

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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WANT TO BE A TOWER CONTROLLER?

By

Dick M. Fischer
AOS (Airport) Los Angeles Tower

Somewhere in the official job descriptions he's known as an Airways Operations Specialist (Airport) but throughout the aviation trade he's known, and respected, as the "Tower" man or controller. Several apropos descriptions of "Tower" men have also originated unofficially. For instance, it has been said that a Tower controller is the only human who can talk as fast breathing in as he can when breathing out. It has also been suggested that his ability to understand the gibberish in the tower (normally referred to as aircraft transmissions) would qualify him to replace automatic decoding machines.

Now let's take a look at the actual average tower controller. He is superior physically (must possess a 2nd class medical certificate) in his thirties, married, has 2 children, beefs a lot about the 7 years he's 'wasted' in towers and yet he wouldn't trade jobs with anyone for comparable pay.

As a type - he can be writing a report with one hand - while signalling directions to an assistant or aircraft with the other - while transmitting instructions to an aircraft via radio - while listening to another aircraft. Occasionally he's eating at the same time! It is this trait of performing multiple activities that enables the Tower controller to bring order and safe traffic control to the "organized confusion" that usually exists in a control tower.

Mark Twain said, "Everyone talks about the weather but no one does anything about it." Well, perhaps not, literally speaking. But the Tower controller certainly tries. Aircraft continue to arrive and depart, irrespective of weather conditions until the airport is closed, and the Tower controller must see to it that their safe separation from other aircraft is still assured.

Lots of jobs are affected by the weather but none to the extent of an Airways Operations Specialist - both airport and air-route. He lives by the weather day and night. A glance at the sky before leaving for work will indicate whether he is in for a rough or a normal watch.

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In "dirty" weather the pilot is unable to see other aircraft and thereby provide his own separation so this entire responsibility rests with the Airways Operations Specialists. Required radio communications under such conditions increase from five to tenfold. There is an atmosphere of charged tension in the tower that is usually thicker than the weather outside and "Tums" consumption goes way up. After 8 hours of this type operation a controller is thoroughly "wrung out" and his understanding wife is apt to carefully hide the pets and children until his nerves stop twitching.

Most Control Towers' operations are similar in effect, differing only in complexity, depending on location and traffic count. Let's use Los Angeles International Airport for our example. According to a recent CAA survey Los Angeles Airport rates 2nd in air traffic among the nation's airports. The Los Angeles Chamber of Commerce notwithstanding, the weather at Los Angeles is the worst, for air traffic control, in the entire nation. During 1954 Los Angeles Tower controllers handled 18,909 instrument approaches at Los Angeles. This was 5,138 more approaches than was conducted by the nation's busiest airport, Chicago!

The Tower controller at Los Angeles Airport must be able to handle seven jobs, with variations, to fully qualify for his one job of traffic control, meaning he must be able to work all of the seven positions of operation in the tower cab. He takes turns at manning at least four of the positions on every 8-hour watch. A 2-hour maximum on a position is normally observed to minimize fatigue and tension.

Each of the seven positions of operation is vitally important in the complex business of air traffic control. They are: inbound flight data, outbound flight data, local control, ground control, approach control or radar approach control, radar departure control, and precision radar. During busy periods all of the positions require deep concentration.

There is no difference of opinion among the controllers at Los Angeles Tower as to which is the most difficult position to operate. The unanimous vote goes to the local control position. The North American F-86 and F-100 and the Douglas A3D, A4D, F4D, and AD types of aircraft are manufactured right on the airport and mixing jets and air-carrier types is a nerve-wracking but routine operation. Here they have the world's fastest jet aircraft mingling with transports and slow light aircraft types and all this interspersed with helicopters. The dense traffic load at Los Angeles usually requires split-operation, a 2-man team to handle the local control position. The coordination required between members of this team is very acute as they must mix aircraft of different flight characteristics on parallel runways and, strangely enough, pilots are still averse to landing on top of one another! Split second decisions affecting lives and property must be made and mistakes are verboten. Each controller is constantly checking each adjacent controller.

Unusual incidents are routine and the controller is constantly on the alert for the unexpected. Not too long ago a Sabre jet took off west and started losing power immediately after take-off and requested to reverse and land downwind. The controller cleared him to land to the east, alerted the emergency equipment, and scanned the control zone for possible complications. Sure enough, a no-radio Stinson was lined up on final approach, 1/2 mile out, landing west! The controller simultaneously broke into a cold sweat, warned the F-86 pilot, and signalled the

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REGIONAL ADMINISTRATOR'S COLUMN

A number of our Regional Office people went to Washington in May. Ken Hornor, the Chief of our new Supply Management Branch was there with the Branch Chiefs from other Regions discussing with Washington the organization of this consolidated Branch and the best alignment to accomplish the Supply Management functions.

Bob Dake together with his Branch Chiefs, Bill Jarrell and Harold Phillips, were in Washington for a General Safety conference. They report that from their viewpoint the conference was successful in several respects. Policy questions were clarified and mutually satisfactory understandings were reached. Our Region was complimented on our accident and safety programs as well as the flying club and clinic projects. This places us on our metal to maintain a continually high rate of performance in these activities.

Marius Salisbury, our Chief Classification Officer attended a conference in Washington of the Regional Classifiers. I doubt if he brought back a pocket full of higher grades for everybody, but he undoubtedly has a clearer idea of Washington's classification standards and how they should be applied.

The Aviation Safety group and Mr. Salisbury used a CAA Beechcraft for transportation and reported on some legs the gasoline consumption rate was as low as 30 gallons an hour which means better than six hours flying time with standard tanks.

Don Mackie and Art Johnson attended a joint conference of Airways Division Chiefs in Washington. Vaughn Clayton accompanied Don Mackie and they flew a rental Beechcraft and planned to stop at Indianapolis and another Regional headquarters on the return trip. They are not scheduled to return to the Regional Office until tomorrow (May 27) so we don't have a report on what transpired at their meetings.

Art Johnson returned via airline on account of an attack of Bursitis. He brought back some information about plans and improvement of traffic control which is one of the top priority programs. Our budget was also a topic of discussion, particularly since the House side of Congress was considering it. Not much point in discussing that here since it has not been finalized.

Not to be outdone, your Regional Administrator was in Washington for two days this month to discuss plans for Fiscal Year '56.

We in turn had some visitors from Washington. The Federal Airways Appraisal Team, consisting of Director Joe Tippets and all of his Division Chiefs - - Pete Caporale, George Rand, and Art Jenks, conferred with us for an entire week concerning Federal Airways activities as conducted in this Region. The advice and counsel of these Washington representatives was helpful to us, and they expressed themselves as having also benefited.

Another appraisal was made by a representative of the Regional Office of the Civil Service Commission. He checked our personnel processing procedures which he found generally acceptable, and interviewed individuals and groups in the Regional Office and adjacent field offices to ascertain the effectiveness of our personnel management policies.

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Stinson off with the light gun. His quick action averted this head-on incident. Shortly thereafter, a B-45 pulled into position on the runway for take-off and the controller noticed flames on the wing nacelle obscured from the pilot's compartment. The tower controller had to persuade the crew to abandon the ship but as soon as they did and saw the flames you should have seen them scatter! Luckily there was no explosion and the crew was safe as the right wing burned completely off.

Radar is the Tower controller's third arm! Many aircraft have been assisted to a safe landing by Tower radar during emergency situations. A Stinson departed Los Angeles Airport at 2 A.M. one morning with the visibility reported $1\frac{1}{2}$ miles. Approximately 7 minutes later the pilot called the tower and said he had oil all over the windshield, had lost all oil pressure, and was going to try to return to the airport. A radar target was observed 7 miles southeast of the airport so the controller ascertained the aircraft's heading and vectored the Stinson toward Los Angeles Airport. The pilot reported he couldn't see out of the plane because of the oil and his engine was very rough so the routine procedures were abandoned and the Stinson was vectored so as to intercept final approach 1 mile east of the airport and precision radar was used to turn it on final approach at $3/4$ mile. Its engine froze up and stopped just as the plane crossed the usual railroad tracks at the east end but he rolled to a safe stop on the runway.

Los Angeles radar has brought 5 reportedly "lost" aircraft to safe landings at the airport with less than 5 gallons of fuel remaining in their tanks after landing! However, these were too nerve-wracking. The controllers prefer a little more time to "do the impossible". Like the time a B-17 called the tower requesting an emergency landing. He advised he had $1\frac{1}{2}$ hours of fuel and would prefer a GCA (ground controlled approach). Every airport within a 200-mile radius of Los Angeles was closed by ground fog and Los Angeles Airport was reporting "zero" ceiling and $1/32$ mile visibility. The controllers couldn't even see the ground from the control tower! The pilot seemed quite nonchalant about this bit of news so a radar approach was concluded with a safe landing on runway 25L. The fog was so thick it took a ground crew 25 minutes to find the B-17 on the runway!

Most of the controllers at Los Angeles Tower are pilots or former pilots. The majority have been at Los Angeles more than 5 years. Air traffic control has become so complicated and traffic has increased to such a degree that to work at Los Angeles Tower and other high-density towers a controller must serve an apprenticeship in lower activity towers. Even though it takes about a year to fully qualify for all positions in the tower.

All this makes working in a control tower sound like a tough job. It is! But there is a constant challenge to do a better job and help develop procedures for safer traffic control and that challenge plus the constant interesting features of the job provides a waiting list for available positions.

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THANKS FOR YOUR COOPERATION!!

Several weeks ago all field stations having semi-annual or annual requisitions due in April were requested to forward their replenishment forms to LA-130 by May 1. We were very happy to see all the stuff roll in by May 1. This enabled the Warehouse to clear all pending requisitions before inventory date of May 16. The very fine cooperation of all field personnel in responding to our request is very much appreciated. Thanks a lot.

CAA-ADC TEAM UP FOR A "SAVE"

At 2:00 PM, Saturday afternoon, April 30, 1955, the Bakersfield INSACS called the Oakland ARTC Center with the information that a Beechcraft Bonanza N7319B, was somewhere north of Bakersfield, not sure of his position, altitude 16000, flying between layers, and requesting assistance. He stated his low frequency receiver was out and could not use VOR, and was not an experienced instrument pilot. The aircraft had five VHF frequencies including emergency frequency 121.5 Mc, and had three and one-half hours fuel.

The pilot was advised to shift to 121.5 Mc, make continuous transmissions and fly a triangular pattern. This is a standard emergency "in-flight" procedure for radar purposes.

The Air Force Defense site in the Madera area was alerted. Military towers at Monterey, Moffett, and Castle were requested to tune their VHF/DF to 121.5 Mc and maintain a listening watch for any transmissions from N7319B.

Los Angeles ARTC Center was advised of the situation and they alerted a second Air Defense Radar site and the Inyokern NAS Tower.

Meanwhile the pilot of 19B was asked if he would accept instructions from Air Defense radar to vector him to an airport. He replied that he would do anything required which would get him on the ground. The pilot was informed that the Air Defense radar system was alerted and they would contact him on 121.5 Mc.

A third radar site near Edwards AFB, established contact about 2:30 PM and began to give the aircraft steers toward Daggett. This would have taken him to an area that was CAVU (ceiling and visibility unrestricted.) However, weather and atmospheric conditions hampered radar in maintaining contact with the aircraft.

Inyokern did not hear the aircraft, nor did Fresno. Bakersfield was receiving him very well, indicating that the aircraft was in their immediate vicinity. Shortly thereafter the Air Defense site near Madera established contact with the aircraft and attempted to give him steers preparatory to vectoring the flight to an airport. Weather conditions made it extremely difficult to maintain continuous radar contact.

The Tehachapi Mountains were cloud covered, Bakersfield had a 4000 foot ceiling with rain, the tops of the overcast were about 20,000 feet, above the service ceiling of the Bonanza, and the aircraft was beginning to pick up ice.

The pilot called Bakersfield at 2:45 stating he had found a hole in the overcast and was descending VFR. Nine minutes later the pilot reported "on instruments at 13,000".

The Madera radar site was again in contact with the aircraft, and reported his position seven miles southwest of Bakersfield. The aircraft was directed to fly a heading of 080 degrees. Shortly thereafter radar contact was lost. At 3:12 radar contact was again made and the aircraft vectored to a heading of 300 degrees. This time the radar site had a good target and was able to maintain continuous contact. The pilot now advised "35 minutes fuel remaining".

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It was decided the most expeditious and safe procedure would be to direct the aircraft to Fresno, where the ceiling was 8000 overcast and the radar would receive a stronger target as the flight proceeded northbound.

Instrument traffic along Amber 1 and Victor 23 was restricted in order to expedite descent of Beechcraft 19B. When the airways were clear, the radar operator was requested to start descending the aircraft to 5000, toward Fresno, on or close to Amber 1.

The flight broke out of the overcast at 3:45 and landed safely at Fresno at 3:51 PM.

There were four people aboard N7319B and they were mighty happy when they arrived at Fresno. Thanks to CAA-ADC teamwork and an efficient Air Defense radar operator they are alive and well today.

* * * * *

The following item was submitted by O. L. Reedy, AOSCO, Yuma, Arizona.

EQUALITY AS APPLIED TO DEMOCRACY

Equality goes hand-in-hand with the idea of liberty with which it is associated. When, in our Declaration of Independence, we stated "We hold these truths to be self evident, that all men are created equal, that they are endowed by their creator with certain inalienable rights, that among these rights are life, liberty and the pursuit of happiness" the meaning and intent was a general equality. The meaning was that each had a right to live unhampered by the domination of another, and that in so living each also had a right to self-determination, to seek for himself the satisfaction of four basic aims necessary in the pursuit of happiness. Those aims are generally spoken of as the four freedoms to which we all have an equal right, i.e., freedom from want, freedom from fear, freedom of speech and freedom of worship.

Our constitution guarantees all of them to each of us and thus guarantees to each of us equality before the law, political equality and civil equality. This limits the power of the central government to the will of the people.

Equality before the law gives the millionaire and the janitor the same rights in court. Political equality gives each of them the same right to seek and hold office and entitles each to one vote. Civil equality, apart from the law, guarantees to each of them a right to seek a status equivalent to his wealth and ability in all social and other affairs. The millionaire may ride in a Rolls-Royce and the janitor may ride in a Ford but each has a moral right in mankind's court of conscience to the status he has thus provided for himself.

Thus a parallel equality is granted to all classes. The millionaire may not ride in his Rolls-Royce and attempt to tell the janitor not to ride in a Ford, nor may the janitor ride in a Ford and tell the millionaire that he has no right to ride in a Rolls-Royce, but the law may if they are reckless.

This may be applied to holding government office in a Democracy. Since we are all paid by the people it is incumbent upon us to take only those privileges which go with the office we hold and no more. If one takes privileges beyond those granted
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him in precise or clearly implied terms then he has no right to complain, protest or chastise when another does the same, but the people may.

Parallel equality is the foundation of Democracy and is the essence of our way of life. It is Americanism.

Communism, nazism, facism and other forms of 'isms' exist for the benefit of the state and not for the people. Their legal systems are founded on the unjust and the unequal. One, and only one, political party exists for the benefit of a privileged few and it is the state. The state has the only right and it is an absolute right. No one is or can be nor will ever be equal under such a system.

COMPLETE EQUALITY EXISTS ONLY IN A DEMOCRATIC AMERICANISM.

FOR THIS REASON I BELIEVE IN DEMOCRACY AND AMERICANISM BECAUSE IT GIVES ME THE RIGHT TO FEEL AND BELIEVE THAT I AM EQUAL TO EVERY MAN.

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TUCUMCARI, NEW MEXICO - Incident Report

At 1747M, April 29, AF0000 was heard calling MAYDAY on UHF. Communications were immediately established with the aircraft. The pilot advised type aircraft was a B25, had departed Maxwell AFB for Reese AFB, Lubbock, Texas and had become lost in heavy thunderstorm activity. All radio equipment was out except UHF. Immediate assistance was requested to establish the aircraft's position by visual means, as only 30 minutes fuel remained.

The pilot advised he was circling over a small town at 7000 feet altitude. Radio signals were very strong and clear. This meant the aircraft evidently was in close range as he was only 3000 feet above the terrain. The small town was described as having an east-west paved highway with a railroad paralleling it to the south. A small dirt airstrip lay on the northwest corner of the town. Furthermore, the pilot had read a sign bearing "Wilson's Garage". This established the aircraft's position as over the small town of San Jon, New Mexico, 18 miles east-southeast of the Tucumcari Airport. For further confirmation, the pilot was asked if he observed a grain elevator adjacent to, and north of the railroad. The pilot replied there were four elevators. It was known that there were no towns in the immediate vicinity with this many elevators. The pilot was requested to buzz the town at low altitude and attempt to read more signs. Meanwhile, the Tucumcari Station was - and had been during a three hour period - deluged with aircraft contacts at the rate of one per minute.

At approximately 1805, a Mr. Hendricks of San Jon, New Mexico called via long distance telephone advising that an Air Force B25 had been circling San Jon for sometime, in apparent trouble. This information was immediately relayed to the pilot, with instructions to follow the westbound highway for 18 miles. Approximately 5 minutes later the pilot advised he had the Tucumcari Airport in sight. Landing information was given and the aircraft landed safely.

It was subsequently learned from the pilot that preparations were being made to ditch the aircraft at about the time Mr. Hendricks call came through. Mr. Hendricks was credited with having saved a half-million dollar aircraft. He himself, is an old barnstorming thirty year pilot.

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Mr. Hendricks has received an invitation from the Commanding Officer of the Reese AFB to be his special guest on Air Force Day, May 21.

The four elevators the pilot had referred to was, in fact, an integrated four barrel elevator.

AOS on duty - Wilson J. Peck, Luther C. Brashear.

* * * *

THE DUST BLEW AND THE PLANE FLEW....

Howling winds cycloning about a precipitous low pressure system Sunday, May 15th, flung surface debris high into the sky over most of eastern Colorado. Dust, sand and sagebrush boiled in the turbulent air. But to the pilot of Beech Bonanza en-route Denver from Ponca City, Oklahoma the condition meant only reduced visibility that could easily be avoided by "on top" flying to Denver. There, in the shadow of the sheltering Rockies, an in-the-clear descent could be made to Stapleton Field.

Somewhere between Akron and Denver (no one will ever know exactly where), the plane was unsuspectingly sucked into the roiling vortex, bucking, twisting, staggering. Everything in the cockpit suddenly went berserk: the magnetic compass swung back and forth crazily through full 360 degrees; the air speed indicator fluctuated madly, the silhouette in the artificial horizon flopped and spun; eerie forces wrested the controls from the pilot's hands. Only the VHF radio was normal.

The pilot became hopelessly lost, but retained enough composure to use his radio. It probably saved his life. He called both Akron and Denver for assistance. Akron scored first. Quick action via interphone through the Control Center to Buckley Naval Air Station at Denver brought a hopeful though somewhat doubtful radio bearing. Ironically, however, the plane drifted beyond Akron's range before the information could be given to the pilot.

Now he had lost his last hope - radio assistance from the ground. At eight thousand feet in the churning murk, not knowing where he was, fuel running low, he was desperately fighting off wave after wave of panic. "Try Denver once more!!" Then is when the Denver communicator, Eldon Huston, connected.

Huston's concern was to get the pilot on a westerly heading toward Denver, where good visibility prevailed, clear of the storm. But the situation held little hope. With compass still erratic, the pilot called off first one reading then another, unable to hold to any heading. Finally the plane's signal became weaker, weaker, then disappeared completely - a silent finale, it seemed.

Anxious moment upon anxious moment ; agonizing suspense. Then a call from the Denver Control Center - the plane was on the ground at Akron! With only ten minutes fuel remaining, the pilot had spotted a clearing in the storm, dove the plane through and found the Akron airfield. He had made it! What impression did the pilot get of Communications from his harrowing experience? Read the pilot's letter of appreciation;

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"WILL I. LEWIS DRILLING COMPANY
Rocky Mountain Division
Continental Oil Building
Denver, Colorado

"May 16, 1955

"Mr. E. B. Huston
C.A.A. Communication Station
Stapleton Field
Denver, Colorado

"Dear Mr. Huston:

"I am writing this letter as a small token of my appreciation for your extremely able assistance to me when I was in trouble in the sand storm in Eastern Colorado yesterday.

"I have flown in fog and rain, where turbulence was at a minimum, but nothing like the conditions that existed Sunday. You fellows really had a bead on me, and the knowledge that some one else cared for my welfare was just what I needed to clear up my head, and make me get to work, and get that plane to the ground all in once piece.

"I sincerely hope that all pilots appreciate what you men at the radio station can do for them in extreme emergency, and hope they are appreciative as I am. You may never know just how good your voice sounded to me when I told Akron Radio that I was in trouble, and they switched me to you. Thank you again, and I would like to meet you someday.

"Sincerely, from a future fair weather pilot,

"/s/ Bill Lewis

"Plane number 4458-V
Flight plan from Ponca City, Oklahoma to Denver, closing
plan at Akron, Colorado"

* * * *

HALF-WAY AROUND THE WORLD

By

Gene (Davy Crockett) Mathews

The assignment of Elmer C. Butler and the writer (hereafter referred as the Siamese Twins) to Thailand and intermediate enroute stops during the months of February and March 1955 had a two-fold purpose:

Phase One: To make an immediate study of the deficiencies of the Aeronautical Radio of Siam Communications System and to offer recommendations to the General Manager to eliminate or materially decrease such conditions.

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Phase Two: Make a thorough study of the future requirements of this hub of Far East Aeronautical Communications, and serve as technical advisors on the Technical Committee AD Hoc assembled at Bangkok, Thailand, March 1 - 10. Other Committee members were from Nations operating Air service in this area.

Other than to say that the above committee was headed by a Dutch Chairman and a Thai Secretary and to say that much was lost in the translation is the understatement of the century.

This report will be devoted to other than technical matters. We departed February 15, 1955, via PAA Strato-cruiser arriving Honolulu on the same date. Due to our status of travelling SUBLO (Subject to Load) we were held at Honolulu until 2AM the following day. Mr. Norm Thompson, HO-360 and Mr. Robinson, Chief, OFACS Maintenance Engineer, Honolulu, were most kind in meeting us at the Airport and remaining until departure.

The next leg of the journey to Wake Island was without incident and without much sleep, despite the roomy, comfortable luxury of the Sleeperete. Breakfast was served in the PAA Dining room on Wake Island. We found the food excellent, the atmosphere of Wake was one of contentment and self-made recreation. The lagoon and immediate ocean area is excellent for fishing. A sleek inboard cruiser with provisions for pulling water skiers caught my eye - this being one of my favorite sports. The new type CAA Family housing is of reinforced masonry and will reportedly withstand winds in excess of 150 MPH. Although I did not personally have the opportunity to inspect one of these quarters, it is reliably reported that the custom is to leave the interior walls unpainted and paper same with the bi-weekly pay checks. The prestige of personnel on Wake is dependent on the number and size of Japanese fishing balls in their collection.

On to Tokyo with the loss of a full day near Wake due to crossing the International Date Line. Upon nearing the Japanese Coast, it was noted that cultivation and growing of seaweed on the areas near the beach was a sizeable industry. Passing of customs, immigration and miscellaneous other formalities was quite time consuming but was handled most efficiently. Exchange of our currency from dollars to Yen was accomplished at a branch bank at Haneda Airport. The exchange rate of 760 Yen per Dollar provides bills with large numbers but no greater buying power than in the U. S.

We proceeded to the Imperial Hotel via the American Embassy for a short visit with Mr. H. J. Carrick, Chief Advisor, International Region, CAA. Taxi fare for the two of us was 960 Yen (you convert it). Hotel rates are in the order of 12,000 Yen for the two of us. After a few minutes of rest (you must sleep real fast on these junk ~~trips~~ trips if you want to catch the sites.) We visited the downtown points of interest. The weather in February is on the cool side, with rain and snow. Temperatures in the order of 38 degrees. One of the highlights of Tokyo visit concerns Japanese bath houses, and far be it from me to try to change this age old custom. A visit to the Sukiyaki Parlor at the Imperial was an experience - Three beautiful girls cooking and serving and Elmer and I provided only chopsticks to transport food from bowl to mouth. The warm sake served in vase-like bowls did not require use of chopsticks, and we were able to keep from starving completely. Other than completely spoiling two each shirts and neckties, the dinner was abundant and delectable.

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Our layover in Tokyo was only eight hours. The resumption of the trip to Hongkong, flying over Okinawa and Formosa was interesting and equipment change to DC6-B. Arrival at Hongkong at 0830 Friday was an experience not soon to be forgotten. The approach to this airport is over the mountains, wing tips nearly touching, followed by a nose-down spiral to the runway. The rollercoaster is a sissy ride compared to this landing.

Customs, immigration and the usual at Kai Tak Airport and a courtesy ride by PAA through Kowloon to the Peninsula Hotel. Money changing in Hongkong dollars at a rate of \$5.86 to one (in our favor.) The Kowloon Peninsula and Victoria on Hongkong Island is a prosperous appearing city, with over two and one half million people housed or holed in a very small area. Hongkong is noted for its fabulous shops, where you go broke the first hour buying bargains. Tailormade clothing of excellent fabrics is one of the more appealing buys, and most travelers take advantage of replenishing their wardrobes. Watches and jewelry are most reasonable. This is a free port and the usual addition of import duty to the selling price is waived. The food is excellent, water safe to drink and prices reasonable. Hotel rates are in the order of 130 dollars a day for two (go ahead and convert it.) Discussion concerning the night spots and split-skirts worn by the very pretty girls would fill the entire issue of the News.

Our layover in Hongkong (again entirely due to being off-loaded for pay passengers) was 26 hours. Forgot to catch up on my sleep, now that I think of it. The trip to Bangkok over areas recently involved in warfare did not cause too much apprehension among passengers. We arrived in Bangkok mid-afternoon on Saturday February 19. Again - customs, immigration and the usual redtape. We were met by Mr. Bob Green, Chief Advisor, International Region CAA and PAA Representatives. The temperature was in the mid-90's and humidity in the order of 70 percent. We were taken to the Princess Hotel, on New Road, which was to be our home (away from home) for the next three weeks. Some rooms (if you can afford the price) are air conditioned and certainly a requirement. Two room boys are assigned the room, and take care of your laundry, cleaning, shoe-shining, etc. Each time you step out of the room (even into the bathroom) is a signal for these Jokers to dart into the room and completely remake beds, hang up clothing, etc.

Elmer and I were no more fortunate than the majority of travelers, and contracted dysentary (referred to as the Bangkok one-step or/and the 40 foot club.) Water is not fit for drinking unless boiled, and the only certain way of knowing if boiled is to do it yourself. We converted from H2O to soft drinks and other types of liquids during our stay in Bangkok.

One of the 'Musts' is a guided tour through the Klungs (canals interlacing portions of the city with the river.) This tour gives one a good perspective of this city of more than two million people. The tour includes a visit to the Royal Palace and Grounds, Temples (more than 375 Buddhist Temples in Bangkok) and riverside industry and floating markets. (Watch the Hit Parade for introduction of a song I composed while on this journey - Title - "KLOBBERED IN THE KLUNG".)

A visit to the Snake farm is another 'Must' in Bangkok. This, I understand, is a Government sponsored industry and is for the purpose of producing anti-venom. The cobra's vipers, bamboo snakes and many others are kept in a large pit. It is necessary to force feed the reptiles, as it was stated that most snakes will not feed in captivity. Glass tubes are put into their mouths, and liquid forced

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into their systems. Milking (or extracting venom) is performed once a week. The keepers extract the venom by a manual method which entails handling the snakes throughout the period. The head keeper was bitten by a large cobra two weeks prior to our arrival and died enroute to the hospital. (I was greatly relieved to learn that my assignment was not to replace him.)

A visit to the Thai fights, held twice weekly, is most impressive. The Thai type of boxing, bars no punches or the method of delivering the punch - feet - elbows - head, etc. A small orchestra consisting of about 4 drums and a flute, furnish the sustaining music, which increases in temp and fortissimo as the fighters start drawing blood. Results - all knockouts.

White people, residing in Bangkok, have beautiful large homes, four to six servants and all seem to enjoy themselves. A large club is provided, which affords recreational facilities such as a swimming pool, tennis courts, golf course, etc. There are many good restaurants and night clubs. Thai dancers perform once or twice a week. Transportation is by Samlor (three wheel bicycles, operated by Natives) or river boats and barges. Motorized Samlors and Taxis are becoming quite plentiful. Traffic problems are most difficult and accidents numerous.

Our return trip included Hongkong, Tokyo, and on Jet-stream direct from Tokyo to Honolulu. We were again forced to remain in Hongkong for two days, and visited the Communications Facilities of the Department of Civil Communications, U.K. and caught up on some sleep. (Or was that Elmer who caught up on the sleep.)

At Honolulu, we spent two days conducting Fourth Region business pertaining to operation of Radio-teletype Circuits between Honolulu-San Francisco-Anchorage. Safe arrival San Francisco on March 16.

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CAA TOASTMASTERS CLUB ACTIVITIES

CAA TOASTMASTERS gave formal talks on the subjects listed below during the month of May.

Wallace K. Barry	Create Your Own Opportunity
Houghton Miller	Three Don'ts
Jay Taylor	House Trailers
Harold Orville	Conscience Salve
George Edmondstone	Spare the Rod and Spoil the Child
Harry McConnel	Man and Metals
Bob LaTulipe	Here and Now
Reese Clark	The River
Jim Van Voorhis	The Los Angeles Transportation Problem
Riley Harris	America

Don't the above titles sound intriguing? Come out and visit the Toastmasters and hear for yourself. The club meets Wednesday, May 25th at Kim's Restaurant, 5 PM and every alternate Wednesday, and meets at the Regional Office on Wednesday, June 1st and every alternate Wednesday at 4:35 PM. See you at one of the meetings!

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QUESTION BOX?



- Q. Is it necessary to use a separate series of invoice and requisition numbers for Military UHF material?
- A. No. CAA has supply responsibility for this equipment. Use your regular series of invoice and requisitions numbers for the facility.
- Q. Last week of PP25, my two regular days off were Sunday and Monday, May 29th and 30th. As May 30th is a holiday and my 2nd day off, will I receive holiday pay for working Tuesday, May 31st?
- A. No. Your first day off was Sunday; therefore your second day off was not "in lieu" of Sunday. If your two RDO's were Monday and Tuesday (5/30 and 31), you would not receive holiday pay for working Wednesday, June 1st, as the holiday fell on your Saturday (your first day off.) The same principle will apply to the July 4th holiday which also falls on Monday this year. Note: Refer to A.O. 170, Paragraph V C, second sentence.

Questions on Retirement - Death Benefits

- Q. What are death benefits?
- A. They are benefits payable upon the death of an employee or annuitant. There are three types of death benefits:
- (a) The survivor annuity payable to the widow and dependent children of an employee, or of an annuitant who made no provision at retirement for his widow;
 - (b) Any lump-sum payment due upon death of an employee, former employee, or annuitant; and
 - (c) The annuity provided by an annuitant at the time of retirement for his widow or widower or a person having an insurable interest in him.
- Q. What conditions must the widow meet to be eligible for the survivor annuity indicated under (a) above?
- A. She must have been married to her husband at least 2 years immediately before his death, or be the mother of his child born of the marriage.
- Q. What conditions must a child meet to be eligible for survivor annuity indicated under (a) above?
- A. A child must be unmarried, and under age 18 or incapable of self-support because of physical or mental disability.

(Continued on next page)

Question Box Continued

- Q. What conditions must a deceased employee have met in order that his widow and children may receive a survivor annuity?
- A. The deceased employee must have completed at least 5 years of civilian service at death.

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DIVISION HIGHLIGHTS

AIRPORTS DIVISION

Mr. Marriott and Mr. Winger participated in a panel discussion at the Eighth Annual Meeting of the California Association of Airport Executives at Long Beach. The open forum dealt with the Federal-aid Airport Program, taxiway lighting, heliport requirements, substantial use of an airport by the Military, and other aviation subjects. District Airport Engineer Flaherty of the California District Office and members of his staff also attended the meeting.

Mr. Winger accompanied Mr. Hemphill, Deputy Director, Office of Airports, on an itinerary which included some of the major FAAP projects in Region IV.

During the past month, Grant Offers totaling \$760,880 were issued to Flagstaff, Arizona; Fullerton and Ukiah, California; Denver, Colorado; Elko, Nevada; Seattle-Tacoma, Washington; and Jackson, Wyoming. This raises the total Offers issued to date to 30 out of a potential 46 Projects. In addition to the Offers issued, 10 Project Applications are in process in the Regional Office. These Applications are from Tucson, Arizona; Bakersfield, Riverside, San Francisco and San Jose, California; Twin Falls, Idaho; Casper, Laramie, Rock Springs and Riverton, Wyoming.

In summary, the current status of the 1955 Federal-aid Airport Program is as follows:

Projects under Grant Agreement	23
Grant Offers Pending Acceptance	7
Applications in Process in Regional Office	10
Applications Outstanding	<u>6</u>
Total Potential Projects	46

GENERAL SAFETY DIVISION

Safety has been the keynote of activity emphasis in the Fourth Region during the past month. More and more effort is being placed on the prevention of accidents through safety meetings, flight clinics, and on an individual contact basis by our agents. This, in turn, seems to be creating more demand for the type of information the flying public receives at such gatherings. The entire picture of general aviation continues to expand, not only in the field of uranium prospecting, which is growing at a rapid pace, but also in the field of executive flying. Almost without exception the district offices are reporting renewed interest in general aviation throughout their districts. (Continued on next page)

Interest in the National Safety Program for Flying Clubs is continuing to develop, especially in the northwestern section of the region. The first National Flying Club Convention, ever to be held in the United States, is being sponsored by interested groups in the Seattle area in cooperation with the Central Valley Empire Association, sponsors of the National Safety Program. This event, scheduled for August, promises to be one of the most outstanding activities ever held for private pilots.

In preparing for a 600,000 acre Spruce Budworm project, our Portland office reports working closely with the United States Forest Service and the Oregon State Forest Service. The project consists of four separate areas to be treated by aerial spray mixtures of DDT and oil. This project will probably involve 450 Stearman aircraft and possibly a few Ford tri-motors. The Forest Services have specifically requested CAA assistance to help in the prevention of accidents during this program.

A flight clinic, which was jointly sponsored by the Rocky Mountain Business Aircraft Association and the Colorado Flying Farmers, was conducted with the assistance of the Denver ASDO. United Airlines cooperated by making their Dehmel trainer available to the participants. Approximately sixty pilots attended, many taking advantage of an actual "hooded" flight as a further demonstration of instrument flying.

The Yakima District Office held a flight clinic in connection with Annual Aviation Week at Wenatchee, Washington, May 9-15. This clinic was sponsored by the Wenatchee Chamber of Commerce.

Seven safety meetings have been conducted by the Seattle ASDO within their area, with a total of 223 private pilots attending, during the past month. Personnel of the office are also working very closely with the Seattle Superintendent of Schools in an effort to develop an effective curriculum and to determine in what grades aviation education should be taught. The Supervising Agent, Mr. Princen, was appointed to serve on a subcommittee which will investigate proposed specialized courses.

Continued interest in safety education was displayed recently by the pilots in the Spokane area as evidenced by their attendance at a two day flight clinic sponsored by the Spokane Chamber of Commerce. This, and several other recent clinics held in Spokane, is the result of a concerted effort by the Spokane ASDO to assist area pilots in a better understanding of the basic causes of aircraft accidents and to offer them an opportunity to supplement their aeronautical knowledge and pilot techniques. Also, the ASDO has been assisting the Spokane Chamber of Commerce in a community aviation education program, and has been instrumental in helping to prepare questions for examinations to be held in the high schools on the subjects of civilian and military aviation.

A special effort is being made by the Boise office to contact personally every agricultural operator and pilot in their district. "The purpose is to emphasize the long odds some pilots take by gambling a few minutes against the price of a new airplane, its earning power, and even their own lives," according to the district office. During this contact, all phases of safety are discussed.

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Maintenance Agents in the Los Angeles District Office attended a two-day Magnaflux training forum, April 14-15, conducted by the Magnaflux Corporation. They report that considerable good was derived from this course regarding the latest developments in Magnaflux inspection procedures.

Agent Averett of the Seattle ASDO has been working with the Director of the Engineering Department of the University of Washington on certification requirements for amateur built aircraft. The University is planning to design and build an all metal glider as a department project. This will provide actual design engineering and production training for the students and also develop an extremely simple design suitable for amateur builders.

Paul Mantz, who does considerable flying for the movie industry, is now preparing three World War I Jennies, one World War I de Havilland, and one Ryan B-1 for use in the film "The Lindbergh Story," which is to star James Stewart.

Agent D'Estout of our San Diego office participated in a meeting in National City, California, April 9, in which a local chapter of the Experimental Aircraft Association was formed. The group consists of 22 members. This association is becoming quite popular in many areas of this region and produces a number of amateur built aircraft.

AIRCRAFT ENGINEERING DIVISION

Aerojet is in the process of substantiating their 15KS-1000 type JATO unit for type certification. This is a solid propellant type rocket motor having a fully polymerized thermo setting plastic type fuel and oxidizer grain. This unit is considered by Aerojet to be much superior to the 14AS type presently type certificated. Aerojet is collaborating with Pacific Airmotive in obtaining approval of an installation of three of these units in a PV-1 type executive airplane.

The demonstration tour with the Aircraft Engineering Foundation's prototype C-46 airplane has been completed and the aircraft is expected to be available in the immediate future for the remaining necessary flight tests. It is understood that the prototype airplane may be returned to the Flying Tigers Line in its present configuration as a modified aircraft. The remainder of the flight testing required to substantiate the production version of the Foundation's modification under SR 406 will be determined when the production configuration is presented for type certification.

A TIA still has not been issued on the Baumann Model B-290 airplane; however, CAA participation in the flight test program is continuing. During dive tests to V_d in connection with the aircraft flutter substantiation, an unwanted feathering of one propeller occurred. Corrective action is under way to prevent recurrence of this difficulty. Rough performance checks have indicated aerodynamic inefficiencies over the nacelles and center section area of the wing of the airplane. This matter is being further investigated by Baumann.

The CAB Hearings on the Pan American World Airways' Boeing Model 377 ditching accident failed to reveal anything not already known or suspected. Various telegraphic Airworthiness Directives have been issued from the Washington Office in the hope of preventing similar failures. Pan American has contracted with Boeing to investigate the effects of a cracked engine mount. PAA is furnishing a complete power pack, including engine, mount, cowling, and propeller, for the test. Boeing plans to partially fail a critical engine mount member in an effort to determine the damage

(Continued on next page)

necessary to cause a mount failure, and further to determine what happens when the mount fails.

A TIA has been issued and flight tests on the Douglas DC-7B have been satisfactorily completed. The Pan American configuration of this airplane with saddle fuel tanks, and the Eastern Airlines configuration without saddle tanks, presently are being submitted for certification. The final Type Certification Board Inspection of this configuration has been completed and the final Type Board Meeting has been held. The first airplane is expected to be delivered within the next few days.

Flight tests on the Fletcher FU-24 have not yet been resumed. It is understood that various fixes are being developed for the unsatisfactory items covered on the Discontinuance Report. Fletcher personnel indicate the airplane should be ready to continue the CAA flight test program within a week or so.

Flight tests on the Hiller Model UH-12B with a McCulloch US-57 engine super-charger installed are under way at the present time. The TIA on this project is in process.

Static and fatigue tests are being conducted on various structural members of the Lockheed Model 1649. One fatigue specimen, after having been fatigue tested to the equivalent of an extremely long service life without known failure, was later static tested and failed at 78% of the scheduled ultimate load. Failure was precipitated by an undetected small fatigue crack at a rib attachment clip.

AIR CARRIER DIVISION

Pacific Northern Airlines inaugurated Lockheed Constellation service between Seattle and Anchorage on April 20. The assigned Maintenance and E/E Agents participated in the survey flights prior to beginning of service. Of the three aircraft obtained by Pacific Northern, one is in scheduled service, one is in pilot training, and the other is undergoing maintenance. Schedules will be increased as the aircraft become available.

The merger of Continental Airlines-Pioneer Airlines, reported in our March report, became effective during April. The combined operation is functioning very satisfactorily with no apparent adverse effect on either group's morale.

Western Air Lines now have on order 12 additional DC-6B's which will increase their fleet of this type aircraft to 20. They are gradually disposing of their DC-3 aircraft as new equipment becomes available.

North American Airlines has applied to our Burbank District Office for requirements pertaining to the operation of their DC-6B aircraft under the provisions of Special Regulation 410. Following discussion between the Agent-in-Charge and the Regional Office, a proposal was submitted to Washington, D. C. which was subsequently approved. Operation under this special regulation will be established in the very near future.

During the month of April, North American Airlines completed four military contract flights to Tokyo and received additional contracts for flights to England and Germany. The trips to England will consist of cargo while the flights to Germany will be for the purpose of transporting military dependents.

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Personnel of the San Francisco District Office have completed a review of all current departure procedures in the Oakland ARTC area. This was accomplished in accordance with a request from the Airways Operations Division for a review of all such procedures in the Fourth Region.

United Air Lines is considering the expansion of their training center at Denver, Colorado. Currently, they are graduating approximately 20 to 25 Flight Engineers each month. Trainees, who have the required background and personal qualifications, are increasingly difficult to obtain.

United Air Lines has placed an order for airborne radar for their entire fleet. Present plans are to complete Convair installations first.

Revised U. S. Flag Air Carrier Preface Pages and proposed changes in en route specifications for Alaska Airlines are being reviewed pending final approval.

Several new routes are proposed which may require survey and/or proving flights.

The "Defense Early Warning Radar Line" (DEW Line) projects in Alaska require that a considerable amount of supplies be carried by air from established bases to temporary airfields. Alaska Airlines currently has one DC-4 and two C-46's engaged in this project.

Bonanza Air Lines inaugurated service over their new route segment Phoenix-Blythe-Thermal-Ontario-Las Angeles-Burbank on April 25. Non-stop service between Las Vegas and Reno was also established on this date. Two round trips on the new route segment and the non-stop service were observed by agents of the Los Angeles office. Communications and radio navigational coverage and operations were found to be satisfactory. Three additional DC-3's were purchased for the added service. They are in the process of installing VOR and ILS in all their aircraft. It is estimated that the completion of the installation in all aircraft will be on or about June 30, 1955, and flight personnel are now receiving instruction in the use of these aids in the link trainer and in the aircraft already equipped.

Los Angeles Airways report the following statistics concerning their operations for March, 1955:

<u>Revenue Miles</u>	
Scheduled	39,988 miles
Completed	39,090 miles
Performance	97.75%

<u>Poundage</u>	
Mail	648,726 pounds
Express	111,613 pounds
Total	760,339 pounds

<u>Revenue Passengers boarding at</u>	
Los Angeles International Airport	73
Long Beach Airport	94
Santa Ana Airport	31
	<u>198</u>
Charter Flights	4

Indications are that Los Angeles Airways is carrying more poundage of mail and express than both the New York Airways and the Helicopter Air Service at Chicago combined. It is expected that within the next quarter, this operator will provide passenger service to San Bernardino, Riverside, North Hollywood, and Santa Monica.

While domestic freight and passenger operations continue at a steady pace, international contract operations for at least four of the irregular air carriers based at Burbank, California--The Flying Tiger Line, Slick Airways, North American Airlines, and Viking Air Lines--have increased to the point requiring sizeable expansion of overall operations. Participation by these carriers in the numerous contract activities, together with additional contracts to and from Europe and the Orient has resulted in the recall of many pilots from furlough status and the employment of new pilot personnel.

The number of airmen utilized by The Flying Tiger Line has increased 90% since January 1, 1955. As a result of this increase in pilot complement, the company has appointed four additional company check pilots to conduct required checks and training at their Burbank, San Francisco, Chicago, and Newark bases.

Slick Airways has acquired seven additional C-46 aircraft which will be placed in service after the maintenance and modification programs are completed. They also have completed negotiations to acquire three DC-4 aircraft, the first to be delivered May 15 and the remaining two by July 15. Ground and flight school curriculum for the DC-4 are presently being set up, and classes are scheduled to start May 18. Schedules on the North Atlantic operation and the engine lift operation to Gander and Alaska have been completed each weekend without delay or interference with domestic operations.

Viking Air Lines received and fulfilled during April a Department of Defense contract for four round-trip, all-cargo flights from Fairfield, California to Tokyo, Japan. Subsequently, they received another contract for four flights from Austin, Texas, to Sturgate Air Force Base, England, with these flights scheduled to depart Austin May 2, 5, 9, and 12, 1955.

California Central Airlines has added one DC-2 (leased from Mercer Enterprises) aircraft to its operations, bringing the fleet total to two aircraft, the other being a DC-3. Negotiations are still under way relative to the leasing of five Super DC-3's from the U. S. Navy. Definite decisions on this are expected during the month of May. They have also resumed service to San Francisco.

Resort Airlines has acquired two additional C-54's from the Air Force with which to conduct their log-air contracts. This makes a total of seven C-54's currently listed on their certificate.

California Eastern Airways has been flying military cargo contracts to Manila, P. I. and Tokyo, Japan. Contracts issued to date insure six cargo and nine passenger trips to Tokyo for the month of May. California Eastern plans to acquire two more C-54 aircraft within the next thirty days to bring their fleet up to five.

The Civil Aeronautics Board has ordered United Air Lines to provide service to Ely, Nevada. This community is off United's normal route and the question has arisen as to what navigational aids can be utilized. Meetings have been held with United personnel, and it is anticipated that a survey flight will be made in the near future.

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AIRWAYS OPERATIONS DIVISION

Federal Airways Appraisal Team visited this region the week of May 9.

Division Chief attended AODChiefs' Conference in Washington week of May 16.

Final plans have been completed for the construction of a new airport administration building at Ephrata, Washington. CAA will occupy the second floor - planned for sometime in September.

The Oakland Center currently has more people in training for certification or for Oakland area ratings than ever before. With people returned from military leave, new transferees from communication stations, new controllers from the Chicago, Honolulu, Seattle, and Albuquerque Centers, and eight AACS officers, a total of 33 people are working toward an AOS certificate with Oakland Center area endorsement. On May 19, 65½ hours of practice control problems, an important part of the training program, were administered to these trainees.

Two mobile tower units have been invoiced to the Facility Operations Branch who will have the responsibility of moving these trucks from one location to another.

Ontario, California, will have an automatic weather station sometime this summer. It will include ceiling and visibility, as well as other values as required in CAA weather report procedures.

Mr. D'Arcy Harvey of the Washington office will present slides of air traffic figures in the regional office on June 24.

Sr. Controller H. S. Greenleaf has witnessed all AEC tests at Mercury, Nevada. According to AEC records he is the only person, including their own personnel, who has personally witnessed all continental U.S. tests. He returned to the Salt Lake Center May 18.

USAF bids for construction of new tower and RAPCON building at Albuquerque, New Mexico, advertised May 12. Estimate completion within eight months.

C. F. Kusrow, LA-381.2 has been selected for transfer to Santiago, Chile for a two year period.

Prepared recommendations for airways designations based upon commissioning Los Angeles VOR.

Army installations and activities at Fort Huachuca created many potential radio interference problems. There may also be some developing air space conflict.

Division approved drawings for flight data console proposed for Miramar RAPCON.

Division began work on flow charts in view increasing traffic.

Studied and recommended solution for six radio frequency problems.

E. C. Butler San Francisco OFACS was detailed to the regional office for several days to assist in preparation final Western Union circuit requirements for out stations and to arrange for pro-rating charges at new OFACS. (Continued on next page)

E. W. Olson, Chief of Missoula Station, was detailed to the regional office for one week to assist in planning for service "B" lay-out and relay equipment. He also assisted in preparation of orders for landline service changes and new equipment.

F.Y. 1957 landline budget for the region is being worked up for submission to Washington.

Much time was spent by the Division in working up budget data, particularly in connection with long range "E" program.

FACILITIES DIVISION

Mr. Charles G. Grosh has been selected to fill the vacancy of Deputy Chief, Facilities Division, and assumed his new duties on May 9. Mr. Grosh was formerly Chief of the UHF Section.

Mr. Mackie attended the Facilities Division Chiefs Conference in Washington the week of May 16. He is presently en route back to the R.O. via a Beech Bonanza, in company with Vaughn Clayton who is acting as Captain of the ship. They are visiting various points in other regions on the return trip.

Flight Inspection Branch

Mr. George Hughes of the Operations Branch of the Australian CAA visited the Regional Office on May 2. Mr. Hughes was interested in the operation of our ILS, particularly the operation and tolerance of our null reference glide slope (TUS). He also visited the Los Angeles Tower relative to holding and approach procedures for the Los Angeles International Airport.

VOR sites have been flight checked at Grand Canyon, Arizona and Farmington, New Mexico. These sites turned out very well with excellent results obtained in course stability and coverage.

Establishment Branch

Riley Harris and his crew of Bill Foker, Arnold Hatch and Dave Hegland will complete the modernization of Van Nuys Tower by the end of the month. Final inspection was held May 24, the facility found acceptable, and final clean-up is now in progress. The crew is next scheduled to work on the modernization of electronic equipment in the Los Angeles ARTC Center.

Arnold Hatch decided to return to Maintenance. He turned in his truck and tools and departed for his new assignment at Boise, Idaho.

Ed Pardee and George Martin are continuing the modernization of electronic equipment at Las Vegas CS/T. They are having to rearrange equipment without interruption to service.

Jim Cheatham and Bob Stramp will install DME equipment at several sites until Carlsbad INSAC is ready for A/G console installation.

Carl Duncan will join Riley Harris' crew for modernization of the Los Angeles Center.

Fred McCauley and Sam Rosenfeld will complete Truth or Consequences INSAC modernization work by the end of the month. They will go to Carlsbad INSAC and move the 3-rack operating position to a temporary location to make way for construction of

partitions and other renovation work prior to the console installation. Following the assignment at Carlsbad they will go to Santa Fe INSAC to begin modernization work there.

Frank Dettmer completed construction of a delta frame antenna support structure at the Saddle Peak VHF Transmitter/Receiver Station, and is now at Cedar City INSAC constructing a delta frame antenna support structure.

Harry Mellen completed the installation of the engine-generator at Pueblo CS/T and is now in Santa Fe constructing a delta frame antenna support structure at the INSAC.

Jim Crenshaw completed installation of a new air conditioner at the Denver INSAC.

Norm Seewald is at Furnace Creek where completion of the work at the landing field is anticipated shortly.

Ed Diehl is busy basking in the sun on the beach at Waikiki. This project is scheduled for completion on June 1.

The San Francisco OFACS relocation is progressing on schedule, in fact somewhat ahead of schedule. The job is approximately 80% complete and will be ready for training of operations personnel around June 10, providing the telephone company completes its work. This will allow about 15 days for operator training and a week to make the final equipment move from the old location prior to the scheduled commissioning date of July 1. Half of the crew has now been released for work on the Oakland Dual Console installation. Project Engineers John Tunis and Merle Zeigner visited the installation during the month.

Work has been started on the OAK/SFO INSAC Combination and Oakland Dual Console installation with Paul Allee as crew chief, dividing his time between Oakland INSAC and San Francisco OFACS, with Earl Jobe "straw-bossing" the job at the Oakland side assisted by Lopez, Harvey, Elwood and Scribner. The job is approximately 40% complete. Project Engineer Thomas Hall stopped off at Oakland for a few days at the end of an extensive flying trip through the Northwest, where he made stops at Mullan Pass, Spokane, and Seattle.

The Seattle-Boeing Tower Modernization is approximately 95% complete. Bob Payne and Clyde Olson are finishing up the job. Project Engineers Entin and Hall visited the installation during the month.

The Seattle-Tacoma INSAC-Center-Tower modernization is under way with Howard Pyle as Crew Chief, assisted by Jim Carr. The Project Engineer is Arthur Entin. Much of the SEA/TAC work will be done on contract or with force account help. Contracts have been let for the relocation of the pneumatic tube equipment, the erection of new partitions and the installation of conduit and duct work at the Seattle-Tacoma Administration Building.

Construction Supervisor Fred Yandell has completed the construction of a Delta Antenna Support Structure at Baker, Oregon and is now at work on a similar structure at Dubois, Idaho. Tommy Tarpo is building fencing at Elko, Nevada VOR.

Fred Lopes completed engineering drawings and specifications for construction of the San Francisco TVOR. He is now preparing site drawings for a second Consolan facility.

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Bill Beekman is exploring the Utah Lake area in order to obtain information for a proposal covering an access road and site preparation for a VOR in that vicinity. Bill reports extremely rugged terrain and horses are the only means of transportation into the area.

Construction Supervisor Marion Duncan is supervising construction of the Roswell VOR. This project is progressing nicely with completion scheduled for the 18th of June.

Construction Superintendent V. O. Vick completed construction of a new power line and building at the Julian MHW facility. He has also completed construction of the Oceanside VOR and will proceed on to the San Diego VOR.

Construction Foreman Tom Tarpo dismantled the light beacon at Sutherlin, Oregon, and completed installation of a fence at the Elko, Nevada, VOR.

Chuck Dickow, assisted by Maynard Hegland and Erwin Clark, completed testing the VOR site at Valle, Arizona. Incidental to this test an evaluation of a VHF repeater site on Mt. Williams was also made for possible use in VOR control and VHF repeater station activity. From there, the test rig was moved to Farmington, New Mexico, where a VOR site was tested east of town, with highly satisfactory results. The Farmington flight check was completed May 5. The crew then moved south to Casa Grande, Arizona and completed testing of that site on May 19. Chuck will next proceed to San Simon, Arizona, where he expects to complete a survey flight check by the end of the month. The test van will then be moved to Deming, New Mexico and then to Utah early in June for the Utah Lake site test. Chuck has set a record for VOR site tests, having completed 4 satisfactory tests in 5 weeks.

Fred Townsend and Merle Zeigner spent a week in the San Francisco area in connection with the Consolan program and a possible VOR site in the Mt. Hamilton area. These two also found time for a trip to Deming, New Mexico, where they selected a site for a VOR facility.

Emmett Whitney and Bob Crookshank are installing a voice and control line at the Long Beach VOR while waiting for repairs to the Los Angeles VOR. The Los Angeles VOR has turned out to be one of those facilities where everything happens—none of it good. With a little overdue luck the facility will be commissioned by the end of the month.

Paul Watkins and Boyd Preece reported the Olympia VOR completed, including flight check and commissioning. Boyd Preece has moved to Lucin, Utah where he is installing VOR and DME equipment assisted by Glenn Shoop. After a short stay at Lucin, Paul Watkins has gone on to Oklahoma City where he is attending Radar School.

Chuck Daggy is enjoying a well-earned vacation before beginning installation of VOR and DME equipment at Oceanside. During the month Chuck and John Williams installed DME and Conelrad at Modesto. Chuck also installed Conelrad at Pt. Reyes before going on leave. John Williams removed the Army type control system and installed standard CAA remote dialing at the Stockton MRL. John also cleaned up some ground rule faults at the Stockton INSAC and installed Conelrad at the Williams LF/R.

Glen Kassing and Al Calloway are continuing the New Mexico DME program with installations under way at Grants and Santa Fe. While at Grants they will also convert

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the 5-loop VOR antenna system to the 4-loop type. Earlier in the month this crew completed the Albuquerque DME installation where they reported unusually dry weather and high winds. Glenn is about ready to trade in his car for a camel. The crew wishes to extend thanks to Maintenance for the use of their four-wheel drive jeep in negotiating the drifting sand.

We wish to welcome Electronic Technican Herbert Happoldt who is joining our field installation force. Herb will start out assisting Glenn Kassing with DME installations.

Victor Beacken, accompanied by Fred Hempt, went through Conelrad installations at Las Vegas, Good Springs and Mormon Mesa, all in Nevada. Victor will next install Conelrad at the Hassayampa and Cochise VORs and the Cochise MRAW.

Mike Domitrovich removed the Z marker transmitter from Butte, Montana and re-installed it at Bozeman. Mike will next join the VOR crew at Lucin.

A proposal was issued for resealing the Daggett, California Intermediate Landing Field.

Modifications have been completed on the Corona, New Mexico Intermediate Landing Field electrical hook-up, Harry Mellen supervising.

A contract has been awarded to the Teller Construction Company for the Portland IFR Room, with Notice to Proceed effective May 19. Gene Newman conducts this supervision.

The engineering on the IFR Room at Portland, along with the relocation of the ASR-2 and installation of the repeater, is nearing completion.

Engineer Jim Cole took time out from his project at Newport to make a trip to Spokane for the purpose of surveying a proposed location of the UHF/DF equipment.

Plans and specifications are being prepared for the relocation of the Cheyenne Instrument Landing System glide slope and middle marker facilities.

A proposal is being prepared for the moving of the Seattle-Tacoma localizer antenna building to prevent its being "ploughed under" by the runway extension.

The Billings, Montana Light Lane and Instrument Landing System were decommissioned, with the light lane and glide path building being removed by Mike Domitrovich.

The new ILS at Salt Lake City was formally commissioned on May 11. The old ILS was decommissioned on the same day. Frank Beauchamp has removed the electronic equipment with Harry Mellen arriving in the immediate future to remove the old buildings.

Engineer Wes Martyn, whose patience has been tried and tested at Salt Lake City is now engaged in a TUS glide slope survey at Cheyenne. Assisting him are Technican Doug Brown and General Mechanic Bill Pedri, who had been literally "tying down" loose ends at the Cheyenne Tower.

Gene Newman, Resident Engineer for the construction phase of the Portland PAR-2 installation reports satisfactory progress with the project approximately 60% complete.

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A central standby power plant at Pueblo, Colorado has been installed under the direction of Harry Mellen.

A proposal is being prepared for the installation of a new HIAL system at Salt Lake City.

Engineer Frank Beauchamp completed the decommissioning of the electronic portion of the old ILS at Salt Lake City and is now on his way to join Engineer Bob Faul at Seattle, where the two will install the ASR-2 repeater.

A contract has been awarded to Lee Wilson for construction of the Los Angeles control tower radar tent roof. Work will proceed when the Bendix Company has completed their tests of the ASR-3 installation.

Regional participation in the Washington acceptance of the Denver ASR-3 has been completed. It is anticipated that the ASR-3 will be turned over to the Region about June 1, 1955. "Loads" of modifications are yet to be made at a later date by Bendix Radio.

John Eagen has returned to San Francisco from participating in the Denver ASR-3 installation to resume work on the ASR-2 repeater.

Rex Brown, for many years Technician-in-Charge of Radar at the Los Angeles Tower has joined the ranks of Establishment. He is assigned under Navigational Aids #2 Section and, at the present time, is working on the radar program.

UHF Program:

Contract installation crews under Ed Alfonso completed INSAC installations at Bellingham, Hoquiam and Ellensburg, Washington and started Redmond, Oregon. This month they should catch Eugene and North Bend, Oregon.

Crews under Orion Betz completed Yuma, Gila Bend and Tucson, Arizona INSAC and will continue with Douglas, Arizona and Columbus and Truth or Consequences, New Mexico this month.

Wayne Brown continued at Portland and O.O. MacIntosh started Los Angeles Center-INSAC remote facility. Mac has been selected as SES at Butte, Montana and will leave us at the end of the month.

John Rathjen with Joe Covington, Carl Weidert and Ray Dickenson completed Needles INSAC and are finishing up Las Vegas, Nevada CS/T. Next month they will take on the Phoenix CS/T.

Phil Nicoletti with Elwood Marsden, Pat McCarty and Joe Barnes continued at Spokane Tower. They will probably move on to Seattle by the end of the month.

Construction work at Spokane was completed by Dave Evans who is now putting in building and antenna supports at North Bend. Jim Pace completed antenna support work at Eagle remote and is now at Hanksville for enlargement of the INSAC. Clyde Lee is at Cedar City to put in an antenna support and is also supervising INSAC enlargement at Bryce Canyon.

Len LaFornara is supervising INSAC enlargement at Delta, Utah. Work is underway
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at Trinidad for UHF building and antenna support under supervision of Bob Dahms who will also put in antenna supports at La Junta.

Frank Gavin with contract engineer Fuller has started a really big job at Seattle. This one will include two buildings, five antenna supports and several miles of cable.

Preliminary surveys were made by John Reed and contract engineer Riebe at Malad City and Ogden. Bob Chambers and Bob Nicholls made preliminary surveys at Idaho Falls, Cutbank, Helena and Mullan Pass as well as progress inspections at Portland and Spokane. Mel Garfinkel is doing additional reconnaissance and site selection for the Idaho Falls remote site in Monida Pass.

Maintenance Branch

May has been a very busy month for the Facilities Maintenance Branch, as no doubt it has been for the rest of CAA. This is the time of year for developing 1956 and 1957 Fiscal Year programs. All hands and the cook have been busily engaged with Knotty budget problems.

The Washington Evaluation Team, composed of Messrs, Tippets, Caporale, Rand and Jenks, evaluated us from the doing standpoint and enlightened us regarding future projects which appear to be in store for us during the next Fiscal Year. We enjoyed having them with us because frequently people viewing our operation from the outside perimeter can see more of our program weaknesses than we who are so close to the forest. The Washington team also visited the Bay area, San Francisco.

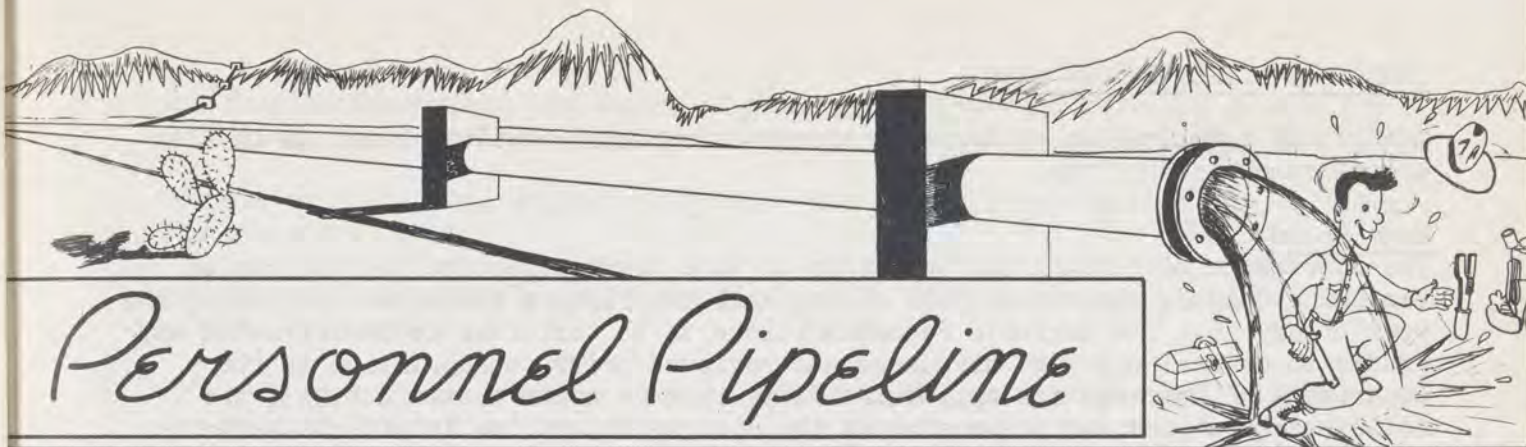
We continue with our area meetings with field personnel. The last meeting having been held by J. G. Melville, Chief, Facilities Maintenance Branch, at Medford, Oregon, on May 3. These gatherings afford us the opportunity of becoming better acquainted with field personnel and also to discuss program, policy and management problems of mutual interest. We are certain that these meetings are very beneficial to the Branch which provides us a much better understanding of one another's problems. The next meetings will be held at Fresno and possibly Blythe or San Diego.

The study of conversion of CPC grade structure is progressing nicely and all people affected by this change may rest at ease with the thought that they will not receive a reduction in salary and probably in many cases a slight increase in salary will be made. Some of you fellows have been wondering if and when we would be able to fill many of the Branch vacancies; this is to report that we do have a new Civil Service register and technical people are being hired from private industry which should fill all of our present vacancies on or before July 1, 1955.

Our training programs are proceeding on schedule despite the many vacancies existing the past several months. The following men are at various training classes at Oklahoma City: Lorin Demeritt, Rudolph Fogelsanger, Glen Hursey and Lou Mitchell.

During this month the following men graduated from our Regional Office teletype training school: John Twyeffort, William Bateman, Owen Halvorson, Edwin Honn, Archie Hoover and Edward Waldrip. The group now attending are: H. Allen Robbins, James Mock, Stanley Woodin, Ernest Shirley, Harold Sutton and David Lewis; John McDaniels from Operations. This is the final class for Model 15 teletypewriter training at the R.O. On-the-job training in the field will be given on Model 28 and UHF communications equipment beginning Fiscal Year 1956.

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Each month we try to include in the Personnel Pipeline and Question and Answer Box items which will be of general interest to all employees. If you have any suggestions as to subjects you want discussed or questions answered, let us know.

Performance Ratings

The Regional Performance Committee is hard at work reviewing recommendations for "Outstanding" ratings. Score to date: 72 received; 38 approved; 30 returned for additional justifications; and, 4 pending. The effort of supervisors to identify and report outstanding performance is very commendable. We appreciate that it is a chore but what part of the supervisor's job is more important? A full report of the program will be made in the next News Letter.

Longevity Increases

We continue to receive inquiries as to eligibility for Longevity increases. Sometimes we find an error has been made and are only too happy to correct it. In other cases we find that the conditions as laid down in the Federal Pay Regulations have not been met and we have to say "no". If we do please remember we have to abide by the laws and regulations. LA-90 will be glad to check any questionable cases.

Just a Reminder

Requests from prospective employers regarding present or former employees should be referred to the Personnel Branch. This does not preclude preparation of unofficial personal letters but it should be made clear and understood that such letters are not an official report.

Help Wanted

Engineers - both civil and electronic, grades GS-7 and 9 are needed for critical Establishment Branch Installation and Construction projects. We can't get them from Civil Service registers, Employment Service, Universities and Colleges, or other normal recruitment sources. You can help by making our wants known in the local area and ask any prospects to contact the Personnel Branch or give LA-90 the name and address of any one interested.

Group Life Insurance

An employee who can no longer continue to perform in his present job or another job to which he might be assigned because of disabilities incurred in line of duty by injury may apply for (1) benefits under the Federal Employees' Compensation Act and (2) disability retirement. The Civil Service Commission has ruled that an employee who elects benefits under the Employees' Compensation Act does not continue to be covered for insurance purposes. The Commission hold that the Employees' Compensation

(Continued on next page)

PERSONNEL PIPELINE Continued

Act is not a retirement system even though an employee receives benefits in lieu of retirement disability.

Wage Board

The conversion of certain CAA positions to Wage Board effective the pay period beginning July 3, was the subject of Regional Classifiers Conference beginning the week of May 16. The Region's recommendations as to positions to be converted and grades to be assigned were discussed and reviewed prior to submission to the Department of Commerce for approval. Since this is a new system for CAA, the following questions and answers about the conversion and how it affects certain employees will be of interest:

- Q. What positions are to be transferred from the Crafts, Protective and Custodial pay schedule to a prevailing-rate system?
- A. Trades, crafts, and laboring positions, including foreman and other related positions where the main qualifications require experience in trades, crafts, and laboring work, are being transferred. These include General Mechanics, Painters, Construction and Maintenance Supervisors and Foremen, Automobile Mechanics, Station Maintenance Laborers, Electro-Mechanical Technicians, A&E Mechanics, Regional Shop personnel, and Warehouse employees.
- Q. What is a prevailing-rate system?
- A. Under a prevailing-rate system, pay rates for each category of employees are set to correspond with what private employers pay for similar work in each local area.
- Q. How often are prevailing rates in a locality reviewed?
- A. Usually they are reviewed once a year. This means that pay under the prevailing-rate system is more flexible than pay under the Classification Act. Since 1951, when salaries under the Classification Act were last adjusted, the typical wage-board employee has received pay increases in 1952, 1953, and 1954. These adjustments were made to reflect increases granted by local private employers in these years.
- Q. Does the Civil Service Commission set prevailing rates for each local area?
- A. No. Under the law, the head of each agency has this responsibility. The CAA will use the locality wage schedules fixed by the Joint Army-Air Force Wage Board.
- Q. What does the transfer mean to employees in terms of salaries?
- A. No employee will have his base pay reduced by the transfer and most of them will receive increases, some of substantial size.
- Q. Why will some employees receive more of an increase than others?
- A. This is because pay levels vary from one local area to another, while employees covered by the CPC schedule are paid under a uniform schedule that applies in all areas. Also, in many local areas pay levels for workmen and foremen in

(Continued on next page)

the skilled trades and crafts are higher than CPC rates, while pay levels for custodial, food-service and laundry workers are equal to or less than CPC rates.

- Q. How can an individual employee find out just what his pay is going to be after the transfer?
- A. The information probably isn't available yet. This information will be released as soon as possible.
- Q. If a CPC employee's transfer to the wage-board pay system is completed before the pending Classification Act pay bill is passed, will he lose the benefit of this increase when his new pay is computed?
- A. No. There is a provision in the pending pay bills that will allow him to take advantage of the pay increase. His new salary under the wage-board system will be recomputed, if necessary, at least to equal his old CPC salary plus the pay raise he would have been entitled to. Of course, if his current wage-board rate is still the higher of the two, he will not receive a further increase.
- Q. How does this transfer from one pay system to another affect an employee's civil-service rights?
- A. It does not affect his civil-service rights at all. The only rights affected are those which were given by the Classification Act, which will no longer apply to him.
- Q. What are the rights granted by the Classification Act which do not apply to wage-board employees?
- A. The right to appeal the grade of a position to the Civil Service Commission and the right to within-grade pay increases.
- Q. To whom can a wage-board employee appeal if he thinks his position has been placed in the wrong grade?
- A. He may appeal to his own agency. There are still appeals to the Civil Service Commission with respect to his position under two sets of circumstances: (1) If the employee believes that his position does not belong under the wage-board system or (2) if he is a veteran and has been reduced in rank or compensation.
- Q. Is there anything to take the place of the within-grade increases of the Classification Act?
- A. In most cases, yes. Although they are not required by law to do so, most agencies are following a wage-board plan developed by the agencies under the leadership of the Civil Service Commission. Under the plan, each wage-board grade has three steps; the second step is five percent above the first, and the third step is five percent above the second. An employee with satisfactory service is advanced to the second step after six months, and to the third step 18 months later.

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- Q. What are the procedures and rights that are unchanged by the transfer to a wage-board pay system?
- A. An employee transferred to the wage-board pay system has exactly the same rights that he had before the transfer with respect to annual and sick leave, retirement, transfer, performance ratings, group life insurance, unemployment compensation, and veteran preference, including veterans' appeal rights.
- Q. Does a wage-board employee have the same removal protection that he had as a CPC employee?
- A. Yes. He is also in the same group for reduction-in-force purposes.
- Q. Are wage-board employees paid for holidays?
- A. Yes. They receive the same holidays as employees under the Classification ACT and they are paid for this time.
- Q. How is overtime computed.
- A. Wage-board employees receive overtime at the rate of straight time and a half for all hours over 40 in any workweek.

Summer Attire for Men

The following is quoted from the Departmental Information Bulletin, dated 4/22/55.

"During the hot summer season comfortable clothing is important to efficiency. Male employees who wish to wear neat, short sleeved, open necked shirts while at work, may do so without objection by the Department."

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V. P. P. NOTES

Our fund now stands at \$7475.00. We paid out \$7875 to the last beneficiary. This amount included \$100.00 interest earned while the fund was on deposit in the Credit Union. During the period July 15, 1954 to April 22, 1955 (the last deadline date) we lost 64 members. Forty-eight of these were either transferred out of the region, resigned, retired or are absent on Military leave. Sixteen failed to renew their pledges for other reasons.

We hope to have the new instruction and rules sheet ready for distribution soon. Two copies will be sent to each facility. If additional copies are needed, a few will be available from LA-381.1

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REGIONAL ADMINISTRATOR'S COLUMN Continued from page 3

Prior to departure he discussed some of his impressions with this office. You might find some of his reactions interesting. He found that our people generally thought that our dissemination of information and communications from the office to the field were good, and that employees generally felt they were free to communicate, through channels, to the top office of the Region. Some thought that facilities for communications in this direction might be improved. We have considered such things as an Employee Council, or requesting that Civil Air Association be a sounding board for employee reactions, and will encourage any such idea if our people think it would be helpful.

Another thought which was significant to me was that the Civil Service representative asked some of our employees if they liked to work for CAA and if so, why? For the most part the replies were in the affirmative, but in the WHY category a variety of reasons were given. It might be expected that a number of the reasons would be personal ones. On the other hand he was surprised that nobody mentioned that they liked to work for CAA because it was an agency with a purpose and a real mission. He himself when he came to make the inspection stated to me that he liked to inspect CAA because ours was an agency with a dynamic program. No wonder he was surprised that no one he talked to expressed this idea. He did say that this reaction was not so evident in the field offices, but rather was confined for the most part to the Regional Office.

Perhaps some of you don't know that CAA among Government agencies is considered one of the most progressive both in programs and personnel policies. It appears that perhaps all of us who are in the supervisory category need to do a better job of advertising so that all of our people will take pride in the fact that they work for the CAA, and express that fact to people outside the agency with whom they come in contact. Let's all make a point to be better salesmen for CAA!

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SUGGESTION PROGRAM

We are delighted to report that the Suggestion Program is on a current basis, and action is being taken on your ideas as soon as they are received by the Incentive Awards Board.

The latest statistics show that there are 83 Suggestions pending in the Washington Office and approximately 53 are being evaluated within the Region by appropriate evaluating officials.

We have been disappointed at the rate of employee participation but the time delays partially account for this. The Board now has this problem licked.

In the past, about one suggestion has been submitted annually for every 14 employees on the payroll.

Upon receipt of your suggestion in the office, we are now able to take final action on all cases within seven days. Those cases which require more investigation are excepted.

Award approvals have recently been authorized by the Board for:

HERE ARE SOME VACATION DON'TS

DON'T draw money from your Savings Account - because it will affect its earnings power. Borrow your money from your C.U. instead.

DON'T stay home. If you need money - borrow it from your C.U.

DON'T drive recklessly. Your family does not need your C.U. life insurance

DON'T throw lighted cigarettes on the ground in restricted areas.

The C.U. carries no Fire Insurance on "U."

DON'T forget - it's easy and fast to arrange a Vacation Loan at the C.U.

DON'T leave your camp fire until every EMBER is OUT Out out.

DON'T forget - YOUR CREDIT UNION NEEDS YOUR LOAN AND SAVINGS.

WHY NOT JOIN YOUR CREDIT UNION NOW
Fill in and mail this blank today

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

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

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

Name _____

Address _____

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

SUGGESTION PROGRAM Continued from page 31

Margaret H. Bishop, Payroll Clerk, Regional Office
F. Burt Brace, Chief, Property Records Section, Regional Office
Harold Z. Buck, Maintenance Agent, Van Nuys, California
Leonard G. Galloway, SES, Douglas, Arizona
Robert W. Gunn, Placement Officer, Regional Office
Philip E. Jemison, SES, Kremmling, Colorado
Sanford J. Richardson, SES, Neah Bay, Washington
John L. Shaw, SES Burbank, California

There are other awards that are in the "mill" but we want to surprise the LUCKY people.

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