Maintenance Branch operated at full capacity during the month of January after our December period of disposing accumulated annual leave and special holiday leave.

The major item of importance during the month was our sixth ATDSs Conference. This particular conference was very informative in that we had Mr. Marriott and Mr. Hardee conduct a very interesting discussion on overtime and fringe benefit laws. The discussion brought out some very frank comments from our ATDSs and we believe was very beneficial to all concerned. As a direct result of this discussion a Regional Office Committee has been appointed to study the entire question, results from the study, together with recommendations, are to be submitted to the Administrator's office. Other items which were discussed at the conference were adequately covered in the minutes which, through the efforts of our R.O. secretarial staff, were mailed as promised on January 21.

We believe that our operation has progressed to the point where we can begin to operate as a solid organization with no more major changes in the immediate future. All of the various programs involving reorganization and integration within the Maintenance Branch are essentially complete. Our field conference series had no activity during this month but we intend that it be taken up again during February as we have four areas still to be covered.

The following personnel are at Oklahoma City, attending various training courses:

George R. Clark	James Neary
George Oltion	Jack Bartshe
William J. Tucker	Leo Morrow
Frank Ogg	John D. Franek

Our teletype training course being conducted at the regional office is proceeding again after our holiday lay-off with the following five men now in attendance: Robert Sikes, Frank Rhoads, Robert Tulloch, Joseph L. Boyd, William A. Staads. This course of instruction will continue without break upon graduation of this group until all Electro-Mechanical Technicians and, if possible, all General Mechanics at integrated sectors have had a chance to attend.

#### AIRWAYS OPERATIONS DIVISION

The Division is making a study of improper addressing and composition of messages within the region. This is primarily a study of regional and district office communications. After the study has been completed all concerned will be advised of the findings and given suggestions so that we may improve our communication handling procedures and also live within the guide lines given to us by the Washington Office.

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It has been determined that Salem, Oregon Service "B" will remain in effect until the rearrangement of the system and conversion to new type of equipment. This is expected to be around June 1, 1955.

The Division is emphasizing better coordination between the Facilities Chiefs and the local maintenance personnel as well as between District Supervisors of the Airways Operations and Facilities Divisions. This will eliminate work in the regional office and increase efficiency.

Arrangements have been completed between the U.S. and the Canadian Governments for the establishment of four additional Service "B" teletype circuits connecting the two countries. One will be between Cutbank, Montana and Edmonton, Alberta.

Mr. Shivers, W-385, visited the region January 17, 18, and 19 to discuss recruitment and training problems, particularly related to the increasing demands for RAPCON and other personnel services. The region is presently preparing a list of requirements in this respect. Washington Office is negotiating with the Air Force for possible transfer of funds from the RAPCON program so that we may have the advantage of preliminary training for personnel replacements which will be required for the program.

Two representatives of AACS Training group, Orlando, Florida recently visited most of the CAA Tower and Center locations which are training CAA personnel under our current agreement with that Unit. It appears that military people selected for this program are very well qualified to undertake the training.

The Washington Office has arranged for continuing the Jet Training Program for CAA personnel at Valdosta, Ga. During the next training period, which covers the month of May, the region will send six personnel to these classes. Personnel have been selected from Centers and Towers as requested by Washington.

Mr. Clyde Foreman, Chief of the Los Angeles Center, passed away January 16 as a result of cerebral hemorrhage. His position has been advertised for filling sometime during this month.

Herbert Hela, the new Communication District Supervisor, reported for duty at the regional office January 7, 1955.

Studies concerning possible break-down in airways operations services, and control of all air space at high altitude have been completed and appropriate letters of recommendation and explanations have been forwarded to the Washington office.

Elmer C. Butler, OFACS Chief at San Francisco is being loaned, for a period of not to exceed 30 days, to International Region to aid in solving communication delay problems at Bangkok, Siam. He may also visit other far eastern locations.

Approval received from Mexican Government for change of frequency at Mexicali, Sonora from 346 KC to 292 KC to relieve interference on Ontario, Calif. LOM. 292 KC crystals are now on hand for delivery to Mexicali. Change-over held up until Air Force, Yuma AFB can obtain delivery of crystal for simultaneous change from 294 KC to 344 KC.

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Arrangements made with WBRO Salt Lake City for monitoring of Olympia VOR by U.S. Weather Bureau personnel at Olympia to permit classification in Category I.

Frequency 3363 KC approved as replacement for 3392.5 KC at Bryce Canyon, Hanksville, and Grand Junction. Coordinated with WBRO re agreeable changeover date regarding Blanding, Utah.

Planned rearrangement of equipment in numerous communication stations to allow for installation of Service "B" automatic relay teletypewriters.

Orders prepared to discontinue 111A interphone equipment at the Spokane, Paso Robles, Missoula, and Gooding communication stations effective April, 1955. Savings will average \$95.00 per month each.

Action taken to obtain additional 102A key equipment for the Denver Tower and the Oakland Center.

Authority to replace 109A equipment at Las Vegas combined facility with 102A equipment requested from the Washington Office.

Twelve radio frequency/interference problems were studied and solved. Corrective action initiated.

Decision reached to not relocate radar equipment at Seattle/Tacoma Tower.

Recommended designating and redesignating following Victor Airways:

Unnumbered - From Grants to Santa Fe to Las Vegas, New Mexico to Dalhart, Texas and to Gage, Oklahoma to facilitate ATC operations in Albuquerque area.

V-68 - From Corona to Albuquerque to permit simultaneous altitude occupancy on V-68 and at Peralto intersection holding pattern.

Unnumbered - From Grants to Corona to Tucumcari to permit routing around Albuquerque area and to improve Albuquerque departures.

#### AIR CARRIER SAFETY DIVISION

United Air Lines conducted two flight operations meetings on December 1 and 2 which were attended by agents of the San Francisco District Office. The feature of the meeting was a film showing UAL experiments with airborne radar. The company installed an RCA airborne radar set in a Douglas DC-3 and then went out looking for weather. The use of airborne radar proved advantageous in circumventing areas of hail and associated turbulence, as well as heavy rain. The equipment tested proved to be of great assistance in identification of vertical terrain. UAL's Board of Directors has authorized the expenditure of four million dollars for the procurement and fleet installation of the C Band airborne radar equipment.

Trans World Airlines and the City of San Francisco have concluded a 40-year lease arrangement at San Francisco International Airport involving land south of the new terminal building. TWA is expected to begin construction shortly on hangar and maintenance facilities. (Continued on next page)

During the first part of December, 1954, a United Air Lines night flight from San Francisco to New York averaged 461 miles per hour for the 2,741 miles between these two points. The total time elapsed was 5 hours and 57 minutes.

A new airline bus terminal, located in the NBC Building, downtown San Francisco, began operation on December 1, 1954. This terminal serves all airlines and is the only departure and delivery point for downtown San Francisco. The new terminal building is the result of the Public Utilities Commission action banning all airline bus operation around the Union Square, and in turn, eliminated all hotel and ticket office stops.

Gordon Bain, former Executive Assistant in the Los Angeles Region, CAA, is now retained by Slick Airways at their Burbank headquarters as an Aviation Consultant.

North American Airlines' first DC-6B was put into service December 18, 1954. No chronic maintenance difficulties have been encountered during the past 240 hours of operation.

On December 1, 1954, Great Lakes Airlines made a non-stop flight from Burbank to LaGuardia, New York, using a DC-4 with a four-pilot crew. They carried 60 passengers, and the flight was completed in 11 hours and 40 minutes.

Approximately January 15, Great Lakes Airlines and Currey Air Transport expect to start operating between Chicago and Miami, with a stop at Tampa, Florida. They will also operate between Miami and New York.

Western Air Lines have completely revised and rearranged their teletype message center located in WAL Hangar Office at Los Angeles International Airport. Use of new high speed model 28 teletype machines, multiple transmitter distributors and Chaddless printing reperforators with complex switching and broadcast control has improved traffic handling capabilities of the station.

Los Angeles Airways have relocated their Metropolitan Area ground communications station to Mt. Wilson. This station is the key station of the system, controlled by audio tones over telephone lines by the dispatch office at Los Angeles International Airport. Selective control of the satellite station at Long Beach Heliport and mobile stations installed in automotive equipment are now in effect. Expansion of the satellite station system is expected in the near future. The new Metropolitan System installation has improved the rapidity and coordination of company communications materially.

Acquisition of pioneer Airlines by Continental Air Lines was approved by the Civil Aeronautics Board December 7, 1954, Order E-803. It is anticipated that the consolidation will become fully effective April 1, 1955.

Frontier Airlines was approved to serve Wolf Point, Montana, under IFR conditions utilizing their new company-owned and operated "H" facility for navigational purposes.

Approximately thirty United Air Lines CV-340 aircraft have had the cabin windows replaced and cabin pressurization increased to 3.8 PSI.

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United Air Lines inaugurated DC-7 operations San Francisco to Honolulu January 1, 1955. DC-7 operations Los Angeles to Honolulu will be inaugurated at a later date.

An extensive training program covering pilots, flight engineers, and mechanics is being conducted by Northwest Airlines at their Seattle Base in order to complete necessary training prior to delivery of their first Super Constellation which is scheduled for the latter part of January, 1955. The Constellation aircraft will be operated on the overseas routes of Northwest Airlines, and the aircraft will be based in Seattle.

There were CAM flights from Boeing Field, Seattle, Washington, about eight days in December involving approximately 151 airplanes. Agents in the Seattle Air Carrier District Office inspected an estimated 10% of this total and monitored others.

#### GENERAL SAFETY DIVISION

The trend toward increased activity in General Safety has continued. Even though the month of December is usually somewhat slow in General Safety activities due to the holiday season, most offices report an exceptionally high level of activity. The rapid rise in "executive type flying" is partially responsible for this increase.

The problem of safety in aviation was given a somewhat different approach recently by the Los Angeles ASDO. In an effort to help the management of one of the local airports in their desire to maintain safe operational practices for those using the field, it was agreed that a general spot check of all flight operations on the airport would be conducted. The Los Angeles County Sheriff's Aero Detail was requested to assign four men to assist on this project. During a two and one-half hour period, 126 pilots landing at the airport were checked. In this group, 2 student pilots were cited for carrying passengers, 8 other pilots were found to be flying without proper credentials in their possession, and several itinerant pilots were cautioned about incorrect use of the traffic pattern. The reaction from all concerned indicated that all were in favor of the spot check and were impressed with the firm, yet inoffensive, manner in which the operation was conducted. Many reported that never before had anyone asked to see their airman certificate. The District Office plans to conduct similar spot checks at other local airports at the request of the management or as circumstances indicate the need.

The Seattle ASDO has been working with a number of Civil Air Patrol units in an effort to raise their standards of performance. The safety record of the CAP in this area has shown tremendous improvement. Several of these units have formed separate flying clubs and are now competing in the National Safety Program.

Agent Carl Christenson of the Medford ASDO reports that one of the counties in his district has provided a resuscitator which is being kept at the local County Airport ready to be flown into the backwoods country in response to emergency calls. All pilots of the local flying service have been checked out in its use and are available to take it to the scene of the emergency.

(Continued on next page)

The Columbia Aviation Country Club of Portland, Oregon is again offering an instrument ground course to its membership. Mr. Ruggenberg of the Portland ASDO is assisting in this program and will help instruct the members on Civil Air Regulations.

The Phoenix Flying School, according to the Phoenix ASDO, has just completed 23,000 hours of flight training since beginning their operations in 1949. During this time repair bills resulting from accidents have amounted to only \$11.37. At present there are 379 students in the ground school classes, with 215 taking flight training and 116 on the waiting list. The enrollment this year is 29% above that of a year ago. The Phoenix Flying School is a part of the Phoenix Public School System.

Agent Doster of the Billings ASDO reports a decided interest in multi-engine aircraft by companies previously using single-engine aircraft for their executive transportation. Doster states that one of the national aircraft finance companies has required the purchaser of a twin-engine aircraft, who holds a single-engine rating, to have a minimum of 25 hours of dual instruction. The insurance is void if the aircraft is soloed within this 25 hours without a multi-engine rating.

The Ontario District Office has conducted two flight clinics during the past month and have found a sustained interest throughout their district. They are planning to conduct flight clinics in the smaller communities throughout the area. Agent Outcen of the Ontario office certificated a folding wing, two-place monoplane built by Rat Stitts, who has developed several small home-built aircraft kits.

The Phoenix office reports that the Douglas Aircraft Company at Tucson has indicated they propose to apply for an approved repair station rating, and the Phoenix Maintenance Agent is assisting them with the preliminaries. This district reports an increasing volume of overhauls being conducted in their district on aircraft of Mexican registry which are brought to the United States for this service.

Agent Princen of our Seattle office gave a talk on "Aircraft Maintenance" at a luncheon meeting to apprentice mechanics at the Boeing Aircraft Company. The meeting was attended by 85 apprentice mechanics and the meeting ended with a tour of the Boeing-52 assembly plant.

The Long Beach ASDO reports one gyro-glider has been completed in their district and is nearly ready for tests; two other home-built aircraft are over 50% completed, with interest in home-built aircraft on the increase.

Sacramento agents attended a Trade Advisory Council meeting at the Deuel Vocational Institution, Tracy, California, which is an approved mechanic school operated in a school of correction for young men inmates. The quality of training provided by this school is considered to be excellent and the inmates must meet rigid requirements to qualify for the training course. This is the only State Corrective Institution to our knowledge anywhere that offers such opportunities to inmates to learn the aviation mechanic trade.

(Continued on page 27)



# QUESTION BOX?



- Q. If employee has Thursday and Friday as regular days off for both weeks in Pay Period #14 will he be entitled to holiday pay when required to work during the Christmas and New Year's holidays?
- A. Executive Order gave us 8 hours on 12/24/54 and the last 4 hours on 12/31/54, as holidays. As Friday 12/24/54 was above employee's second day off in lieu of Sunday, he would be entitled to holiday pay on his next regular work day, but as that is also a holiday (Saturday, December 25, 1954), he will receive 8 hours holiday pay for working Saturday, December 25th and 8 hours holiday pay for working Sunday, December 26th.

The same principle would apply for the next week and employee would receive 8 hours holiday pay for working Saturday, January 1, 1955, and 4 hours regular and 4 hours holiday pay for working on Sunday, January 2, 1955.

- Q. Can Forms LA-119 and LA-119A, Semi-annual Requisition for Forms, and Form LA-27, Semi-annual Requisition for Stationery Supplies, be submitted at any time by the field?
- A. No. Submit only at regular requisitioning periods, together with all other requisitions. Use Form LA-37, Emergency Requisition for Stationery Supplies and Forms for emergency needs.

## CAREER-CONDITIONAL PROGRAM

- Q. Do Conversions on January 23 require employees to serve an additional period of three months before they may be detailed, promoted, or reassigned?
- A. No. These conversions are based upon competitive appointments at some time in the past, at which time the restrictions on details or position change following appointment would have been applied. An employee serving on 1-23-55 with less than three months' service since his competitive appointment must complete three months of service before he may be detailed, reassigned to a different line of work, or promoted, but employees with three or more months of service on 1-23-55 will already have satisfied the requirement. Conversions effected after 1-23-55, based on selection in regular order from registers on which the employees have eligibility either through regular competition or the exercise of their "late filing" privileges, will be the result of a new competitive situation, and the employees will be expected to serve in the positions for which selected for conversion at least three months before being changed.

\* \* \* \* \*

REGION FOUR FEDERAL CREDIT UNION

Seventy-five members attended the CAA Region 4 Federal Credit Union Annual Meeting on January 12, 1955.

Various reports regarding the Credit Union operations for 1954 were given by the Officers and Committee Chairmen.

Members voted to pay dividends at the rate of 4.1% for the year 1954.

Elections for the Board of Directors, Credit Committee, and Supervisory Committee were held. Credit Union members will serve in official capacities for the year 1955 as follows:

Board of Directors

President	Paul K. De Vries	Los Angeles Air Route Traffic Control Center
Vice President	Kenneth W. Hornor	Business Administration Division
Treasurer	John A. Garrison	Airways Operations Division
Secretary	Florence L. Smith	Business Administration Division
Director	Elwood B. Cole	Office of Regional Administrator
Director	Edward J. Jakobi	Los Angeles Air Carrier District Office
Director	Virginia G. Trolinger	Business Administration Division

Credit Committee

Chairman	Frank A. De Andrea	Airways Operations Division
Secretary	Karl E. Warren	Facilities Division
Member	A. J. Vergilio	Aircraft Engr. Aviation Safety Division

Supervisory Committee

Chairman	Henry S. Slayter	Los Angeles Air Route Traffic Control Center
Secretary	Robert F. Demzer	Airports Division
Member	Granville Marshall	Air Carrier Aviation Safety Division

It will be noted by the Financial Statement that the Credit Union has a considerable surplus of money not loaned to members. We take this opportunity to again remind the employees of C.A.A. Region 4 that there are many advantages in using the Credit Union as the place to borrow funds for any provident or productive purpose. Be sure to contact the Credit Union when you need assistance in the financing of an automobile, furniture and appliances, medical expenses, or you desire to consolidate indebtedness into one loan. The Credit Union wishes to be of all possible assistance when a member needs to borrow money. (Continued on next page)

FINANCIAL STATEMENT  
 CAA REGION 4 FEDERAL CREDIT UNION  
 Year ending December 31, 1954

<u>ASSETS</u>		<u>LIABILITIES</u>	
Loans (1302)	\$1,043,416.68	Shares	\$1,234,998.42
Cash in Bank	11,455.24	Accounts Payable	1,120.59
Change Fund	5,000.00	Regular Reserve	23,218.19
Savings & Loan Shares	220,145.83	Undivided Earnings	38,901.30
Loans to Other Credit Unions	16,000.00		
Furniture & Equipment	1,003.14		
Prepaid Insurance	1,217.61		
<b>TOTAL ASSETS</b>	<b>\$1,298,238.50</b>	<b>TOTAL LIABILITIES</b>	<b>\$1,298,238.50</b>

INCOME AND EXPENSE --- YEAR 1954

<u>INCOME</u>		<u>EXPENSES</u>	
Interest on Loans	\$86,692.74	Salaries	\$24,269.90
Income from Investments	3,585.55	Borrowers' Insurance	6,641.91
		Life Savings Insurance	4,765.95
		League Dues	643.03
		Surety Bond Premium	349.59
		Examination Fees (Federal)	616.00
		Supervisory Fees (Federal)	243.00
		Independent Audits	598.60
		Interest on Borrowed Money	196.44
		Stationery and Supplies	448.94
		Educational Expense	345.86
		Depreciation of Equipment	417.75
		Social Security Taxes	362.24
		Other Insurance	49.21
		Recording Fees	531.60
		Postage	766.45
		Cash Over and Short	15.70
		Bank Service Charge	27.61
		Addressograph Service	101.16
		Miscellaneous General	301.34
		<b>Total Expense</b>	<b>\$41,692.28</b>
		Transfer to Regular Reserve	9,717.20
		Net Earnings	38,868.81
<b>TOTAL</b>	<b>\$90,278.29</b>	<b>TOTAL</b>	<b>\$90,278.29</b>

LOAN STATISTICS

	<u>Number</u>	<u>Amount</u>
Loans Granted, Year 1954	1442	\$1,266,749.83
Loans Granted since Organization	4948	3,869,830.42
Loans Charged Off, Year 1954	4	357.32
Loans Charged Off since Organization	6	429.14

Credit Union Organized, October 1, 1949

## CAA REGION 4 FEDERAL CREDIT UNION

## COMPARISON REPORT

	<u>Year 1952</u>	<u>Year 1953</u>	<u>Year 1954</u>
1. New Accounts Opened	389	781	650
2. Number of Accounts - end of year	1138	1862	2421
3. Number of Loans Granted	1033	1220	1442
4. Loan Balance - end of year	\$542,714.91	\$823,825.32	\$1,043,416.68
5. Share Balance - end of year	487,458.88	811,261.34	1,234,998.42
6. Total Income	34,974.52	61,642.73	90,278.29
7. Total Expense	16,134.31	28,791.34	41,692.28
8. Transfer to Regular Reserve	3,768.04	6,570.28	9,717.20
9. Balance of Regular Reserve	6,953.00	13,675.39	23,218.19
10. Earnings after Provision for Reserve-Amount	15,072.17	26,281.11	38,868.81
11. Earnings after Provision for Reserve-Percentage	4.29%	4.39%	4.16%
12. Total of Undivided Earnings - end of year	15,485.98	26,338.78	38,901.30
13. Dividends Authorized by Members - percentage	4.4%	4.4%	4.1%
14. Dividends Paid to Members - amount	15,428.31	26,306.29	38,416.81
15. Dividends Paid to Members Since Organization	26,610.05	52,916.34	91,333.15
16. Benefits Paid by Cuna Loan Protection Insurance	3,029.88	1,235.07	871.67
17. Benefits Paid by Cuna Life Savings Insurance	2,058.04	2,357.91	2,789.77



## IMPERIAL, CALIFORNIA

COMMUNICATION STATION: El Centro, California - in the center of the great Imperial County in California, where the sun shines all winter. - the vegetable bread-basket of the nation - home of the great Lettuce Festival in January, and the Mid-Winter Fair in February.

Of course this stuff about the sun shining all winter, 365 days every year, etc., etc., is true alright, with just the little exception of last week, when the weather man seemed to have the weather all fouled up for awhile. It rained down this way - plenty - in fact even tho it was only about one and a half inches, it was enough to declare several "MUD HOLIDAYS" for the school kids. This was more rain at one time than we have had in the last few years all put together. This is one part of the country where the people just don't want any rain. Being used to other parts where every one is begging, yelling or agitating for all the rain and snow they can get, out here in the desert they just don't want any. Funny eh!! But out here we have plenty of water from the good old Colorado River, and the Great All-American Canal System. Oh sure, we pay for it alright in taxes and water bills, but the main thing is we have the water, which makes a great country out of this Imperial Valley.

The rain had its other effects too, closing down the airports at Calexico and Mexicali, Mexico temporarily, due to the mud conditions, and also making it rough on aircraft on our field, the Imperial County Airport. A couple of tractors were kept busy hauling aircraft out of the mud.

For the information of everyone, we are located (CAA Station) right in the middle of Imperial County, actually within the city limits of Imperial, California, but all of the CAA personnel live in El Centro, California. From El Centro, a city of about 20,000 people, to the north we have the city of Brawley with a population of about 20,000, Calexico to the south with about 15,000 population, Holtville to the east with about 10,000 population, and several other smaller towns nearby. All in all we are surrounded with a population of approximately 100,000. And then too, to the south of us, we have the Mexican Border, and the city of Mexicali, Mexico, with a population of around 100,000 persons. I mention all this because before I came down here I thought surely this was it, the jumping off place for all CAA stations, but I was pleasantly surprised after arriving here. So all you fellows who think we are stranded out in the middle of nowhere, and especially the desert, read on.

(Continued on next page)

As for hunting, at this particular time of the year, the farmers and vegetable growers are up in arms trying to get hunters to come out to their places and help them get rid of all the ducks, geese, Canadian honkers, etc. In fact the Season has just been extended to give them a hand. Then too, people come from all over to hunt our dove, quail and pheasants. As for fishing, we have the Colorado River, but the mostest of the bestest fishing is done right over the border in Mexico, where lots of fish are caught. As our SES Ben Brown will tell you, he caught a 160 pound sea bass, and scads and scads of smaller fish weighing from 10 to 20 pounds. People usually drive down there in pick-up trucks so that they will have a means of bringing their "catch" back. Then too, we have Ensenada, Mexico, which isn't too far, where the fishing is also world famous. The shrimps and lobsters are really out of this world, and with the Mexican exchange being as it is about 12 to 1 in our favor, we are doing all right.

We also have the serious side of our work down here, such as on December 8th, when a formation of jets was flying past the station. One of them caught on fire, and landed on our field. Due to the prompt, and really efficient action of several people, the pilot's life was saved after he crash landed. Seconds later, after getting the pilot unstrapped and out of the aircraft, (he was unconscious), the plane flared up into one great big ball of fire. If it hadn't been for the prompt action of CAA employees James L. Bruce, Relief Maintenance Technician, John J. Masiello, Station Chief, and Lev McIntosh, Airport Manager, the pilot wouldn't have had a chance of getting out alive. The aircraft was completely burned. The pilot was rushed to the San Diego Naval Hospital for treatment.

Of course we are also right on the ball for helping locate stolen aircraft. We received the teletype message sent out from Los Angeles regarding a stolen aircraft from the Compton Airport, January 9, 1955. Due to the alertness of E. J. Buckallew, Operations Specialist at this station, who was on duty at the time, the aircraft was recognized when it landed here for gas. He immediately notified the Station Chief, who in turn notified the Sheriff's Office and local police. The pilot and passenger were picked up here at the Station by the law enforcement agents, and are now "cooling their heels" in the local bastille, awaiting transfer to Los Angeles. The FBI - TI and Customs Agents are also in on the case, as the aircraft had been down into Mexico.

We also have our problems in regard to aircraft crossing the border into Mexico, and then returning to the United States. We have become experts on this phase of our operations activity. With the excellent fishing spots just south of the border, quite a number of aircraft fly down there, load up and return, and if they go down for excellent geese hunting they come back loaded with them, too. Well, the regulations for crossing the border from Mexico, back to the United States, have just been changed and for the information of all concerned (this concerns our area - El Centro/Calexico/Mexicali) NO OVERTIME is now charged if you come back at any time, day or night, Monday through Saturday. However, on Sundays and Holidays there is an OVERTIME CHARGE, which is pro-rated on the Customs Agent's hourly salary. The charge is based on the time consumed to complete the examination of the aircraft and persons in the aircraft, which as a rule,  
(Continued on next page)

will cost around two to three dollars. If it takes him longer than usual for the examination the charge will be a little higher. This is quite an improvement over the 20, 30 and 40 dollar charges for overtime and holiday double time rates which were in effect before. In regard to aircraft crossing into Mexico from the United States - the Mexican Officials at Mexicali are very cooperative - but there is also an overtime charge involved there. After two or three trips down to the Mexicali Airport, and talking to different people, (of course this was mostly talking through the primitive process of the sign language, si si, or no no, and at times maybe a little beating of the drums process), we finally came up with this:

The Mexican Customs Officials are on duty at the Mexicali Airport 24 hours per day, and you can go through their inspection anytime without paying anything, but with the Mexican Immigration Officials, that's a horse of a different color, and a little complicated too. It seems they are on duty only from 8 A.M. to 1 P.M. in the afternoon at the Airport, and outside of these specified hours, they charge overtime rates running from - on Sundays, 45 pesos, and on week-days and holidays, 35 pesos. The exchange is about 11 or 12 pesos to our American dollar at the present time. After the hours mentioned, the Mexican Immigration Agents are stationed at the International Gate (crossing from Calexico to Mexicali) and it is necessary for them to drive out to the Airport for the inspection. Another thing to remember is that regulations on the Mexican side change very often, and often-times it depends on who the Mexican Agent is that has the duty at the time of crossing. One more very important point to remember when crossing from the United States into Mexico, whether it be for hunting, fishing, or pleasure, ALWAYS LAND AT NEAREST POINT OF ENTRY IN MEXICO, that is the closest one to the border, such as Mexicali in our case. Experienced pilots who know the ropes suggest this procedure so that in case of a forced landing you will already have a clearance and won't be held for illegal entry, faced with the prospects of going to jail, having your aircraft confiscated, and the time-consuming job of trying to clear yourself of illegal entry charges.

Always contact us first, for the latest regulations, for a trouble-free flying trip to Old Mexico, the Land of Enchantment, gorgeous Senoritas, and as SES Jim Bruce would say, Si Si Amigo, I Teenk So.

#### NORTH BEND, OREGON

COMMUNICATION STATION: Greetings from one of the newer stations in Region Four. North Bend was commissioned in 1949 serving Victor airways 27 and 121. Strictly VHF, except for a voice facility on 278 kcs, we occupy quarters in the tower structure formerly used by the Navy during the war. Our VOR is a hill-top installation overlooking Coos Bay and the Pacific Ocean beyond. From our operating quarters we can look out on the bay and see the numerous ships arriving and departing loaded with lumber which is this port's principal export. As a matter of fact more lumber is shipped from Coos Bay each year than any other port in the world and in 1953, the latest figures available, show that 674,619,308 board feet were exported to all parts of the world.

In addition to our routine aircraft contacts we are probably one of the few CAA stations to communicate with surface ships. The Coast Guard cutter based here occasionally works us on 3023.5 kcs in connection with search and rescue operations.

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Standard equipment for personnel includes fresh and salt water fishing gear, crab rings, and clam shovels and it can truthfully be said that when the tide is out dinner is as good as on the table. On the menu of any restaurant in this area you will run across items such as "crabburgers" to compete with the more common hamburger. For anyone with a little salt in his veins and webs on his feet (average yearly rainfall 66 inches) North Bend is it.

When vacationing in Oregon the Pacific Coast highway 101 with its many beautiful bridges and views of the rugged coastline and sea-scapes, its cool invigorating air, will amply repay you for leaving the main multi-lane highways. Next time try the coast and stop in for a visit.

### ALBUQUERQUE, NEW MEXICO

COMMUNICATION STATION: The utility of the airplane is further brought to light in the following account of the capture of two gunmen:

Law enforcement officers used a combination of an airplane, and a bloodhound (named 'Symbol'), to track down two desperate gunmen after they had killed one policeman and wounded another. The following is taken from a local newspaper - "Many of the policemen who participated in the long hunt gave a considerable portion of the credit for the capture to the use of the State Game Department's airplane in the search. A State Patrolman flew with the pilot. The plane flew low back and forth over the search area until the men's footprints were spotted. Later the pilot spotted the escapees as they dashed from the east to the west bank of the river, when they were flushed by patrolmen moving in. They were then lost in the brush on the west side until ole 'Symbol' took up the trail and led the patrolmen to their hiding place under a bridge spanning the arroyo. The gunmen threw down their guns and came out with their hands up."

### CUT BANK, MONTANA

COMMUNICATION STATION: In 1947 the War Assets Administration turned over the Army Satellite Field, a multi-million dollar airport, to joint operation by Glacier County and the town of Cut Bank as a Municipal Airport. During the following years, numerous improvements and changes were made:

A modern administration building was erected to house C.A.A., Western Air Lines, Customs and Immigrations, the local flying service, and space provided for a small restaurant or snack bar which has recently started operating.

Temporary buildings have been refinished into semi-permanent structures and several of them converted into low rental housing units for airport personnel.

Two of the three runways were resurfaced and flush type runway lights, which are not suitable for northern winters, replaced by elevated lights. The third runway, 8,640 feet long, was considered superfluous and abandoned. The west end of this runway was reached by more than three miles of taxiways. A thirty thousand dollar building, specifically designed to house an aircraft repair shop, is nearing completion. (Continued on next page)

Within Glacier County and the three adjacent counties there are based more than one hundred private aircraft - 25 of these being located at Cut Bank. Admittedly there is nothing phenomenal in the fact that Cut Bank boasts, and I mean boasts, of a large modern airport and that the surrounding area is very air minded until one takes a look at the population. According to the 1950 census, Glacier County which includes the Blackfoot Indian Reservation has a total population of 9,641 with Cut Bank, the county seat, having 3,971. Glacier with the three adjacent counties has only 25,084 persons.

Operations of the airport is financed to a great extent by revenues from building rentals, airport land rentals for grazing or farming, gravel pits and haying operations. The City-County budget is consequently small, in fact it costs the local taxpayers less to operate the airport than it does to operate the public library system.

Cut Bank is the scene of diversified and expanding activity. The oil field, the largest producing field in Montana, is being closely watched by the major companies as Union Oil's deep test near Glacier Park goes down. The structure being tested is similar to that of the Pincher Creek area in Canada and local feeling is that anything can happen - blowing oil or blowing dust. Almost as important in the local economy is wheat and other grain farming, cattle and sheep ranching. During the past year over a million dollars in building permits were issued in the city, mostly for residential buildings, and optimists claim the figure will double in the current year. Regardless of the amount spent, one still cannot rent a house in Cut Bank.

Being located on the Blackfoot Reservation, colorful and often odd scenes occur on the airport. Recently, the Prime Minister of an Eastern Country and several Blackfeet squatted on a blanket in the administration building lobby smoking a peace pipe while photographers clicked their shutters. To we watchers on the second floor it seems that every VIP who drops in is greeted by a ceremony and inducted into the Blackfoot Tribe. Most recent inductees being the president and top executives of Union Oil who, with the Governor of Montana, were present for the spudding-in ceremony at the deep test site on the Reservation. After the ceremony a buffalo dinner was served. Readers, if any, are requested to advise this facility if they know of anyone willing to swap an oil well for a feather and a sandwich.

\* \* \* \* \*

#### Hydrostatic Testing of CO<sub>2</sub> 3A Fire Extinguishers

A recent report from the International Fire Protection Association's committee on fire extinguishers states that the periodic five year hydrostatic testing of CO<sub>2</sub> (Carbon Dioxide) cylinders is deemed unnecessary if the cylinder does not show evidence of corrosion at the threads or severe damage from weather and handling. Therefore, personnel may have no apprehension when using and handling these extinguishers in a manner that all cylinders containing pressure should be handled; that is, don't drop or expose to over 120 degrees of heat, replace hose that is dented or kinked, and mount the extinguisher with the top not over five feet from the floor. Extinguishers should not be on the floor or unsupported.

\* \* \* \* \*

SUB-FOR-SANTA

The following reports on the Sub-for-Santa Project came in a little too late (to meet the Editor's deadline) for publishing in our January issue.

Salt Lake City - Control Tower

"The Tower personnel at Salt Lake City chose a needy family - a widow with 3 children. \$82.20 was contributed with which we outfitted each one of the family with clothes, bought food, toys for the children and had enough left over to allow the Mother a little cash for miscellaneous use.

"We appreciate all the lovely Christmas Cards we received and express our sincere wishes to all for a Very Happy New Year."

Denver, Colorado

"With the advent of the Holiday Season, personnel of the Denver District Offices, Air Carrier, General Safety and Airports, decided unanimously to have a huge Christmas party for - as you may have guessed - a very needy family. The family, an invalid father, a mother, and ten children ranging in ages from almost one to fifteen.

"Their party consisted of a complete Christmas dinner from a 22-pound turkey to candy and nuts, in addition to a huge box of new and used clothing and toys.

"We in Denver wish all in the Regional office a Very Prosperous New Year."

\* \* \* \* \*

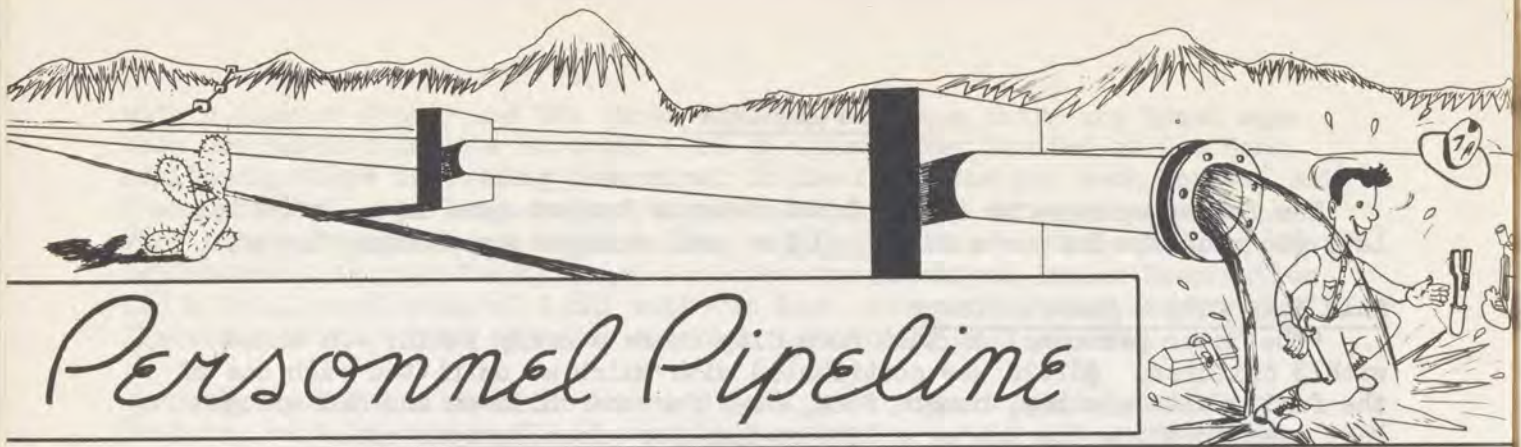
V.P.P. NOTES

February is the month for those who failed to join earlier to become members of the Voluntary Pledge Plan. At the present rate it has cost members \$1.73 per month for more than \$7,000.00 in the kitty. Application can be made through any existing group by submitting a physical (Standard Form 78; first page only, is satisfactory) which is less than 30 days old, a beneficiary card and \$5.00. Those applying will be considered members (providing their medical is acceptable) as of the date on the beneficiary card and will receive benefits and be expected to repay pledges as of that date, regardless of the date it is received by the administrative group in Los Angeles. Only those employees who were former members and voluntarily dropped out are not eligible.

Please send passbooks in when adding new members. You will note that when your book is returned this time there will be a credit for interest. The total interest received for all accounts last year was \$100.67. This amount, of course, is divided among all accounts proportionately, in accord with Credit Union rules.

The V.P.P. will not again be open to anyone except new CAA employees or those transferred in from other Regions. Join now if you ever want to get in. There will be no exception.

\* \* \* \* \*



# Personnel Pipeline

## Form 58, Experience and Qualifications Sheet

We have learned that a lot of people are not aware of Form 58 and how it can be used to keep your Form 57 up to date without redoing the 57. This Form is designed to supplement your education, training and experience credits since the date of your last Form 57. There are ample copies of the form in the Supply Room. It's an easy and fast way of advising the Region of any late experience or training acquired.

## Incentive Awards Program

Mr. William Foley, new Regional Director of the Civil Service Commission at San Francisco, is personally devoting a lot of attention to a bigger and better Incentive Awards plan for Federal employees. He recently addressed top agency officials in Los Angeles on the Commission's plans for enlarging the program under the fringe benefits law. You'll be hearing and seeing more about this in the near future. Frankly, we're caught in a dilemma on this. We want more suggestions, but more suggestions mean increasing the suggestion program workload which represents a backlog as is. We'll just have to find a way of licking the workload hurdle since we certainly will keep on encouraging suggestions as to how we can improve methods and save money.

## Conversion to Career Status

You were recently informed of the new appointment system of the government by a letter from the Department dated December 9, 1954. The Regional Personnel Branch has been busily engaged in converting eligible employees to either a career or career-conditional status. There were approximately 400 indefinites in the Region, of which about 300 were eligible to career appointments effective January 24, 1955. IA-90 has processed these actions and the individuals should be receiving their copy of the action (Form 50) right away. Also all new appointments made after January 24 are, of course, being processed in accordance with the new appointment system.

## Classification Standards

The Electronic Specialist classification standards are moving right along. They have advanced to the extent that we have the nod to use them for a few jobs.

Two things are obvious. First, the GS-6 is firmly established as an in-hiring grade with the incumbent expected to advance to the GS-7 within one year. The advancement is contingent upon the individual's progress. Second, many of

(Continued on next page)

the heavier GS-9 SES sectors will be advanced to GS-10 (i.e., Commissioned ILS plus five different facility types).

This is only advance information and is not valid script for butter and eggs as yet.

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(Division Highlights Continued from page 15)

AIRCRAFT ENGINEERING DIVISION

Cooling tests on the Aircraft Engineering Foundation's C-46 test airplane again showed deficiencies in the engine cooling system. Foundation personnel are working with Pratt & Whitney in an effort to obtain approval for increased cooling limits and to get acceptance of a manual mixture enriching device for the critical engine cylinders. Recent discussions have occurred between CAB, Foundation, and Region 4 personnel regarding the over-all program on this project. CAA Region 4 personnel are available for participation in the Aircraft Engineering Foundation's flight test program, even though a TIA has not yet been issued. In general, progress on this project appears to be quite slow.

Boeing personnel advise that the 707 prototype flight test program is progressing very satisfactorily. An Application for Type Certificate has not yet been received; however, arrangements have been made for the Chief of the Boeing Stress Unit to discuss structural problems with Region 4 personnel during the next week. Boeing personnel report that the aircraft has accumulated over 92 flight test hours, approximately 90 of which were pressurized. The 100-hour inspection has been conducted on the engines and no parts replacements were found necessary. The flight test program presently is being resumed after a lay-up for several weeks for miscellaneous equipment installations, inspections, etc.

The Pre-Flight Type Certification Board Meeting on the Baumann Model B-290 "Brigadier" has been completed. Miscellaneous minor items are being cleared up and it is expected that CAA flight tests will begin in the near future.

Fletcher personnel have advised that their Model FU-24 airplane, Serial #7, will be used for the CAA type certification flight test program. They indicate this airplane will be available on or about March 1st for test. The Type Inspection Authorization already has been issued and the program is scheduled to begin whenever Fletcher is ready.

Hiller personnel have submitted a considerable amount of technical data pertaining to a new helicopter, Model UH-12C (Army H-23C). This aircraft will be similar to the UH-12B except for metal rotor blades, numerous design changes intended to facilitate production and improve service life, and eventually the installation of a 245 hp Lycoming engine, de-rated to 220 hp.

Hiller personnel have been encountering considerable difficulty in correcting the unsatisfactory engine re-light characteristics and the malfunctioning of the altitude compensator found during CAA flight tests on the Model HJ-1<sub>2</sub> ram-jet helicopter. No accurate information presently is available regarding when this flight test program will be resumed. (Continued on next page)

The flight test program on the Lear, Inc. "LearStar" has been completed. Miscellaneous technical data items still are being cleared up; however, this modification now is considered approved for practical purposes and airworthiness certificates may be issued in the immediate future. Numerous additional changes are programmed, therefore engineering and flight test work on further revisions probably will continue for several months.

Meetings occurred during the week of January 3rd between Lockheed, CAA, and Pratt & Whitney personnel regarding the design criteria to be used on the new Lockheed "Star" Model 1449 airplane. This airplane apparently will be the first turbo-prop airplane to be submitted for complete type certification by the CAA. Lockheed engineering is progressing rapidly and an Application for Type Certificate is scheduled to be submitted in the immediate future. The Lockheed schedule calls for completion of the first airplane by August 1956, CAA certification within seven months after completion, and production airplanes to be ready for airline service during the summer of 1957.

CAA evaluation flight tests at Honolulu on the Short Solent Flying Boat for South Pacific Airlines are nearly finished. A few miscellaneous items remain to be cleared up, after which Region 4 and Washington personnel are expected to return home.

Streak-Aero Corporation representatives have advised they plan to conduct an expedited program on a revised version of their prototype "Streak" airplane. Under the expedited program they plan to begin CAA flight tests in the fall of 1955. The revised airplane will have a Lycoming O435A-2 engine, a gross weight of 2150 lbs., and will be submitted for approval with or without tip tanks. The basic configuration is essentially the same as the prototype.

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