

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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STRANGE JOBS OF CAA MEN
ABROAD DEFY AVERAGING

Try to pick an "average" or typical worker in the International Region of the Civil Aeronautics Administration, and you run into a bewildering maze of strange jobs in far places that defy averaging.

You find a CAA expert in the jungle area of Bolivia baking bricks out of river mud to use as aggregate in the concrete with which to pave a runway because there are no rocks nearby; another digging into his own pocket for money to provide parts to keep a radio range on the air in Egypt, later getting an assist from a soft drink machine; another pleading with his Japanese friends not to put raw fish on the luncheon menu for visiting Americans; another sitting in the elaborate office of the head of a foreign state, with all the dignity of an ambassador "selling" the U. S.-style airways; and still another swapping Texas jokes with a smiling Siamese official.

These, and many other odd duties come up in his work, and the CAA International Region man also has social and cultural responsibilities that make his official duties seem simple. Hardest of these perhaps, is to fit his slam-bang, 8:30 to 5:00, fast American way of doing business into the leisurely gait of many a country where time doesn't ride man's neck and dig spurs into his side.

The IR man who doesn't become a cosmopolite just can't stand working in this Region and he gets himself transferred. But those who successfully make the switch surprise their fellows. Coming right out of the corn in Iowa, fresh from the cotton fields of Georgia, with hayseed of Oklahoma in their hair, or the twang of the West in their speech, these CAA veterans move up from their local U.S. jobs into the big-time where they promote a standardized world airways system for safety.

The aviation world recognizes the importance of this standardization. Pilots these days vault oceans and land at strange cities so rapidly that they must have uniform aids and uniform operation of the airways for safety. This involves language, of course, and the ICAO standard language for airways operation is English. Thus the pilot hears English from the traffic control towers at Athens, Bangkok and Karachi, and the ground aids he uses are like those which guide him safely at home. Thus, the familiar VOR (Very High Frequency Omnidirectional Range) and the VHF communications system and the Distance Measuring Equipment, which comprise the Common System here at home, have been accepted and are being installed on many world airways.

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It doesn't come about effortlessly, however. In India, top officials were discussing an economic development program for the whole country, involving millions of dollars. No dollars were considered for airways, however, until a CAA representative advised the planners, and then \$1,900,000 was set aside for building modern airways. Initiative pays off for the IR man.

So does an ability to improvise. The airport engineer in Bolivia could have had cement and aggregate shipped up the rivers and so produced a standard kind of concrete for a paved runway, but his slide rule told him that would boost the cost. So he thought of making his own aggregate out of the material at hand.

The soft drink machine incident involved a clever Egyptian offician and the CAA man. The control crystals for a new range were missing, and the Egypt representative had no money with which to order them. But when the CAA man had paid for them himself to get the range on the air, the Egyptian hunted a way to repay him, and found it when his eye met the drink machine grinding away in a corner of his office building. It was "loaded" with profits, and the range stayed on the air.

A leading character in this promotion of our facilities and methods abroad is N-17, the DC-3 patrol plane stationed at London. This veteran of CAA airway operations has been all over Europe and the Near East demonstrating the virtues of the airways equipment used in the United States and in the hands of an IR man who is a combination of safety agent, engineer, diplomat and salesman, has done its part in making all the airways of the world alike.

In Washington, IR men let the world come to them, and the paths are worn smooth. In one year, fiscal 1954, some 411 officials of 44 countries came to the U. S. to observe and study our aviation activities. In that year 21 U. S. technical aviation missions and one group were active in other countries to assist them in some aspect of their aviation development. And in that year 110 trainees came from 28 countries to study in this country.

These trainees present a tough human problem. They come here primarily to learn technical aspects of their specialty in aviation. When they get home, their knowledge is impressive, and their governments often boost them to executive positions, where they have no opportunity of using their technical skills, and these are, to some extent, wasted. One graduate of a brief course in aviation law in the U. S. went home and was elected to his country's congress.

Eleven offices make up the International Region's foreign operations, plus the missions which vary in numbers as demand arises. These International Field Offices are at London, Paris, Bonn, Bangkok, Tokyo, Manila, Lima, Beirut, Buenos Aires, Rio de Janeiro, and San Juan.

In addition, there are civil aviation missions and groups now working or ready to start in China (Formosa), Ethiopia, Greece, India, Italy, Korea, Pakistan, Spain, Thailand, Turkey, Vietnam, Bolivia, Chile, Colombia, Costa Rica, Ecuador, Honduras, Nicaragua, Panama, Paraguay and Japan.

The International Foreign Offices usually are headed by a Chief Advisor, who may be a CAA Aviation Safety Agent with long experience in supervision of scheduled air carriers, one of whose duties it is to assist airlines to maintain the same standards of safety abroad that have produced our wonderful records here at home. In some offices, the Chief and a clerical helper comprise the office force. In every case, these are carefully screened, veteran CAA employees, and they qualified for the foreign assignment through long experience.

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REGIONAL ADMINISTRATOR'S COLUMN

by
W. P. Plett



As we approach press time we find our major feature article writer away from the office attending the International Northwest Aviation Conference in Yakima, Washington. It therefore is my honor and pleasure to try to keep you abreast of the happenings in the Regional Administrator's office.

During the month we have received from Washington information on our programs for the current fiscal year. There is still some doubt as to how we will finally wind up the year, but it appears relatively certain that we will continue on about the same level as now exists. The uncertainties mentioned involve supplemental appropriation requests now in process to finance program changes such as the expanded airport program which was the result of the Monroney Bill, and per diem as well as salary increases. In order to stay within program allowances, it became necessary to delay commissioning of some new facilities and services. As the program develops and funds become available it can be expected that these services will be added.

In recent weeks there have been a number of articles appearing in aviation trade publications to the effect that organizational changes were imminent within the CAA in the near future. We cannot comment on these articles at this time as we have had nothing official from Washington to indicate that any changes were under active consideration. It must be appreciated that it is every employee's duty to seek better and more economical ways of getting his job done. This effort on behalf of management does ~~not~~ require that a constant review of our activities be made. Consequently you may hear of survey groups in various parts of the Region studying certain phases of our work. In the coming month we have been alerted to the fact that representatives of both the House and the Senate Appropriations Committees will visit our facilities. These visits should not be viewed with alarm, but those of our personnel who are contacted should give whatever information is requested based on the facts as they know them. We assure all of you that we will attempt to keep you posted promptly on any changes which are finally decided upon, and we urge that everyone disregard the "grapevine" type of information which may be picked up.

One other item which might bear mentioning is our recent review of low frequency navigational aids and our efforts to seek concurrence to discontinue more of these facilities. As a result of our circulars to interested parties we have received a variety of comments. One in particular stated that the final plan for low frequency aids envisioned 88 facilities in the continental United States operating at increased output power so that coverage could be expected at off airway locations for weather broadcast and general service use. Objections were voiced to discontinuing any aids until these 88 facilities were being operated at their maximum power. This situation is somewhat like the chicken and the egg, as the present low frequency band will not permit full power operation of the 88 until some of the facilities over and above the 88 are decommissioned.

Another comment made indicates that our own Airman's Guide points up the limited coverage expected of VOR facilities. In this regard it should be remembered that these limitations are for navigational use of the aids and do not necessarily mean that voice transmissions cannot be heard at farther distances. We pass this information to you

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The Chief Advisor becomes just that in his work with foreign governments. Working shoulder to shoulder with the State Department's Civil Air Attache in the major capitals, he meets and deals with the top officials. Where he is alone in an IR office he becomes the aviation consultant of the officialdom of the country. Some CAA IR men enjoy almost the stature of aviation ambassadors of the U. S.

But if you cannot "average" an IR man, you can describe a typical girl in a CAA foreign office. She is, without exception, tops in the field of the "office boss". She has had long experience in various CAA offices back home. She can carry on when all the men are out of the office and away from their desks for days and weeks at a time.

One girl went to a foreign capital and opened the office and conducted its business until the technician arrived. Girls transfer from Buenos Aires to Tokyo in typical movement about the world on IR business. Several have served in Europe, Asia, the Near East and South America.

When the world's airways are standard from Nome to Rome, and the same aids guide the airman in Addis Ababa and Walla Walla, passengers on world airlines may thank the pioneering work of CAA men, now busily building better airways across the world.

* * * *

CAA TOASTMASTERS CLUB ACTIVITIES

The primary order of business during the month of September at Toastmasters clubs throughout the world has been the selection of a new slate of club officers. By changing officers every six months more individuals are given the opportunity to participate in this phase of Toastmasters training. Many members value this leadership training even more highly than the more widely publicized public speaking benefits of Toastmasters training.

CAA Toastmasters Club #1004 held a spirited election at a meeting on September 14 over which President Harold C. Orville presided. Following the nominating and seconding speeches, the members elected the following officers:

Walter L. Blankmann, President; Houghton Miller, Educational Vice-President; Dave Earley, Administrative Vice-President; Irving Shedd, Secretary; Kirk Barry, Treasurer; and, Riley Harris, Sergeant at Arms.

Activities of the local club for the month of October will include installation of the new officers and a speech contest to determine the club's most humorous speaker and the best liar. Winners of the contest will represent the club in an area contest to be held on November 5, 1955. CAA employees who might be interested in joining the Toastmasters Club for participation in the training opportunities afforded by this organization are invited to contact any of the club officers or members for additional information regarding membership.

* * * *



ROCK SPRINGS, WYOMING

COMMUNICATION STATION: At last, our station is in the process of modernization. Mr. Paul Allee and his crew have been hitting it hard for the past month. Things are taking shape and it won't be too long before we will look first class. We have been waiting a long time for this. Available quarters have been the big hold-up during the past few years. Operations will take over the former weather bureau quarters and Electronics will occupy the present quarters.

The Rock Springs Station has quite a long history, including the changes in personnel and otherwise. It being one of the older stations in the country, it is known by a lot of old timers. It is still considered an important link on old Green 3 between Cheyenne and Salt Lake. The present airport, east of the city, has proved its worth a great number of times in providing a place to land for aircraft experiencing difficulty - due to mechanical difficulty and weather. For example, in the past year there have been several incidents where aircraft landed at Rock Springs due to an engine failure. Those included an Air National Guard C-47, Navy R5D, Navy TBM3, and Flying Tiger C-46. The airport, in the past, has also handled, in an emergency, an Airforce C-124 and a T-33.

Local aircraft operations at Rock Springs is very light. Cross country operations, landing at Rock Springs, is considered moderate. For periods during the year we have aircraft based here who conduct photographic missions and coyote hunting, as well as Uranium exploration. Frontier Airlines operate 6 trips daily.

The City history of Rock Springs is rather interesting. In the year 1850 an Overland stage was established in Rock Springs. The station was tended by an ambitious Scot named Duncan Blair. Great foresight on the part of Duncan and his brother, Archibald, resulted in the founding of Blairtown and its first bit of industry. With the coming of the Union Pacific Railroad through the area, Thomas Wardell, a mine operator, quickly saw the vast opportunities for industry further west, and thus ventured to the town of Rock Springs.

The U.P. had to overcome many hardships in order to put a line through the area. Had it not been for the unfriendly encounters with the hostile Blackfoot and Sioux tribes of northern Wyoming, the railroad would have been placed there. Instead the line was brought down to southeastern Wyoming, the home of the friendly Shoshones, where work progressed without any further trouble from the "Injuns".

Workers began pouring into the new city. Homes of all types were founded. Many lived in tents, others erected small simple living quarters. Rock Springs saw its first store, saloon, school, church, lecture hall and town meeting place located in one building.

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With the influx of a variety of industries, more laborers were needed. In November 1875, Chinese laborers were brought in to alleviate the labor-management situation. Through the next ten years, grievances occurred between the white laborers and the Chinese. Undercurrent increased between the two factions and the result was the tragic Chinese Riot of 1885. U. S. troops were called in by the President to protect the Chinese from further outbreaks by the white man's attacks.

Until the water main was completed from Green River in 1888, water was hauled in from surrounding springs for 25 cents a barrel. The first doctor arrived in 1880 and a hospital established in 1893.

The name of Rock Springs originated when a pony express rider was driven from his trail by Indians and found a spring slowly flowing from a rock. The spring no longer flows, however a monument commemorating the site stands today. Army barracks still stand as a symbol of Camp Pilot Butte, the army post established there after the Chinese Riot.

From a small community of 1869 has arisen the progressive city of Rock Springs today.

In the vicinity of Rock Springs there are seven producing fields of gas and oil, rich deposits of uranium ore, leucite and trona are among other valuable minerals. Rock Springs is the center of large cattle and sheep ranges and is one of the principle shipping areas for sheep and wool in the U.S.A.

Rock Springs is the gateway to Yellowstone Park, Jackson Hole, Grand Teton and Wind River areas.

Main industry of the area is vied for by Coal, Gas and Oil, Sheep and Wool, Shipping and Railroad, Chemicals, and a moderate Tourist trade.

SPOKANE, WASHINGTON

GEIGER FIELD CONTROL TOWER: Geiger Field control tower is located at Spokane, Washington in the heart of the Inland Empire, an area that is abundantly supplied with lakes and streams for fishing, boating and swimming; mountains that supply plenty of hunting for big game and rolling hills and pot-holes that provide hunters the choicest of hunting for birds, ducks and geese. Spokane is blessed with warm summers, beautiful falls, moderately cold winters and wet springs. It is a busy, prosperous, clean town with a friendly small town atmosphere. These are some of the reasons why vacancies seldom occur at Geiger Tower.

Air traffic control (airport) by the Civil Aeronautics Administration commenced in Spokane at Felts Field in January of 1942 and continued at Felts Field until October 1948, at which time airport traffic control was moved across town to Geiger Field. This new location for tower personnel was an abandoned Air Force control cab set atop a badly painted, weather beaten wooden understructure. This control tower extends 120 feet in the air and the only connection to the earth for tower personnel is 155 wooden steps, with the exception of a knotted rope that extends from the control cab to the ground and is to be used in case of fire. It hasn't been flight checked to date. At the time airport traffic control was transferred to Geiger the traffic was light. The U. S. Naval Air Reserve was flying a few SNJ's and SNB's, the Air National Guard F-51's and three scheduled air lines were flying into Spokane with a limited number of flights. Since that time Geiger has had a steady increase in air traffic. The 9th Air Division (Defense) has two squadrons of F-86-D, all-weather interceptors, the Air National Guard F-94's, the Marine and Naval Air Reserve units F-9-F's, all based at Geiger and doing plenty of flying. Fairchild Air Force Base, located five miles West of Geiger, is

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headquarters for the 57th Air Division and has two B-36 Bomber Wings based at their airport.

Our records indicate that traffic for the first six months of 1955 was 103 percent more than the total traffic for 1953 and 73 percent of the total traffic for the year 1954. In addition to local control, Geiger Tower personnel provide approach control service. The local high flying jet aircraft with their rapid rate of climb, descent and fuel consumption; the high flying, long range B-36 that climbs and descends slowly; and the scheduled airline flights at low altitudes gives approach control their share of problems. Our records indicate that for the first five months of 1955, we had more than three times the number of approaches for the same months of 1953 and more than two and one half times the number for the same time in 1954. With this increase in local and approach control traffic, we feel that we are a very busy tower. Don't misunderstand us, we like it here in Spokane and are anxiously looking forward to the commissioning of Fairchild RAPCON to provide us with additional personnel and equipment to handle the traffic in the Spokane area.

* * * *

The following item was submitted by Ralph J. Vroman, Chief Combined Facility, Pocatello, Idaho.

ARE YOU TUNED TO THE RIGHT FREQUENCY?

The very nature of your occupation has probably caused you to become somewhat of a "rolling stone" - not because of any inherent nomadic tendencies - but because of the "polish" you are attempting to gain that will qualify you to grasp the next higher rung on the ladder of promotion.

Can you look back with pleasant memories on the communities you called home for a year or more as you progressed up the ladder or do you look back with revolt?

If we harbor bitter memories of our former places of duty, be it a teaming city or be it a hamlet, it is probably because we did not take time to become an integral part of that community. We probably lived on the fringe instead of in it. We did not affiliate ourselves with any of the fraternal organizations and we looked down our noses on the man who fell to his knees on Sunday morning to worship in his church.

Wherever you have been you have left your mark. If you made it a point to become a part of the community, if you were a member of a service organization such as the Rotarians, Kiawanians, or Lions or if you sought to better your conduct before your public by becoming a Toastmaster and kept your church affiliations intact, the word "CAA" had a meaning in the community and its mention will bring a gleam of recognition to the eyes of those with whom you speak.

Ours too is a "service organization". Like some of the organizations mentioned above we could well adopt the slogan "We Serve". You have a definite part to play in fulfilling our charge of "fostering the development of civil aviation". You are a well of information to the airman, potential airman, educators, and your community. Keep yourself readily available that those in need may draw upon your water to quench their thirst. This means that you will serve beyond your tour of duty at your facility.

Become a vital part of your community - join it - don't stand outside the window looking in. Rap and the door will open. And when you leave for your next assignment you will be saddened at the parting. From your next post of duty you will look back with pleasure and say, "Burley was a small place but I enjoyed my associations there. I belonged there and I will belong here in Sacramento".

The following article appeared in Collier's Weekly some thirty years ago -

TO THE GASOLINE ENGINE

Master and magician of energy - servitor of mankind - here's to you! Out of man's insatiable desire to move you were brought forth.

Man moved by his own animal energy: creeping, walking, running, pulling upon blades dipped in water. And man met man.

He captured the energy of other animals; he harnessed the horse, the ass, the bullock, and the ox, the dog in remote places of intense cold, the camel in regions of intense heat, the goat of the plains, the elephant of the jungle, the swift reindeer under the Midnight Sun, the llama under the Southern Cross. Tribe touched tribe.

He drifted in craft down slow currents of mighty rivers; in frail shells he dared the rush of torrents; in bellying sails he caught the winds of Heaven; he traversed the seas. Continent touched continent.

He felled towering trees, and dug from the ground the black refuse of bygone cycles of growth and decay; he mastered the mysteries of fire and steam; he applied them to mighty engines; he made trivial the vast expanses of the Seven Seas; he laid upon the continents the tracery of steel roads. Unsatisfied, he sought new motive forces.

He created you. He created you out of his desire.

You gave to him motion that did not depend upon the expenditure of himself, nor upon the slow feet nor the limited strength of hungry animals, nor upon the sloth of slow currents, nor the hazards of torrents, nor upon the whims of the wind, nor upon ponderous mechanism upon the seas, nor upon fixed steel routes on level lands.

You gave to man the power to go quickly, with burdens of light hearts and of heavy goods, hither and thither, over the waters, the hills, the plains, and lo! - into the air, into the dome of the sky!

Man will find new motion. But you will live on - as walking, riding, driving, drifting, sailing, steaming have lived on.

Here's to you, Gasoline Engine - benefactor of humanity!

* * * * *

CANCER CRUSADE

Quoted is a letter received from Wesley S. Bagby, Campaign Chairman of the Los Angeles area which may be of interest to those who participated in the recent Cancer Drive.

"On behalf of the American Cancer Society may I express a sincere appreciation for your contribution to the 1955 Cancer Crusade in the amount of \$71.35.

"Through your continued support we are able to advance our expanding program of Research, Education, and Service."

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QUESTION BOX ?



Q. Shall I join in the savings bond program to help the CAA obtain a higher percentage of employee participation when I will be cashing the bonds at an early future date?

A. NO! An employee shall not be urged to buy bonds merely to help the CAA make a showing of participation. The bond program is not intended to operate as a short-term savings account.

Employees shall be urged to buy bonds only if they are in a position to invest part of their earnings in savings bonds and to keep the bonds. Purchase of the bonds with the expectation of redemption at an early date is to be discouraged.

Q. Should spoiled, voided, or cancelled Forms 44 be forwarded to the Regional Office?

A. Yes. Forward to LA-170.

Pre-numbered official Government documents, such as Forms 44, are accountable property and ultimately each set of 25 in the book must be accounted for. (Refer to A. O. 111, Paragraph III C on Forms 44.)

Q. Is it necessary to notify the regional office when a GBL shipment is made within the region?

A. No, but be sure to immediately forward the yellow memo copies to the Regional Office.

Q. If I resign when do I get

- (a) The two weeks pay that is held back?
- (b) My lump sum payment for annual leave?

A. Employee resigns November 4, 1955 - employee gets a regular check for work through October 21, 1955.

(a) On November 18, 1955 employee gets regular check for work through November 4, 1955. This is the "two-week lag" payment. When separated employees say, "Where is my back pay" — this is it — two weeks of pay without working.

(b) Lump sum payment for annual leave is paid two weeks thereafter — December 2, 1955.

NOTE: Lump sum payment cannot be made with the check under (a) because of fast cut-offs at the local Disbursing Office. Time and attendance reports are not in for the final pay period of work with CAA until after the deadline with the Disbursing Office and Lump Sum payment cannot be calculated until duty status for last pay period of work is known.

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Question Box Continued

Q. An employee under my supervision is going to resign and I know it. He has requested annual leave and plans to resign at expiration of his annual leave. Do I grant annual leave?

A. No. Annual leave may not be granted. Unused current year accrued leave will be allowed to bring employee down to 240 hours or his leave carryover to 1955, if greater than 240 hours.

Em- ployee	1954 Carry- over	Did Em- ployee Carry- over		Accrued 1955	Taken 1955	Bal- ance	Payroll will carry Employee in leave status to use Current Year Accrual for:	Lump Sum for
		240 hrs Yes	No					
a	640	x		80	60	660	20 hours	640
b	10		x	120	0	130	0 hours	130
c	210		x	120	80	250	10 hours	240
d	210		x	80	120	170	0 hours	170
e	120		x	120	0	240	0 hours	240
f	260	x		120	90	290	30 hours	260
g	520	x		60	200	380	0 hours	380

In other words, lump sum payment is made up to and including:

(a) 240 hours (maximum accumulation)

or

(b) The leave carryover to 1955 if it is over 240 hours (and hasnot been reduced with leave use during the year)

Note: Several resignations have been received which show "Resignation on the date of expiration of my annual leave". This cannot be done as it allows leave to accrue on leave when it is known in advance there will not be a return to duty.

Q. What are some of the mispreparations on Forms CD-81, Paid O/T and/or Holiday Work?

A. CD-81's are being sent in covering two pay periods or overtime breaking through two pay periods. Comment: CD-81 is to cover one pay period only.

CD-81's are incomplete. Comment: CD-81 must be complete in accordance with the Administrative Notice outlining "Procedure on Paid Overtime".

Rates of pay are wrong. Comment: See A.O. 171, Attachment D. Rates are $1\frac{1}{2}$ times the hourly rate, up to \$3.93 per hour ($1\frac{1}{2} \times \2.62). It is $1\frac{1}{2}$ times the rate of pay -- not $1\frac{1}{2}$ times the hours worked.

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Question Box Continued

Call back time. Comment: 2 hours (for under 2 hours work) may be claimed on a "call back" only. It does not apply for work continuing after the regular 8 hour day.

Holiday work. Comment: CD-81 necessary for holiday work performed at a facility not on multiple shift. See A.O. 170, paragraph IV B.

- Q. How can I tell through what pay period my salary deductions purchased a bond?
- A. Effective with bonds purchased through Pay Period 6 and as an employee service—the Accounts Branch will put a date stamp in the lower right corner of your bond (for example: "Sept. 10, 1955; Sept. 24, 1955; October 8, 1955; October 22, 1955").

Refer to A.O. 171, Exhibit A if you desire the pay period number to which the referenced date applies. Occasionally we drop behind on bond issuances because of heavy workload at the Disbursing Office where bonds are issued, or, in our own office when we hit heavy workloads.

- Q. May a reservist receive reserve retirement pay and remuneration from a United States government civil service position at the same time?
- A. There are no restrictions against retired reservists holding a Federal office or position; however, there are certain restrictions against concurrent receipt of retired pay and salary from an office or position under the United States Government of certain retired commissioned officers, both regular and reserve.

Section 212, The Economy Act of 30 June 1932 (47 Stat 406; 5 U.S.C. 59a), as amended, prohibits payment of retired pay to retired commissioned officers during the period they hold a civilian office or position, either appointive or elective, under the United States Government, the municipal government of the District of Columbia, or under any corporation in which the majority of the stock is owned by the United States, if the salary from such office or position amounts to or exceeds a rate of \$10,000 per annum. If the salary is less than a rate of \$10,000 entitlement to retired pay exists in an amount only to make the total from both sources equal a rate of \$10,000 while employed.

The provisions of preceding paragraph are not applicable to warrant officers or enlisted men as long as they receive retired pay based on warrant or enlisted grades. Neither does it apply to retired commissioned officers awarded retired pay on account of service-connected disability incurred in combat or caused by an instrument of war in line of duty.

- Q. May a retired reservist concurrently receive reserve retirement pay and United States civil service retirement pay?
- A. Retired reservists may receive retired pay and, if otherwise eligible, concurrent civil service annuity. The Civil Service Retirement Act, however, prohibits credit towards civil service annuity for any military service forming the basis for retired pay, unless such retired pay was awarded on account of service-connected disability incurred in combat or resulting from explosion of a war instrument, or was awarded under Title III, Public Law 810, 80th Congress.

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Question Box Continued

- Q. What is the maximum retirement pay and pay from other sources that a reservist may receive?
- A. Other than limitations outlined in foregoing paragraph (marked **), there are no restrictions on the amount of retirement pay and pay from other sources that a reservist may receive. It is also emphasized that the provisions of foregoing paragraph ** are applicable when compensation for employment is paid from non-appropriated funds of the Army and Air Force Exchange Service, Army and Air Force motion picture service, Navy, Marine Corps and Coast Guard Exchanges, Navy Ships Stores, and various other instrumentalities of the United States under jurisdiction of the Armed Forces.

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RETIRED EMPLOYEE PASSES AWAY

Many of his former acquaintances will be shocked to learn of the recent death of Herman W. Fischer. Mr. Fischer died of cancer on September 19th.

He was employed by C.A.A. in July 1941. During the majority of his employment he was assigned to facilities construction work in Federal Airways. He became an Airways Maintenance Technician in October 1947 and was located at Winnemucca, Nevada until his transfer to Sacramento about a year ago. Mr. Fischer retired because of disability on July 31 of this year.

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V. P. P. NOTES

Our fund now stands at \$7,375.00. Some fifteen employees resigned, retired or were transferred out of the region lately.

Several of us in the Regional Office and many of you in the field have given freely of their time to make this plan a success. When you read a letter like the one quoted below, it makes it all worth while.

"Voluntary Pledge Plan
Region IV
5651 W. Manchester Avenue
Los Angeles 45, California

"Attention: D. R. Whitney, Chairman

"Gentlemen:

"I wish to thank you for the promptness with which I received the funds from the Voluntary Pledge Plan. These funds have been a God-send to us during this trying time. They will enable me to continue our plan to send our retarded boy to a school where he will be able to develop his best abilities.

"Thank you also for the information that the funds from this plan are tax free.

"Yours very truly,
/s/ Dorothy O. Gardner, %W.R. Otey
Route #1, Box 50, Big Stone Gap, Virginia"

DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

Reports from the district offices for the month of August, 1955, continue to show an upward trend in the activities of general aviation. This trend started early in 1955. A considerable increase is evidenced when comparing the present activities with those of a year ago.

The continued efforts of the district offices in pursuing the Regional Safety Program are indicated in the number of flight clinics and safety meetings planned for the coming months. The effectiveness of our safety efforts may be illustrated in part by comment received from our Billings Office to the effect that their promotion of aviation safety has definitely resulted in a low accident rate this summer, especially in aerial applicator work.

A very successful flight clinic was conducted by the Salt Lake City Office in Cedar City, Utah, during the month. More than eighty persons registered at the clinic and offered many favorable comments. They were particularly pleased that CAA assisted in sponsoring this type of Program. These individuals felt that the benefits received by the flying public attending such clinics were very valuable in the prevention of accidents.

Our endeavors in the National Safety Program for Flying Clubs received added stimulation from an important figure in the field of aviation. Mr. William Boeing, Jr., hearing of our Program from the Supervising Agent of the Seattle Office, requested that a conference be arranged with representatives from the Regional Office and Central Valley Empire Association, sponsor of the Program, so that he could learn more of the details of this activity. At the meeting, Mr. Boeing expressed considerable interest in the Program, and offered to help in its financial support. It is felt that this assistance by such a well-known family in the aviation industry will not only attract national interest, but should enable the Program to accomplish more of its objective.

A meeting to consider plans for a National Flying Club Convention in Seattle was held recently. This meeting was attended by members of the Seattle City Council, Seafair Committee, Greater Seattle, Inc., President of the Chamber of Commerce, President of Seattle AOPA, and a representative of the Seattle Hotel Association. Those present gave their enthusiastic support to the convention idea, and offered their wholehearted cooperation and financial aid. Therefore, plans have been definitely made to conduct the first national convention for flying clubs ever held in the United States during the month of August, 1956.

The State of California has donated a trophy to the flying club in the state receiving the highest score under our Program. This trophy, obtained through the interest and help of the California Aeronautics Commission, will be known as the "Governor's Trophy", and will be presented by his representative annually.

In the realm of agricultural activities, most district offices are continuing to report an all-time high in this field of aviation. One of the most interesting and perhaps unique phases of agricultural aviation has been taking place in the Fresno District Office area. This activity consists of night-dusting operations based at Lemoore, California. The aircraft used are equipped with complete 24-volt electrical systems with all wiring housed in arc-proof conduit and junction boxes. Since

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sulphur is used, special care is taken to shield all electrical equipment. In addition to regular navigation lights, two large sealed-beam landing lights are placed on the outer wings and adjusted to light a path when the aircraft is flown level, approximately four feet above the ground at 80 MPH. The lights appear to have the same intensity as the standard DC-3 landing lights.

According to our Fresno Office, the night-dusting operations start when the drift is below 5 MPH, usually around 11:00 p.m. and continue until approximately one hour before dawn. Flagmen with flashlights are located on the end of the run, with additional men stationed at obstructions, if any. The flagmen wave their lights in a constant vertical path, giving the illusion of a flasher. While the pilots clear wires and other obstructions with slightly more margin than practiced during the day, the actual dusting run is made at the required low level. Immediately upon pull-up, pilots turn off their landing lights and make their turn in darkness. The operator explained that a transition from a well-lighted path to almost total darkness on the pull-up and turn with no instruments for reference is something that must be learned quickly by experience. This type of operation is very successful in areas where long runs can be made.

While the operation requires special training and equipment, the results are excellent, both for the operator and farmer. The cool, stable air at night is easier on the engine, and gives the pilot better control. The settling effect of insecticides provides a better kill at a time when more insects are above the ground. This operation has had an excellent safety record, due primarily to the fact that each job is carefully planned and that the operation is conducted in a very business-like manner.

The Portland Office advised that a special waiver has been issued by their office for a local operator who has devised and installed a special rack on his J-3 Cub which holds a parachute seat-type, one-man, life raft. This waiver authorizes the operator to go to the immediate aid of swimmers or fishermen who get into trouble. He has developed a technique which enables him to drop the raft close to the person or persons needing help. Because of the apparent need for this service, there is a great deal of interest in this development in the area.

Officials of the Boise National Forest recently requested the assistance and advice of the Boise Office in preparing specifications for bid proposals for forest spraying to be distributed to the industry. Our Supervising Agent at Boise states that the Forest Service is extremely safety conscious and desires contractors to avail themselves of all safety items over and above that specified in the Civil Air Regulations.

Our Palo Alto Office reports that Maintenance Agent Bollinger has received his Commercial Pilot's Certificate. They expect their secretary to receive hers soon, which will put this office in the unique position of having all personnel holding Commercial Pilot's Certificates.

An operator at Roswell, New Mexico, believes that he has found a solution for excessive amounts of rust that collect in fuel tanks and ultimately end up in the strainers or carburetors. He experimented by placing permanent magnets in the fuel tanks to collect the particles that form rust and accumulate in the fuel strainers or carburetors. This was so successful that he has installed large permanent magnets in his fuel dispensing equipment.

The Long Beach Office reports a home-built, man-carrying kite has been tested in their district by towing back of a car, and it successfully lifted a man. Only a few feet of altitude were reached on the trial due to the limited space for the towing aircraft to operate. Further tests are expected for this device.

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AIR CARRIER SAFETY DIVISION

Slick Airways is operating a Navy R6D-1 (DC6A) and a maintenance overhaul program satisfactory to the Navy and personnel of this office has been approved.

This carrier has announced the purchase of five Lockheed 1049-H aircraft to be delivered January through March of 1957.

Pacific Southwest Airlines' maintenance activities have increased to some degree due to the additional passenger travel between San Diego-Burbank-San Francisco.

West Coast Airlines carried 20,000 passengers during the month of July and it is anticipated that August reports will show more than 21,500 passengers carried. This number is greater than any in previous history.

California Central Airlines are operating two DC-3's in their intra-state scheduled service. Their passenger load factors have been very high.

Ying Tiger Line, Inc., has implemented a form of "on condition" preventive maintenance and inspection for all electronics items.

Maintenance personnel of the Burbank District Office are assigned to Bixby Airlines to assist them in preparing their application to operate under a Part 45 Certificate.

On August 19 Agents Mugge and Burnett of our Seattle District Office participated in ditching drills conducted by the Coast Guard on the Cutter Winona. All airlines in the Seattle area participated with approximately 100 flight crew personnel going "over the side" in six life rafts supplied by the airlines. The drill was considered very successful and educational by all concerned and additional drills including night demonstrations are planned for the near future.

Increases in requests for Flight Navigator check flights and practical examinations are resulting from increased military contract work by CAR 42 operators in the Pacific Area and North Atlantic operations.

Boeing radar is becoming quite prominent in the Denver area as two executive DC-3 operators at Denver have ordered radar installations and in the near future United Air Lines will start installing units in their DC-6's. Continental Air Lines will also be making installations in their CV-340's.

With the current great increase in traffic the Denver terminal area is becoming more and more congested and the lack of additional hangar space may become critical as the carriers acquire more aircraft.

Ideal Cement Company is having its DC-3 engines overhauled at Continental Air Lines. Both Ideal and Forest Oil Company also have much of their maintenance work done there.

The Denver District Office has utilized CAA aircraft in completing airport inspections in Wyoming during this period.

A tour of CAA electronic facilities at Denver was given to approximately one-half of the Ground/Air electronic mechanics of Frontier Airlines. The tour was enthusiastically received and it is planned to arrange additional tours in the near future with the remaining Frontier mechanics as well as some Continental Air Lines' radio/electronic personnel attending.

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Continental Air Lines' Flight No. 114 and a locally operated Tripacer were involved in a mid-air collision at Hobbs, New Mexico, on August 29, 1955 as they were both coming in for a landing on the same runway, resulting in serious injury to the pilot of the Tripacer but no injury to occupants of the DC-3. The accident has been investigated by Agent Fisk of the Denver Office.

United Air Lines are exploring the feasibility of handling all aircraft log reports and inspection write-ups found during overhaul on IBM. This will result in complete, current and rapid analysis of the troubles of any unit or area in an aircraft.

The San Francisco Air Carrier District Office issued 164 temporary airman certificates during the past 60 days.

Agents of the San Francisco Air Carrier District Office also spent considerable time during August coordinating new air routes within the Bay Area with Airways Operations personnel.

United Air Lines plan to equip all their aircraft with airborne "weather" radar and have installed a C-Band unit on a Convair. Extensive tests have been conducted over the past several years and the radar is expected to provide airborne weather mapping service which will enable the pilot to avoid areas of thunderstorms, turbulence, hail, etc., with the resulting smoother flights and improved schedule performance.

An announcement was made by United Air Lines that they plan to order twenty-five jet transports by the end of this year. The type of aircraft was not disclosed although the announcement mentioned the possibility that several major carriers might pool their orders. Fleet-wide operations were planned for 1961.

Flight crews are still being hired by United Air Lines with the result that their training school will probably be in continuous session for some time.

The use of weather radar by carriers in order to circumnavigate thunderstorms and other unfavorable weather areas will cause certain operational changes and possible amendment of Civil Air Regulations. With particular reference to United Air Lines' proposed use, agents of our Denver Office plan to observe the pilot training and coordinate airway use problems with air route traffic control personnel.

North American Airlines are continuing to check out pilots to use the lower ILS minimums. The training program including ILS lower minimums was recently approved after NAA had accomplished an extensive pilot training program which included airport examinations as well as pilot proficiency flight demonstrations.

AIRCRAFT ENGINEERING DIVISION

The Aircraft Engineering Foundation modification for C-46 aircraft was approved for the one prototype airplane only on a Form ACA-337 basis as being equivalent to other aircraft which presently are certificated under CAR 3. This aircraft will be used in cargo operation to obtain operating experience. Technical data covering the final configuration for approval under SR-406A is still in the process of preparation and has not yet been submitted.

On the Boeing Model 707 project, meetings have been held between Washington, Boeing, and 4th Region engineering personnel. The purposes of these meetings were to familiarize CAA personnel with the model and to provide an opportunity for discussions regarding controversial or questionable features anticipated in the type certification program. Since

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this is the first turbine-powered jet transport aircraft to be submitted for type certification, numerous interpretations and policy decisions probably will be required. Engineering study on these items presently is under way. The tentative date for the Preliminary Type Certification Board Meeting on this project is November 15.

An application has been received from Convair to add their Model CV-440 to Aircraft Specification 6A6 which presently covers the CV-340 series. The application transmittal states the CV-440 is a basic 340 airplane which incorporates aerodynamic clean-up items, new type exhaust silencers, additional soundproofing, and miscellaneous improvement items. Flight tests on the Convair 340 "speed-up program" are in process. This program is being done by CAA designated flight analyst and flight test pilot representatives.

Evaluation of technical data for the Douglas Model DC-7C is continuing. The prototype airplane is being assembled and it has reached the stage where the wing and fuselage structures have been mated. This project required extensive re-tooling in the factory; however, the problems resulting are being solved and this project is considered to be on schedule in the Douglas shop.

An Application for Type Certificate for the Hiller Model UH-12D has been received. This helicopter is essentially similar to the UH-12 Series except for the installation of a new model engine (higher horsepower), a new transmission design, increased gross weight, and increased performance.

A Type Inspection Authorization has been issued and flight tests have been conducted on the Lockheed Model 1049F aircraft (Air Force C-121C). This model is similar to the 1049B except for differences in windows, the addition of a radome, the installation of a Solar turbine-type auxiliary powerplant, and revised lower baggage compartments. The Solar auxiliary power unit is intended for airborne operations and satisfactory starts were demonstrated up to 22,000 ft. Additional tests were conducted at higher altitudes to determine whether or not such starts involved flight hazards. Once the turbine is started, it is possible to obtain substantial power out-puts at altitudes well above 22,000 ft.

Miscellaneous engineering work is under way on the Lockheed 1649. The basic load reports are tentatively scheduled for submittal to the CAA this fall.

Morrisey personnel advise that rapid progress is being made on their Model 2000C "Nifty" airplane. Most of the engineering work on this project is being done by engineering designees. The Preliminary Type Certification Board Meeting is scheduled for Sept. 29th.

An Application for Type Certificate has been received from Dominion Engineering Company of Venice, California, for the Convair Model L-13 airplane. This Company advises they have acquired all rights and title to the technical data for this model.

A Type Inspection Authorization was issued for the Mansdorf Grumman G-44 modifications for a gross weight of 5500 lbs. for land, and 4700 lbs. for water operations. A proposal covering structural modifications necessary to obtain approval for a gross weight of 5500 lbs. for water operations is in process. Flight tests are under way and it is understood the flight test program is nearly completed. Much of the engineering work and all of the flight test program is being done by CAA designees on this project.

Endurance tests on the Herrmann Cam Engine have been resumed. Following the endurance tests conducted a few months ago, re-designed magnetos were installed and miscellaneous other design changes were made to the engine. The present test program is being con-

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ducted to obtain a helicopter engine type certificate under CAR 13. After approximately 14 hours of test running, a failure occurred in the generator drive. It is understood these tests will be resumed soon.

During the week of Sept. 19th, meetings were held in Regional Headquarters between Flight Analysts and Flight Test Pilots from the Washington Office and other domestic Regional Headquarters for the purpose of discussing and formulating the CAA position in regard to helicopter design requirements. These meetings were in conjunction with the meetings of the American Helicopter Society in Los Angeles during this same week.

AIRWAYS OPERATIONS DIVISION

The Division Chief returned to duty today from a period of annual leave.

Mr. Shivers, W-385, visited the regional office from September 19-21 to discuss classification of GS-5-6-7 AOS (Comm.) positions. It was determined that GS-7 grade would be approved where LA-380 certifies man will stand minimum of 25% of watch time on watch supervisory duties.

Mr. Rand, W-380, visited the following New Mexico stations during September 19-21: Tucumcari, Farmington, Albuquerque, Roswell, and Hobbs.

The Division developed a proposal to discontinue 34 L/MF ranges and homers and coordinated it with other affected divisions. It was then discussed with military members of the Regional Airspace Subcommittee preparatory to formal presentation. This action was taken in compliance with the Air Coordinating Committee's directive to periodically review the usage of L/MF facilities looking toward discontinuance of all which can no longer be justified.

A proposal has been submitted to the Washington Office requesting that consideration be given to CAA operation of the Mather AFB RAPCON. We believe that this arrangement could effectively serve in the capacity of feeding aircraft into Mather, McClellan and Sacramento Municipal airports.

The Air Force has indicated that they will provide a complete weather service unit at Klamath Falls, including transmission of surface observations to the "A" network. We still have no commitments regarding the operation of a tower at that location.

We have received information that ASR is scheduled for commissioning at Denver on December 1 and at Burbank on January 1.

Approach Control at Ontario will be established about the middle of October. The Weather Bureau is installing an automatic weather station at this location. This equipment is designed to automatically transmit ceiling height, visibility, temperature, dew point, wind direction and velocity and pressure. Initially, until the equipment is modified, CAA will make the ceiling, sky conditions and visibility observations.

Casper Tower is scheduled for operation 16 hours per day, effective October 1. Mr. Richard T. Smith has been selected as Chief of the facility.

Radar Departure Control was inaugurated at the Seattle-Tacoma Airport during the month and we plan to commission departure control at San Francisco approximately October 15.

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The Division has forwarded to Washington a proposal to establish Enroute Control at Fairchild RAPCON some time after it is placed into operation. This, in effect would become a small ARTC Center which would relieve the Seattle Center of some of its present workload by transfer of a sector to the Fairchild RAPCON.

Airways Operations Division, Washington, has approved our proposal to establish an ARTC Center at Phoenix. However, this approval is subject to review and final concurrence of the Director of Federal Airways, Washington.

Division personnel recently met with personnel of the El Paso Center and Tucson Tower to discuss and formulate new procedures predicated upon the relocated navigation aids at Tucson.

Mr. Ray Scott of Airways Operations Division, Washington, and Major Link, AACS Training Officer of Orlando, Florida recently visited the region to discuss and coordinate the Air Force training program within the CAA. As a result of the visit we are assigning additional personnel to our facilities with three each to Oakland and San Francisco Towers and four to the Seattle Center. Mr. Scott also briefed regional office personnel on new Service "B" system operating procedures.

The Division has been authorized an additional 75 AOS positions to be implemented beginning October 1. Details of the program will be forwarded by the Division to field facilities within the near future.

Grover Fulkerson has replaced Lenn Middlekauff in the Program and Training Section, Facilities Operations Branch. Mr. Fulkerson grew up in the Denver Center and Tower, then to the Oklahoma City Training Center as an ATC instructor. From there he went to Cairo, Egypt for three years, serving in the capacity of Technical Assistant at the Mission, after which he returned to the Training Center last June.

On September 12 the Air Defense Procedures Briefing team lectured to SAC pilots at Travis AFB. Mr. Glenn Simonson is a team member.

The jet indoctrination ride program for CAA personnel is progressing, but slowly. We have been advised that the Commander, Naval Air Bases, 11th and 12th Districts, has requested the Fleet and Marine Air Force to furnish jet aircraft and pilots for orientation flights to familiarize CAA controllers in the Los Angeles and San Diego areas with problems in connection with air route traffic and approach control.

The project of remoting the CPS6B radar to McChord RAPCON is progressing. The Rome Air Development Center is engineering the remoting system. Tactical remoting equipment was originally programmed, but it did not meet the operational requirements. As a result Rome requested representatives of 25th ADD headquarters to assist them in engineering equipment which will meet all requirements. Two officers are at Rome now for this purpose.

From the Air defense standpoint, McChord RAPCON area control has exceeded expectations in reducing delays to air defense scrambles and tactical operation even though the height and distance coverage is limited.

Proposed Airway Planning Standard Number 2 covering "Air Route Traffic Control Service" was received and coordinated with other Divisions. It is being studied by the region in order that any questions about it may be resolved when we meet with a Washington representative who expects to visit the region in early October.

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A proposed layout for a new Los Angeles Center to provide space for currently required sectors and future radar installation was developed and is now being reviewed by LA-390.

Requested redesignation of Airways, Victor 6 and Victor 6 South, between Sacramento and Reno to simplify routing information.

Submitted redesignation of Victor Airways between Battle Mountain and Wells, via Elko, and designation of additional Victor Airway between Los Angeles and Santa Barbara as air space agenda items.

Reviewed plans for proposed instrument runway configuration at Montgomery Field. Due to close proximity it will still be necessary to consider Miramar and Montgomery as one airport from traffic control standpoint under IFR conditions.

Requested LA-220 to review and lower MEA between Lucin and Promontory Point in order to expedite approaches into Hill Field.

Analysis and study completed and recommendations made to Washington for frequency changes at Boise, Idaho Falls and Longview to relieve radio interference on ranges at Sandspit, B.C., and Santa Barbara, California.

Study completed and recommendations forwarded to Washington of project to clear a number of frequencies in the 200-400kc band for the Navy involving 47 L/MF facilities in the region.

Survey of radio frequency records of assignments above 30,000 kilocycles completed and results forwarded to Washington for use in issue of new list Part IV.

Frequency 5680 kc approved Honolulu and San Francisco circuit 440 as replacement for 5165 kc.

Frequencies 407 kc 100 watts radiobeacon and 396 kc 25 watt compass locator to serve Walker AFB Roswell proposed to Air Force.

Frequencies 124.1 and 124.5 mc approved for Los Angeles Center for use in inbound control.

Orders for major rearrangement of Fourth Region AMIS interphone circuits have been completed and forwarded to the Washington office.

111A key equipment at Missoula, Ellensburg, Prescott, and Miles City have been ordered discontinued.

102A key equipment for Portland IFR is being installed.

Several "L" type interphone circuits have been tied together in order to reduce cost of lines from \$5.65 per mile to \$3.00 per mile. (intra to interstate.)

Mr. John Renfro, Chief of the Red Bluff Station, has been on detail to the Communications Section for the past two weeks to assist the section with various projects.

Mr. Carl Kusrow, Technical Services and Planning Branch, transferred to the International Region Sept. 25, 1955; he departed on leave September 6 and has since been replaced by Mr. Robert Graner who reports for duty September 26 from the Los Angeles Tower, formerly from Technical Services & Planning Branch, Region V. (Continued on next page)

A meeting was held with the Deputy Regional Administrator and other regional office representatives and officials from Salinas September 16 for the purpose of reviewing that City's airport plans and to discuss their need for navigational aids and other assistance. The Division will review records to ascertain whether ILS criteria is now or will soon be met.

Traffic Flow Chart of instrument traffic in Region IV for 1954 was completed and distribution was made during the month to Washington and the field. We are working up separate charts covering (1) Carrier (2) VFR and (3) military flying in the region.

Traffic count was completed at Hobbs, N.M. on September 3, 1955. The present traffic count of 18,772 was about 75% of minimum criteria needed to recommend establishment of a tower at that point. We will continue surveys.

Stockton airport meets the minimum criteria for a tower. The last count tabulation furnished a total of 26,426 which exceeds the minimum by 2426 points.

FACILITIES DIVISION

Flight Inspection Branch

Robert Lewis has been detailed to Washington for a 30 day period. This assignment is in connection with formulating flight check procedures in cooperation with the Military.

The Vernal, Utah site has been checked with portable VOR equipment and found to be satisfactory for permanent installation.

Jack Webb has been selected as Airways Inspector to flight check the military UHF facilities.

Establishment Branch

Details providing power and control lines to the San Diego VOR were finally settled between this office, the power company, and planning officials of the City of San Diego so that the utilities could be extended to the facility.

Norman Carlberg and Setsuo Horita completed the installation of Service "B" relay equipment at Trinidad INSAC and started a similar job at Paso Robles INSAC.

Ed Pardee and George Martin completed the modernization of Las Vegas CS/T, and began the installation of 4-channel control equipment at Denver ARTC Center.

Fred McCauley and Sam Rosenfeld completed the modernization of console equipment at Palmdale INSAC. Fred is making a temporary installation of Service "B" relay equipment at Lovelock INSAC pending move of the operations equipment from the tower cab to the ground floor. Sam is making a temporary installation of Service "B" relay equipment at Daggett INSAC pending enlargement of quarters.

Jim Cheatham and Roger Baker have almost completed the installation of A/G console equipment at Carlsbad INSAC.

Riley Harris, Bill Foker, Dave Hegland and Murry Asilowitz are working on the rearrangement of transmitters and other equipment at Saddle Peak as part of the modernization of A/G communications facilities in the Los Angeles ARTC Center.

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Frank Dettmer is at Pueblo, Colorado, where he is supervising the repair of the storm damaged INSAC antenna structure. This structure was destroyed when the roof was blown off the hangar at Pueblo during a recent storm.

Jim Crenshaw is supervising the construction of extensive alterations at the Needles INSAC. Early completion is anticipated.

Norm Seewald completed plans and specifications for the Los Angeles INSAC construction.

A proposal has been completed and advertised for the alterations required at the Daggett INSAC permanent installation of Service "B" relay equipment.

The Rock Springs dual console installation, being accomplished by Paul Allee, Dick and Darel Preator, and Tom Carrington, is progressing according to schedule. The lack of equipment necessary for the conversion of the Fort Bridger Satellite Station, which will be controlled from Rock Springs, is delaying the completion of this installation.

The Service "B" teletype installations are being made in record time and the crews, consisting of Dell Larsen, Max Harvey, Mike Domitrovich, and Tommy Bracken, are to be commended for the fine work in meeting the deadlines imposed on this work. The Service "B" installations at Red Bluff, Baker, Billings and Dillon INSACS have been completed. Larsen and Harvey will complete the Oakland installation within the next week. Bracken and Domitrovich are working as one man crews and are expecting to complete Rawlins and Missoula, respectively, within the next few days.

The Seattle-Tacoma Center and Tower Modernization is progressing with the usual attendant headaches. The crew consists of Howard Pyle, Jim Carr, Clyde Olson, Bob Payne, John Elwood and Earl Jobe.

Hank Scribner has been removing the decommissioned Seattle OFACS equipment and preparing it for shipment.

Art Entin made a quick trip to Casper, Wyoming to check out the equipment and make necessary preparations for the commissioning of the Natrona County Airport Tower on October 1.

Fred Yandell completed the construction of an antenna platform on the hangar roof at Rock Springs, and at present is inspecting the installation of a new heating system for the Bellingham INSAC.

Tom Tarpo has been busy installing a cattle guard at the Yakima VOR and a field detector mast at the Glide Path, improving the access road to the Pocatello VOR and other miscellaneous items.

Bids were opened on the Salt Lake City HIALL and the contract for this project will be awarded shortly.

Plans and specifications have been completed and bids have been called for on the relocation of the Billings ILS. The outer and middle marker sites will be relocated and the new NW/SE instrument runway will operate until Spring with the two markers and compass locators only.

Award has been made and project is underway for the construction of the relocated localizer at Seattle. Gene Newman, Construction Superintendent has the job well underway.
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Wes Martyn, "Red" Pedri and Doug Brown are having their difficulties with the Cheyenne TUS installation. It seems that the old adage about "trouble coming all at once" holds true.

Paul Watkins and Bob Faul have completed the majority of the communications installation for the Denver ASR.

Dave Domaskin is completing the installation of ASR reflectors at San Francisco.

The Oakland ASR-2 repeater and approach control relocation is approximately 65% complete. Checks are now being made on the radar portion of the installation by John Eagen, assisted by Raphael Lopez and Damon Capps. With the completion of the radar portion, Bob Faul will take over and complete the communications portion of the job and John Eagen will take up his new duties at the Regional Office.

Rex Brown is representing the Branch during the acceptance of the Burbank ASR-3 from Bendix. We are experiencing trouble with the control cables.

Don Hughes, Joe Shukal and Carl Duncan are progressing satisfactorily with the establishment of the Los Angeles ASR-3 repeater and the relocation of the communications equipment at the tower. Don is devoting his time to the radar while Joe and Carl are doing the communications work.

Dave Domaskin is supervising erection of a tower for supporting the proposed VHF/ADF antenna, which work is being accomplished by Force Account.

Plans and specifications are being prepared for the UHF/DF at Oakland and we expect this installation to follow on the heels of the radar project. Bob Faul will be assigned to this project.

The installation work at the Portland IFR room is 65% complete. Crew consists of Jim Cole, Darol Hafner, and Frank Beauchamp. The estimated completion date is October 16.

The PAR reflectors at San Francisco are being located and installed under the direction of Dave Domaskin.

Bill Beekman completed the Vernal, Utah VOR survey the first part of the month. Enroute to the R.O. to take some annual leave, he is busy establishing bearings for theodolite pedestal positions and circle check markers at 6 VORs along the way.

Marion Duncan's specialty this month seems to be road repairs. After completion of re-routing the road to the Pt. Reyes VOR, he graded and graveled the road to the Julian "H" facility and then proceeded to Pueblo to make repairs to the road to the new Pueblo VOR. The Pueblo road was washed out by flash flood immediately after construction. His next assignment will be supervision of the Kiowa VOR construction.

V. O. Vick has both hands occupied at the Utah Lake VOR facility keeping tabs on a grading contractor who is building the access road, supervising construction of the mountain top VOR, and checking on material deliveries during spare moments.

Tom Tarpo installed a cattle guard on the VOR entrance road at Yakima and then improved the access road at the Pocatello VOR. He is now at the Kearney, Wyoming beacon site removing the engine-generator plants made surplus by commercial power which now serves the facilities.
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Chuck Dickow, our master of the VOR test rig, made a hurried trip to Vernal where he conducted a satisfactory VOR site test. He is now at Oceanside where he is chasing the last few bugs from the new VOR facility.

Maynard Hegland and Erwin Clark took the VOR test rig to Vernal for the VOR site test and then brought the equipment back to the R.O.

Fred Hempt and Don Robb are assisting Chuck Dickow with the Oceanside VOR. They will next install electronic modulator and power supply equipment at the La Grande fan marker, and then back to California for a similar project at Banning.

Emmett Whitney, Bob Crookshank and Vic Beacken completed the Roswell VOR control line and saw that facility commissioned. They are now winding up the Pueblo VOR. This speedy crew will next undertake the Utah Lake VOR.

Boyd Preece and Glenn Shoop are still working on the Lucin VOR/DME installation. We are anxious for early completion, after which the crew will move on to Walla Walla.

Chuck Daggy, John Williams and Al Calloway have the San Diego VOR relocation well underway. Their next assignment will be the San Diego TVOR if we get the go-ahead signal soon on construction.

Glenn Kassing and Herb Happoldt have run into many problems during the conversion of the Portland VOR antenna system to the 4-loop array. Latest word is that the facility is about ready to go again. Their next assignment will be completion of a voice and control line at the Williams VOR.

Bob Chambers and "Nick" Nicholls conducted UHF surveys at Reno, Elko, Battle Mountain, Drummond, Dubois, Gooding, Lovelock, Wendover, and Winnemucca during the past month.

Approval has been received to proceed with the installation of the remote site for the Albuquerque Center. Proposals for remoting the Albuquerque INSAC are being submitted.

Wayne Brown and contract crew are installing UHF equipment at Malad City INSAC; which job is 85% complete. Al Marsden's crew are installing UHF equipment at the Spokane INSAC and at Cutbank. Mullan Pass installation was completed during the month. Orin Betz and crew completed Dillon and Miles City installations and are presently working on the completion of the Los Angeles Center Link. Betz has been assigned as a leave relief for the month of October to allow crew chiefs to take some of their leave. Carl Weidert has assumed Crew Chief duties for this period.

The Section lost a 1955 Ford and almost lost Weidert when a section of the Saddle Peak road gave way and the vehicle rolled down into the canyon. Carl managed to part company with the truck about half way down, being thrown through the windshield opening after the windshield disappeared. He's still wondering how lucky can you get - just bruises, scratches and shock. Maynard Hegland and Erwin Clark while enroute from Vernal to the R.O. took over the job of bringing the wrecked truck in, which operation they accomplished successfully. Quite versatile these fellows.

Phil Nicoletti, Bob Betz, Pat McCarty, Jim Barnes, and Myron Gaulke are working on the UHF installation at Seattle. Myron reported to the GAA from the Sandia Corporation, Albuquerque. John Rathjen, Joe Covington, Ray Dickenson and Lloyd Allen completed the Burbank Tower UHF communications installation, refinished a new UHF equipment storage hut, and are at San Diego for the UHF installation at the INSAC. Ed Alfonso and crews
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completed La Junta and Grand Junction UHF INSAC installations, the Pueblo and Colorado Springs standby equipment installations, and are presently working on Cheyenne and Eagle.

Clyde Lee is supervising construction for the UHF program at Bakersfield. From there he will proceed to Prescott. Al Fuller completed Stockton and Salinas engineering for UHF communications and is now assisting Lee at Bakersfield. Robert Dahms is supervising the Santa Fe and Grants structural work for the UHF projects. Len LaFornara completed engineering and construction of the Tonopah UHF project. He is currently completing engineering of the remote communications equipment site at Salt Lake City KSL TV station.

Bill Murray completed plans and specifications for Whitehall INSAC UHF project and is now supervising construction at Grants INSAC. Jack Riebe completed plans and specifications for Ogden and Wendover, Utah and Gooding, Idaho. He also completed Wyoming projects for Ft. Bridger, Rock Springs and Rawlins and survey of Santa Monica Tower UHF project.

Tom Richardson completed electrical plans and specifications for Ft. Bridger, Wyoming; Ogden, Utah; Grants, N.M. and Eagle, Colorado. He is preparing to leave for extended survey trip in Montana. R. Montague conducted surveys of Central California and Nevada sites. He also completed electrical layouts on some 9 or 10 sites throughout the Region. J. J. Coogan completed plans and specifications for Lovelock, Elko, Winnemucca and Battle Mountain, Nevada; Yakima, Washington, and Great Falls, Montana. He will complete hi-site surveys at Reno and Elko, Nevada. R. E. Joseph reported to us from Technical Services and has worked up the Santa Monica electrical plans along with his indoctrination work.

Lu Edmiston has been confined to home and hospital since September 5 from an attack of virus pneumonia. We've really missed her and hope for an early recovery.

Bill Bell, our VOR expert, had heeded the siren call of Washington and will leave us early in October. We will miss you, Bill, and good luck with your new work.

Our Student Trainees, Setsuo Horita, Keith McKinnon, Stan Larsen, Willard Zeigner, and Fernando Sanchez have returned to school, after a summer tour of duty at CAA. Dave Leeds, Electronic Engineer, has followed suit, requesting leave without pay to further his education.

Maintenance Branch

The ATDS Conference was held at the R.O. September 13 through 15. It was agreed by all conferees that the conference was a most beneficial one.

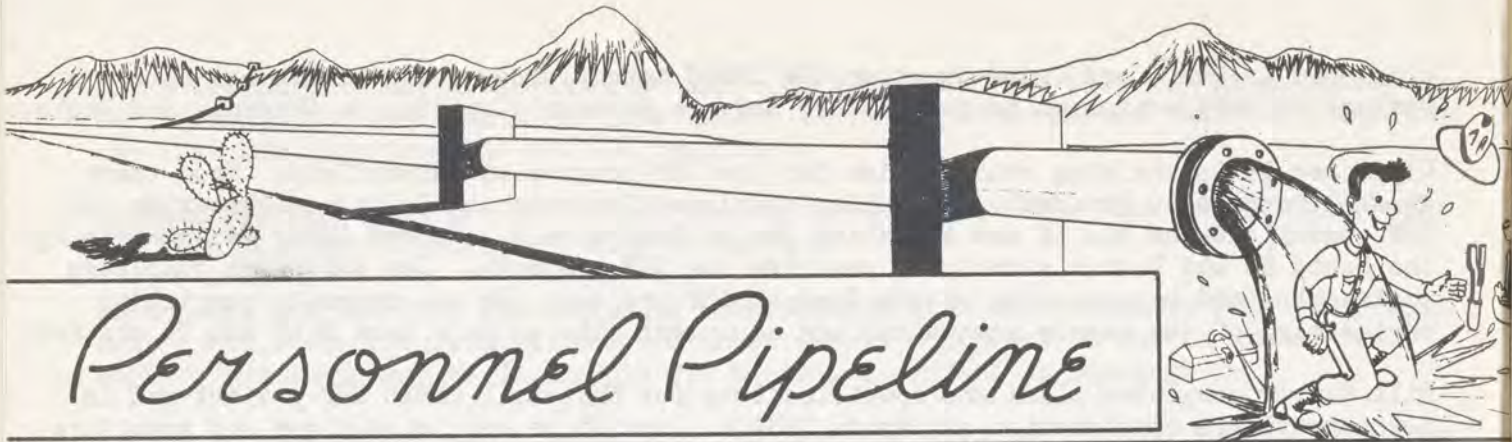
George Fischer is in Washington, D.C. to assist in writing a DME MANOP.

Personnel presently attending the Aeronautical Center at Oklahoma City are: Lawrence DeWolf, Ralph O. Perkins and Luther Cummings, in the ASR/PAR Class; Vadim Von Hartman and Dorm Poulin in the ILS/VOR Class; Paul McMullen, Carlos Keasler and Harold Cobb in the DME class.

AIRPORTS DIVISION

The first Project Application for Federal aid under the \$20,000,000 program allocated last August 10th was received in the Regional Office this month. The project is for "Grading and Draining New Terminal Area" at the Salt Lake City Municipal Airport. A Grant Offer in the amount of \$201,388 is now in the process of being issued.

(Continued on page 27)



Personnel Pipeline

MORE ABOUT WAGE BOARD

The conversion of certain General Schedule jobs to Wage Board has been deferred. Signals were originally on for September 8. The delay has been ordered so that we can get a better fix on how to apply the Commission's guidelines as to what constitutes a Wage Board job. Regardless of when made, however, any person converted from General Schedule to Wage Board will be permitted to save his salary.

STATUS OF AIRWAYS OPERATION SPECIALIST CLASSIFICATION STANDARDS

We have learned that the Airways Operation Standards in the communication and tower options are still awaiting approval by the Civil Service Commission. These standards have been bandied around quite a bit but there is good promise now that we can expect everybody to be aboard sometime in October or November of this year.

RECENT CHANGE IN THE LIFE INSURANCE ACT

According to a recent change effective October 17, a retiring employee may retain his Life Insurance if he retires on an immediate annuity for disability or after 15 or more years creditable service providing at least 5 of these years are civilian. Previously a retiring employee could claim this benefit only if he had at least 15 years creditable civilian service.

BAD NEWS

At the time the salary for Wage Board employees was established it was the Commerce Department policy to fix the rate at the next higher cent whenever there was a fraction of a cent involved. According to a recent Comptroller General's Decision this was not proper. Accordingly we have been requested to recompute the hourly rate in which we will use the next lower cent instead. Forms 50 on those cases affected by this ruling will be processed. We thought we might give you some warning about it.

COMPUTING RETIREMENT CASES

There still appears to be some misunderstanding on certain aspects of Disability Retirement. One common misunderstanding is that disability pensions are reduced by 1/4 per cent per month for each year the annuitant is under age 60. This is not true for disability retirement cases. In other types of retirement such as a person having 55 years with 30 years service or a person having 25 years service who is involuntarily separated, the 1/4 per cent deduction does apply.

In disability retirement cases no deduction is made for any years the person is under 60. The annuity rate is computed on the highest five consecutive year average.

(Continued on next page.)

Personnel Pipeline Continued

If this average is less than \$5,000 take 1% of such 5 year average, add \$25.00 and then multiply by the number of years of creditable service. If the highest five year average is more than \$5,000, take 1-1/2% of such 5 year average and then multiply by the number of years of creditable service. For Example:

Employee A

Age 50

Highest 5 years average salary - \$4500.00

Length of Service - 20 years

$\$4500 \times 1\%$ plus $\$25.00 = \$45.00 + \$25.00 = \70.00

$\$70.00 \times 20$ years = \$1400 per year unadjusted rate.

$\$1400 \times .0833$ to obtain adjusted monthly rate = \$116.62

$\$117.00 \times 12$ months = \$1404.00 annuity per year.

Employee B

Age 45

Highest 5 years average salary = \$5200.00

Length of Service - 20 years

$\$5200 \times 1\frac{1}{2}\%$ = \$78.00

$\$78.00 \times 20$ years = \$1560 per year unadjusted rate.

$\$1560 \times .0833$ to obtain adjusted monthly rate = \$129.948

$\$130.00 \times 12$ months = \$1560 annuity per year.

WAGE SCHEDULE CHANGE

A new wage schedule for Las Vegas, Nevada area was effective September 25, 1955. Bryce Canyon, Cedar City, Hanksville, Delta and St. George are under this schedule. The rates reflect a varying raise of 7¢ to 11¢ per hour between the 1st step of WS-2 and the last step of WS-17.

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Regional Administrator's Column Continued from page 3

as it is our feeling that a problem of this nature requires good salesmanship efforts of all CAA employees in order to accomplish our end result.

As a personal note I would like to tell you all that I am about rounding out my first six months in the Fourth Region and assure you that I have enjoyed every minute of it. I did want to make more field trips before this time but under the circumstances consider myself fortunate in being able to at least cover the western coastal area. On these trips I have contacted a number of our different field offices and in each case have found that they are well organized and staffed with energetic and serious minded people. I am looking forward to visiting other sections of the Region in the coming months so that I will have an opportunity to get to know more of you personally. You must remember that this is a large Region and if I am not able to visit your station or office in the near future please give me a rain check as I hope to be around these parts for a long time.

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Division Highlights - Airports Division Continued from page 25

The Office of Airports' drafts of revised policies for administering the Federal-aid Airport Program, airport planning standards, and airport programming standards were reviewed at a conference of Airports Division Chiefs at Kansas City the last week of August. It is anticipated that this material will be issued in final form early in October. Tentative allocations of Federal-aid funds to airport sponsors from the additional \$40,000,000 made available by Public Law 211 will probably be issued in December of this year.

C.A.A. REGION FOUR
FEDERAL CREDIT UNION

Now that our young'uns are back in school it may be time for all of us to brush up on our 3 "R's". Try this easy lesson to see if it has a familiar ring.

READIN' - find an advertisement in the newspaper or any place you please. Needless to say advertisements are plentiful. Recently one appeared in an issue of "Kitchener Record". It casually states "BORROW" (from a finance company) \$205.59. Repay in fifteen easy monthly installments of only \$16.00.

'RITIN' - the ad men are clever writers, and sometimes use print that is mighty small. To illustrate the point use the example above and jot down the simple equation involved.

'RITHMETIC - it doesn't take a sharp pencil to figure that fifteen payments of \$16.00 totals \$240.00, which means that the interest charge is \$34.41.

Now here is the Credit Union example - and there is no small print to hide the facts. The same loan from the C.A.A. Credit Union paid back in the same manner would cost only \$15.78 interest. A savings of \$18.63. We can finish our 'rithmetic lesson by pointing out that the interest paid to the finance company would be more than twice the amount paid to the Credit Union.

Give yourself a break - use your Credit Union for prompt action and low interest charges with virtually no red tape.

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

CAA Region Four 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 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.