REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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Happy Landings Chief ... Mr. Marriott ... Joe ...

We have known you as a fighter who fought for the Region's interest and for what your mind and heart told you was right. We have known you as a thoughtful leader whose penetrating mind often helped us distinguish between the real and the unimportant issues. We have known you as a boss who insisted that our conclusions and recommendations be sound and honest ones. We have known you as a human being who tried to be fair and objective at times when objectivity was difficult. We have known you as a man whose innate honesty has been a real inspiration. We have known you as an idealist who has stimulated us toward needed changes and progress at times when many of us would have been content to leave things as they were.

You have served Aviation, C.A.A. and us loyally and well. The employees of your old Sixth and your new Fourth sincerely wish you a continued happy and productive life. May the winged ones be with you in navigating the route ahead. A route ahead there must be for you are incapable of standing still.

(J. S. Marriott retires December 31, 1955 See page 3.)

THE CAA ELECTRONIC SPECIALIST

AT YOUR AIRPORT

Take one part of a single-stub impedance matching, add a dash of boating through the partly-frozen Potamac River to adjust the middle marker of the Instrument Landing System, season well with a climb to lash down a 60-foot radar antenna that's wobbling crazily in a gale and you begin to get the flavor of a Civil Aeronautics Administration electronic specialist's job.

Don't ask us what single-stub impedance matching is, because we don't know either, but it's just one of thousands of bits of technical knowledge that a CAA electronic specialist must carry around in his head. Back in his office, he maintains a five-foot shelf of manuals, but he can't carry these along when he wades through water up to his ankles to adjust part of the Instrument Landing System. He has to know his stuff, because several hundred air passengers are depending on that ILS for their safe arrival in the next few hours of the night.

Nor can the specialist in Alaska carry his 500-pound tool box, but he dare not fly to a remote station without all the special tools for the myriad jobs he may have to do.

Flying, as 34 million Americans a year enjoy it today, relies heavily on the aids to air navigation, on the communications network, and on the traffic control system which together comprise the CAA Federal Airways. Keeping the 100,000 miles of airways operating without interruption 24 hours a day is one of the biggest jobs of the CAA and a heavy share of that responsibility falls on its 1800 electronic specialists.

Chances are there's one of them quietly going about his business in your town, and not even the pilots, who could hardly make a move without his services, are aware he exists. The better he does his job, in fact, the less notice he gets, because the CAA electronic specialist tries, through regular preventive maintenance to avoid the breakdowns which would result in dramatic midnight calls for his assistance.

Carl Keys, a supervisory electronic specialist stationed at Washington, D.C., is typical of this dedicated group. Keys started with CAA more than 10 years ago at Yakutat, Alaska, after electronics training in trade school. Following a hitch in the Army, he returned to CAA, and through courses at the CAA Aeronautical Center in Oklahoma City plus two years of college at night and plain hard work, advanced to his present position.

Keys and nine associates are responsible for the vast complex of airways facilities that make flying possible in the Washington area, ranging as far as the light beacon at Hickory Grove, Virginia, 50 miles away by road.

Although their job entails quite a bit of travel, they could keep busy just in the building where their office is located, for it houses a list of equipment that would make a layman's head spin. Their duties here involve routine check, plus

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Regional Administrator's Column

The aviation pioneers were a hardy lot. Like the medieval knights they gave no quarter and asked for none. All they wanted was a chance to fly; an ocean to cross; an endurance or altitude record to set; a new type aircraft to design -- opportunity, not security. Life was an adventure. The early days of CAA, when it was the Aeronautics Branch and the Bureau of Air Commerce, were like that. We weren't under Civil Service. We knew that if we didn't produce we could be dropped, and with a complete feeling of independence we took the attitude that if the boss didn't like the way we did the job we would gladly quit and go do something else. Under this system every six months the Chiefs got together and gave raises to those whose performance was better than average. Some got more; some less; some not any. Maybe this was a better merit system than the one we have in which everybody gets a periodic administrative raise even though their performance is only mediocre. None of us expected to stay with the Government permanently. We were interested in aviation. We even were inclined to scoff a little at civil service employment. I remember hearing about and seeing some of the long termers in the Commerce Department coming to work with their shawls, canes, and foot warmers - - obviously they were incapable of fully productive work. I vowed at that time that if I did stay in government service as a career I would leave before there was any possibility that either through physical or mental deterioration I could be accused of being a liability. So now the time has come when I can make a change and I have decided to do so.

I am not retiring in the sense that I am going to sit in a rocking chair. Rather I hope to be like the track athlete who at the end of the race instead of coasting to a full stop puts on his sweat clothes and works out, keeping limber for the next race. Life is still an adventure. I am going on to another job which appears to offer a challenge and should prove interesting. When and if it becomes routine there will probably be another job, and another one after that until the angel (pilot) Gabriel hands me another pair of wings (I hope), and says, "Here son, try these on for size - - they have a longer range and higher ceiling than any you have tried thus far."

In the meantime I'll be on the outside boosting CAA and maybe prodding a little, but all in the interest of our common cause - - the advancement of aviation. I'll always feel that I belong to the CAA family. Hasta la vista, and God bless you all.

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any necessary trouble-shooting, plus engineering modification as experience is accumulated, on the following:

30 teletypes	6 VHF transmitters
80 selector key boxes	12 " amplifiers
22 loop recorders	12 " receivers
16 tape recorders	8 UHF transmitter-receivers
	8 monitor receivers

These are some of the communications facilities used by the CAA's Washington Air Route Traffic Control Center and the Washington Airport Traffic Control Tower. In the tower alone, a communication occurs on an average of every 5 seconds. If Keys' group fell down on the job, they'd leave the controllers literally speechless, and planes could not even taxi, much less take off.

Once a plane is airborne, it uses navigation aids in which the skilled hand of the electronic specialist is critically important. Distance Measuring Equipment, for example, tells the pilot his distance from a ground station by translating the travel time of 186,000 mile-per-second radio pulses. This means that the CAA electronic man must adjust the DME in microseconds (millionths of a second) since an error of one microsecond could introduce a 500-foot error in the distance information furnished to the pilot. In some adjustments, a tolerance of only plus or minus two-tenths of a microsecond is permitted.

A CAA specialist in electronics must at the same time be versatile enough to hike three or four miles on snowshoes to get to one of the more remote facilities he tends; to climb a 300-foot tower to replace a burned out obstruction light; to deal like a diplomat with local land owners, power companies, city officials and others whose actions may have a vital effect on air navigation; to fly with a CAA patrol pilot and get the feel of the electronics problem at the other end; and not least important, make accurate reports to CAA headquarters so any pattern of service difficulties can be detected and corrected promptly.

Think you can fill the bill? If so, there are vacancies in most part of the country. CAA regional offices at New York, Fort Worth, Kansas City, Los Angeles, Anchorage and Honolulu have details.

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You can't depend on your judgment when

your imagination is out of focus. - -

Mark Twain

QUESTION BOX?

Q. Should I show vehicle number on credit card ticket purchases - - the same as on field purchase orders, Imprest Fund receipts, etc.?

A. Yes. While this is a minor item, it has a bearing on legality of payments which has been questioned by General Accounting Office auditors. The majority of employees are doing a good job of seeing to it that the credit card ticket is complete..

Q. Does the Warehouse stock a form for recording installation information on tubes, lamps, and fuses?

A. Yes. Form LA-109 is available.

Q. I have a travel order authorizing my change of headquarters from Seattle, Washington to Portland, Oregon. I am now on duty in Portland. Prior to shipment of my household effects from Seattle to Portland, I have arranged a mutual exchange of positions with an employee at Yakima, Washington where I would prefer to be. May I be reimbursed for shipment of my household effects from Seattle to Yakima under the Travel Order authorizing shipment from Seattle to Portland?

A. No. When an employee transfers to a third station at his own request, and for his own convenience, prior to authorized shipment of his household effects from his first station to a second station he relinquishes all right to household effects expenses acquired as a result of the first transfer order. This is true even though the distance from the first to third station may be less than from the first to the authorized second station.

Q. If you were taking a $25.00 savings bond and someone pointed out that to issue, process, record, store, negotiate, sign, cash, microfilm, etc. a $25.00 bond cost the Government as much as a $50.00 bond - - would not you shift to the $50.00 bond?

A. Yes. Note: Employees in the region (on a test basis) will soon be advised of the advantage to them and to their Government of taking larger denomination bonds.

Q. In making a cash purchase from Imprest Funds the Vendor insisted that I give him some written evidence of the purchase to support the State tax deduction. Which form is recommended?

A. Purchase Order Form SF-44 is recommended since it immediately identifies the purchasing agency. Also while the Vendor may not realize it and therefore not insist, the State Taxing Board requires that the order be itemized and priced. When SF-44 is used for this purpose the same distribution of copies is followed as on non-cash purchases except that the green and pink copies of SF-44 are attached to the Imprest Fund voucher.

READING BETWEEN THE GOBBLEDYGOOK

Recently some travel orders were issued. In the space for indicating the mileage rate to be allowed there appeared this: (1). One station chief at Burbank took this (1) quite literally whereas it was meant to refer to a footnote below which told him to do the right thing - - - - in accordance with Administrative Notice blah blah blah.

There followed this exchange of notes between the chief and the regional office:

To: "LA-390 - LA-110. Attached travel order No. 456-4373 issued to Lowell D. Ashley is returned for cancellation. Ashley was able to 'hitch' a ride to and from San Bernardino, thus saving the 1¢ per mile travel allowance authorized. Although the trip required from sunup to sundown to make, Ashley was able to get free coffee at Norton Air Force Base, therefore no per diem is claimed, thus effecting still further economy to the Government."

To: "Mr. Ashley. While we can't tell whether you mean to be facetious in above, -we here got a kick out of your 'economy'. Apparently you read footnote (1) as meaning .01¢ per mile altho the A.N. to which footnote (1) refers provides up to .08¢ per mile. Guess an asterik would have been better. Any objection to us-using your cancellation note in the Region 4 News sometime? By the way did you get free cream and sugar with that free coffee?"

(He said OK to publish and the sugar and cream was free.)

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CAA TOASTMASTERS CLUB ACTIVITIES

CAA Toastmasters Club 1004 held its regular meeting on December 7, 1955. Honors fro the best speech of the evening were shared by Toastmasters VanVoorhis and Zeigner. The next regular meeting of Toastmasters was postponed from December 21 to December 28 to avoid conflict with Christmas activities.

Plans have been completed for club speaking contests to be held in January to select representatives for the area speaking contest, which will be held on February 18, 1956.

Our membership drive is progressing satisfactorily, but we still have a few vacancies and interested parties are invited to contact the membership committee.

Seasons Greetings to everyone.

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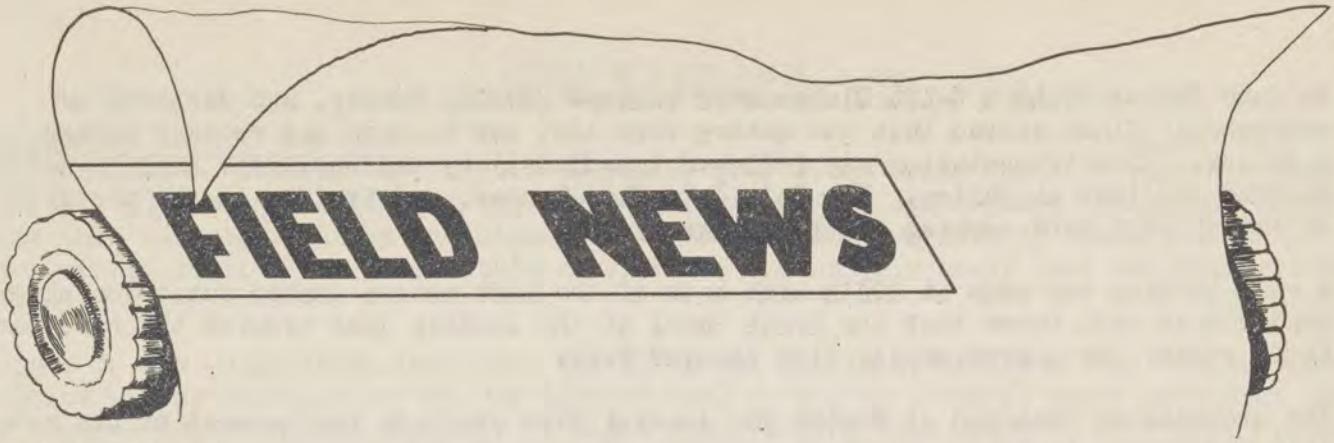

DOUGLAS, WYOMING

COMMUNICATION STATION

All the personnel at the Douglas facility would like to take this opportunity to wish everyone a Happy and Prosperous New Year. Also we can't help feeling sorry for those in less fortunate parts of the region who did not have the pleasure of enjoying a White Christmas. We enjoyed ours immensely as we huddled over the heat register. While on the subject of weather, one recent morning the mercury tumbled to 21 below at Douglas while Cheyenne on one side of us had 16 above and Casper on the other side had 15 above. Didn't hardly seem fair. Four hours later though Douglas had 31 above, Cheyenne had 27 and Casper had 23. Pity the poor weather man who tries to forecast that.

Douglas is located on the North Platte River in eastern Wyoming and is ideally located for all types of hunting and fishing, and if you're of a mind to do a little prospecting, there are several locations nearby where they say a Geiger counter sounds like a machine gun.

For a small town, Douglas is quite air-minded and hangar space on the field is almost always at a premium. The chief industry is ranching and almost every rancher has an aircraft of some type. A glance at the aeronautical chart published by the Wyoming Aeronautics Commission will reveal some 15 or 20 landing strips or fields in the area just to the north of Douglas. There have also been some attempts to have Frontier Airlines make daily stops at Douglas, Lusk and Newcastle.

At the present time we are having an extension added to the south end of the INSACS building to house our UHF equipment. Jim Pace is the engineer on the job.

The crew at Douglas at the present time consists of Ralph Petersen, station chief, who will soon be headed back to Las Vegas, Howard Carver, Dan Broadhurst, Mike Perrotti and Howard Hetrick. The new station chief will be Lou Schilling from San Francisco. The SES is Frank Monteith. Most of the boys are keeping their fingers crossed when there is mention of closing the station. We were on the list last June.

If you're ever through this part of Wyoming stop in and pay us a visit. We're right on the highway and you can't miss us.

BURLEY, IDAHO

COMMUNICATION STATION

During the past six months the Burley Municipal Airport has been featured very prominently in the newspapers of this area in the part it has played as an emergency landing field for military aircraft. The incidents responsible for this publicity will probably be of interest to the readers of REGION 4 NEWS:

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On June 3rd at 2024M a C-124 Globemaster radioed INSACS, Burley, and declared an emergency. Pilot stated that two motors were lost and that he was rapidly losing altitude. This transmission was followed immediately by the statement that he would descend and land at Burley. The Salt Lake City Center, and traffic in the vicinity of the airport were advised of the emergency.

A safe landing was made at 2037M with both of the left motors conked out. The aircraft landed with such force that the front wheel of the landing gear cracked the hard surfaced runway for approximately five hundred feet.

The Globemaster remained at Burley for several days awaiting replacement of the motors. That the people in this part of the country are air-minded was very well demonstrated when it was estimated that more than two thousand came to the airport on a Sunday to see the giant aircraft. One spectator was heard to remark "It looks like something from Mars!!" I am sure it is understandable that the personnel of this communications station experienced a certain amount of pride in the knowledge that an aircraft of such gigantic proportions was able to use the Burley Airport for an emergency landing.

A further justification of the Burley Airport was brought to light when a jet F-84-E made an emergency landing here on November 4th at 1808M.

In response to the MAYDAY distress signal from this aircraft communicator Shepard established radio contact, and gave the pilot certain identifying landmarks to assist in locating the airport, as he stated that he was not familiar with this territory. It was not until the communicator alternately flashed the runway lights on three runways, from one to the other, that positive identification of our airport was established. Immediately after landing the pilot remarked that if the communicator had not taken this action in all probability he would not have identified the Burley Airport in sufficient time to avoid a crash landing. This statement was substantiated by the fact that less than one minute's fuel remained when the aircraft landed.

Instructions covering the above procedure, as far as I know, are not contained anywhere in "The Book". However, I believe it does prove that original thinking on the part of Airways Operations Specialists does occasionally pay off in dividends, and that it would be a little unfair to classify the job of an AOS as one of a purely routine nature.

It was back in 1927 during the month of December that the Burley communications station was established. The station consisted of a small high frequency transmitter and a Navy high frequency receiver. The chief purpose of the station at that time was to provide communication with the Salt Lake City Terminal in order to supply weather reports to the Varney Air Line planes passing by or landing at Burley. It was one of the first stations, other than those on the Transcontinental Airways, ever to be established. The air mail planes at that time had no radio installations. Cloth panels were placed outside the station on the ground to communicate information to the planes.

The planes leaving Salt Lake for Boise under doubtful conditions would fly over the Burley station and observe the panels. A blue panel indicated proceed, a yellow panel proceed with caution, as weather was doubtful ahead, and a red panel meant to land at Burley and await further instructions.

As I write this I can look out the window and see our new UHF building in the process of construction - a far cry from the "panel communication" days at the Burley Communication station.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

California Central Airlines is operating four round trips daily between San Diego and Oakland, with an additional two round trips on Friday and Sunday. These additional trips were made possible by the placing of the third Douglas DC-3 in operation on November 26, 1955. Traffic for this carrier was exceedingly heavy over the Thanksgiving holiday.

Because of the noise complaints from the Playa Del Rey area, agents of the Los Angeles District Office conducted a two-day (8-hour day) survey of aircraft departures from the Los Angeles International Airport. A short wave receiver was tuned to the tower frequency and observations were made from the Los Angeles VOR site on the sand dunes west of the airport. All departures were monitored and their track over the ground noted. Out of a total of 267 departures from the airport, only eight flights were observed by CAA agents to veer slightly or turn over the Playa Del Rey area prior to reaching the shoreline, contrary to existing airport regulations. These flights were brought to the attention of the carriers involved.

Effective December 1, 1955, the Los Angeles Airways have added an additional flight schedule No. 665 which includes a new route leg between Ontario and Riverside. The new track and helicopter approach pattern to the Ontario Airport is considered satisfactory for operation.

On November 7, the new relocated heliport at Pomona was inspected and found satisfactory for passenger operation. This heliport is located approximately 400 feet west of the old site which has been used for the past eight years in serving the City of Pomona. This new heliport site is 100 feet wide and 300 feet long; complete areablack-topped and surrounded by a standard 3-foot fence.

The Los Angeles Postmaster and City Commissioners are negotiating for two temporary downtown heliports for alleviation of the Christmas mail. It is expected that some operationable plan will be presented to the Los Angeles Airways within the near future.

Agents of the Seattle District Office have participated in the investigation of the Peninsular Air Transport C-54 N88852 accident which occurred shortly after take-off from Boeing Field on the night of November 17, 1955.

As requested in a message from W-1 an intensified inspection of arriving and departing air carrier aircraft was conducted from November 23 to November 28. This activity was carried on by all available agents in each district office covering the major terminals during peak hours of aircraft movements. The agents concentrated on weight and balance, log books, line maintenance and turn around inspections. Only discrepancies of a minor nature were noted during this inspection. As was to be expected, the various carriers cancelled many flights on Friday and Saturday, the 25th and 26th, due to light loads. During a holiday period such as this the heaviest loads occur immediately prior to and following the holiday. A complete report summarizing the activities during the period is being prepared.

Military contract operations continued active for most carriers in both domestic and overseas operations.

Investigation of The Flying Tiger Line ditching accident continued with the flight check of various fuel system configurations possibly involved in the ditching. Representatives of The Flying Tiger Line, the CAB, and the CAA observed the tests which attempted to re-create the difficulties experienced by the crew who ditched. Results were of considerable value in the accident study. (Continued on next page)

Pacific Southwest Airlines completed their DC-4 training program and on the 10th of November inaugurated DC-4 service on their scheduled routes. At present two DC-4 aircraft are in service with an additional DC-4 to go into service after the first of the year. Two DC-3s remain in service to fill in and to carry their military loads between San Francisco and San Diego.

General Airways has added a DC-4 aircraft to its operations to be used primarily overseas on government contract.

Southwest Airways is investigating the possibility of installing one or more TVOR/Glide Path combinations at their intermediate stations. This carrier presently has privately-owned non-directional navigational facilities at many of their stations.

The CAB officially announced approval of route extensions for several air carriers in the Denver area on November 14, 1955. United Air Lines was approved to serve Kansas City and Pittsburgh. Continental Air Lines was approved for Denver-Los Angeles and Kansas City-Chicago with authorization for non-stop service, Chicago-Los Angeles. Trans World Airways was approved to serve Denver and San Francisco. Western Airlines was authorized the route Denver-San Francisco with stops at Salt Lake City and Reno. American Airlines was authorized to provide non-stop service between San Francisco and Chicago.

On November 28, the CAB formally approved a permanent certificate for Frontier Air Lines.

The engineering for installation of radar in Continental Air Lines aircraft will be completed on January 1, 1956. They plan to start the first installation on the aircraft February 13, 1956.

The Flying Tiger Line's airfreight operations continue to expand with freight tonnage increasing 100 per cent during the past nine months. Interesting to note is the fact the Tigers recently moved more ton-mile of freight in one twenty-four hour period than they carried during their whole first year of operation.

Western Air Lines is planning the purchase of a Dehmel trainer of a DC-6B configuration with delivery scheduled in about one year.

Agents of the San Francisco and Denver Air Carrier District Offices participated in the investigation of an accident involving a United Air Lines DC-6B in the vicinity of Longmont, Colorado. The aircraft was destroyed by a dynamite homemade bomb placed in the rear cargo pit in the baggage of one of the victims. After a few hours of viewing the wreckage, it was obvious that the aircraft was destroyed by an explosion in the rear cargo pit. The Federal Bureau of Investigation took over the criminal aspects of the case and within fourteen days had apprehended the alleged criminal.

The Agents also attended the Accident Investigation Hearing in Denver, Colorado, on the United Air Lines C54B-DC aircraft accident at Medicine Bow Peak near Laramie, Wyoming. They continued to assist CAB personnel in examining parts removed from this accident.

Agents in the Seattle Office participated in the investigation of the Peninsular Air Transport C-54 DC N-88852 accident which occurred shortly after takeoff from Boeing Field on the night of November 17, 1955. Four Agents from this office actively engaged in this investigation for more than a week, with Agent Burnett acting as CAA coordinator.

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West Coast Airlines experienced a bird strike on November 9, 1955 at Medford, Oregon. The bird, a pheasant, struck the right windshield, shattering it just as the aircraft became airborne. The Co-Pilot was struck in the face and cut with broken glass, but injuries were not serious. A safe landing was effected. This carrier is contemplating the installation of bird-proof windshields.

In accordance with directive received from W-1, operations and maintenance personnel conducted ramp inspections on scheduled and irregular air carrier aircraft operating from most major airports within the Region during the period of November 23 through 28, 1955. A separate report is being prepared on these inspections.

Pacific Southwest Airlines added two C-54DC aircraft to their fleet during the month of November. A review of their past 30 days of operation determined the operation to be satisfactory. The main maintenance base at San Diego, and the maintenance station at San Francisco were found to be satisfactory for servicing of these aircraft. Essential spare parts are stocked or readily available. The engine overhaul shop in San Diego is tooled and ready to overhaul the R-2000 series engines. Spare parts stands, etc., are available.

Southwest Airways and Resort Airlines have received approval for the installation of the Winslow Full Flow Oil Filter on their DC-3 and DC-4 aircraft, respectively.

California Air Charter has added another DC-3 aircraft to their operation, making a total of two. These aircraft are operating between San Francisco and Reno, with some flights being made between Burbank and Las Vegas.

California Central Airlines added another Douglas DC-3 to its fleet, making a total of three. A ferry permit has been issued for the fourth DC-3 being flown in from Mexico City.

Western Air Lines has started a class for new Flight Engineers who will be needed when delivery of their additional DC-6Bs starts early next year. In this regard, Western has obtained another DC-6B by picking up another purchaser's option, making a total of 13 undelivered DC-6Bs on order. Western Air Lines is still using, and plans to continued to use, the "Professional Flight Engineer" as long as suitable material can be found.

North American Airlines is in the process of making a study of current valve clearance of .060 inches on the 2800 CB engines relative to possible excessive cam wear and potential cam failures. It is the thinking of some large air carriers and engine overhaul agencies that a .050 inch setting would benefit this condition. Pratt & Whitney is also reviewing this possibility.

Western Air Lines has a DC-4 in for overhaul and is requesting an increase in overhaul period based on the inspection of the aircaft. The results of the inspection to date reveal that portions of the aircraft can be extended while other sections (center section and outer wing structure) can not. It is believed that Western Air Lines will establish an intermediate overhaul period for these sections of the aircraft.

West Coast Airlines has sent a team composed of the Chief Pilot, Superintendent of Stations, and the Superintendent of Maintenance over the Company's complete system, on a general training program to review the basic procedures.

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General Airways has purchased a C-54A-DC aircraft which is to be used in irregular air carrier service. Considerable time has been spent in final arrangements concerning the certification of this aircraft and approval of the maintenance and overhaul of the aircraft which is contracted in its entirety to Trans-Ocean Airlines. Both Radio and Maintenance Agents have been working on this project.

Westair Transport has recently acquired its seventh C-46 airplane. They plan to operate in conjunction with Lyon Van Company and carry cargo to Alaska.

Bonanza Airlines personnel have returned from Europe after having visited aircraft manufacturers in France, England and Holland. They appear to be favorably impressed with the Fokker "Friendship", F-27 transport, as a possible replacement for the DC-3 aircraft for feeder type operation. Bonanza proposes to send the Chief Pilots to Amsterdam to fly the aircraft this January. The earliest possible date for delivery of these aircraft would be at least two years. In addition to being turbine-powered, pneumatic power is used for gear, brake and flap operation. Construction is by means of a bonding process instead of the conventional riveting methods.

A birds-eye view of the problems which can be anticipated with the advent of the jet transport was obtained at the Air Force-Aircraft Industry Conference held this month at Apple Valley, California. This conference developed general and detailed discussions on accidents directly caused by jet engines. The manufacturer freely participated and considerable was learned.

Since United Air Lines have placed a firm order for DC-8 aircraft, this Region plans to take advantage of any courses which may be offered to familiarize the maintenance agents on the aircraft, electrical and powerplant systems and components of the aircraft.

Due to excellent results experienced by West Coast Airlines with a Boeing Airplane Company developed rain repellent for aircraft windshields, this carrier will request approval to use such repellent in lieu of the presently required windshield wipers.

Pacific Southwest Airlines plans to supplement its fleet with an additional C-54DC aircraft as soon as one can be acquired. It appears that the Maintenance Department is making every effort to bring their fleet to a high standard. Passenger comfort items are continuously being planned and installed.

United Air Lines' Flight Engineer strike continued during the month of November.

United Air Lines is presently conducting experiments to determine the amount and the best method of determining hysteresis error in aircraft altimeters. Hysteresis error in altimeters is the result of the lag in the aneroid which is affected by time. For example an altimeter may be run up to 20,000 feet and returned immediately to sea level without much indication of hysteresis error. However, more error will show up if the altimeter is held at a pressure equivalent to 20,000 feet for a period of 8 hours and then allowed to return to sea level pressure. The error present will be the difference between actual sea level pressure and the actual sea level indication of the altimeter after it has been at the 20,000 foot pressure for several hours. It is possible that the amount of hysteresis error, coupled with installation and calibration errors, may become great enough to cause an overlap of assigned flight altitudes. It is understood that other air lines are conducting similar checks.

Continental Air Lines has not announced the make of aircraft they intend to operate on their new routes, but are placing orders for several million dollars worth of spare parts for an airplane type of which they do not now operate, and the sales and service

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representatives of the manufacturer is spending much time in Denver. However, they expect to make an announcement in regard to this within ten days.

During the month of December Slick Airways will equip an additional DC-4 aircraft with long range tanks and convertible passenger/cargo cabin. Plans also include conversion of two DC-6 aircraft to passenger/cargo configuration after the first of the year in order to be eligible for overseas charters requiring pressurized equipment.

The Los Angeles Air Service has purchased another DC-4 from Capital Airlines. The aircraft is being fitted with an "E" fuel system by California Eastern Airlines and is expected to be completed during the first week in December. This fuel system is being installed for the purpose of possible operations in the Pacific area.

United Air Lines are handling the the washing of the exterior of all of their aircraft on a deferred item basis, that is, an aircraft is washed, then it is scheduled for a subsequent wash three days later. This is shown as a deferred item in the maintenance log and must be accomplished on the third day. This sytem has resulted in much better appearance and reduction in corrosion.

GENERAL SAFETY DIVISION

The coming of winter has had its effect on the activities of the Aviation Safety district offices throughout the eleven western states. For the first time in many months, numerous offices are reporting a definite decline in their workload. One exception has been the San Diego Office which is reporting a continued increase in their general activity.

Helicopters again demonstrated their versatility as an instrument of agricultural aviation according to a report received from our Yakima Office. Early season, heavy, wet snow threatened serious damage to some of the orchards in the Yakima area. Many leaves were still on the trees at the time the snow fell which aided in piling snow on the branches, causing many to break. Helicopters were flown low over the trees to see if the snow could be blown off. The results were very satisfactory, and three helicopters were engaged on a daily basis to do this work. The report indicates that this is the first time helicopters have been used for this kind of work in the Yakima area.

Our District Office at Medford used a somewhat different approach recently in disseminating information to key aviation personnel in their district. A one day conference of DAMI's, flight examiners, and flight operators in their district was held at Medford. The Director and Assistant Director of the Oregon State Board of Aeronautics were also invited to this meeting. Subjects discussed included proposed changes in aircraft airworthiness regulations, current DAMI and maintenance problems, approved school requirements as specified in Manual 50, responsibilities of examiners and flight instructors accident prevention, and the new ADIZ regulations. This conference not only gave these specialized groups an opportunity to understand each other's problems, but also enabled them to exchange ideas beneficial to the entire aviation community.

Another evidence of safety consciousness on the part of our field agents was indicated in a report submitted by the Fresno District Office. Agent Dewey had an opportunity to discuss the construction of a pilot survival cockpit kit with the manager of the National Aircraft Company. This kit is designed primarily to be attached to the Boeing Duster and, according to Agent Dewey, "The project is on its way."

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The interest in the flight clinic program and the demand by the flying public for this activity is ably demonstrated in the fact that the third annual flight clinic was conducted in the Sacramento area by the Flying Farmers. Yakima reports their fourth flight clinic of the season, and plans are being made by other district offices for the conduct of additional flight clinics within the next few months. The Long Beach District Office is working closely with the Ninety Nines, a flying organization composed of women, which is sponsoring a flight clinic to be held at Torrance, California, on February 4, 1956.

The National Safety Program for Flying Clubs was recently informed by the Phoenix ASDO that the Arizona Aeronautics Commission is sponsoring a Governor's Trophy to be awarded to the outstanding flying club in the state participating in the Program. This is the third state in this region to give such recognition to this Program.

Approximately 900 persons have indicated their desire to attend the First National Convention for Flying Clubs in Seattle next August. It is anticipated that this affair will not only attract national attention but will be the largest demonstration of persons interested in general aviation ever held in the United States.

Agent Dan Moran of the Helena ASDO recently underwent another operation on his back and is recuperating at home. He has submitted to several operations in an attempt to make permanent repairs to a long standing injury, and we hope he will fully recover and return to work soon.

Agent Darling of our Albuquerque ASDO is serving on the Aviation Merit Committee for the Boy Scouts in his area. He attended a meeting of the Kit Carson Council of the Boy Scouts and offered his services to those Scouts who have shown particular interest in aviation. The area served by this group includes Northern New Mexico and the Navajo Indian Reservation.

Central Aircraft Company of Yakima is working for approval, under CAR 1.55, for kits of agricultural modifications for Boeing Stearman aircraft. They also plan to submit a complete Boeing with dust-spray unit for certification in standard category.

Our Portland ASDO has had considerable activity in exporting aircraft to Canada, and indications are that this is increasing. Four files were processed during the month of November.

The McKinnon-Hickman Company of Portland recently completed the 18th Grumman conversion by installing Lycoming GO-435 and GO-480 engine kits designed by their company. In addition, 18 kits have been shipped to other agencies for conversion. Stress data for increase of maximum weight to 5,500 lbs. land conversion has been approved and flight tests nearly completed. This agency is working on modification of 5 French "Scan" Grummans by installation of GO-480-B1 engines with three-blade full-feathering propellers.

AIRCRAFT ENGINEERING DIVISION

Technical data pertaining to the Aircraft Engineering Foundation's C-46 production modification is beginning to arrive. Approximately 10% of the drawings have been received to date. A meeting was held with Aircraft Engineering Foundation personnel to discuss the over-all program. It is understood they plan to submit all of the data by January 1st. Foundation personnel hope that it will be possible from the review of these data to determine that the prototype airplane is sufficiently similar to the

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production article that additional flight tests will not be required. Because of the rapidly approaching SR-406 deadline date of April 1, 1956, the Washington office has requested this project be given priority.

Personnel from this Division witnessed a demonstration by Aerojet of their new smokeless rocket engine, Model 15KS-1000-A1. Two of these units were installed on Aerojet's DC-3 aircraft and two flight demonstrations were performed. The demonstrations indicated the advantages and performance gains which may be obtained by the use of the new units.

The Preliminary Type Certification Board Meeting on the Boeing Model 707 was held in Seattle on December 12 through 14. General agreement was reached regarding most controversial points on this project. The majority of the Type Certification Board participated in a 2-hour flight in the prototype airplane, during which high speed flight characteristics, stalls, emergency descents, one engine inoperative go-arounds, and general flight characteristics were demonstrated. Several CAA pilots flew the airplane. This project appears to be progressing on schedule in an orderly manner. The tentative program calls for start of CAA flight tests about February 1958 and CAA Type Certification about December 1958.

A meeting was held on December 15th between representatives of Pan American Atlantic and Pacific Divisions, BOAC, NWA, Boeing, and CAA Regional and Washington personnel to evaluate the results of Boeing's fatigue tests on the Model 377 wing spar joints. As a result, a relaxed Airworthiness Directive is being issued. Boeing is continuing to conduct fatigue tests and additional changes may be made in the Airworthiness Directive as more information is obtained.

A proposed Airworthiness Directive has been prepared and forwarded to Washington covering changes necessary to improve powerplant fire protection in Convair 340 and 240 aircraft as a result of the Fort Leonard Wood accident. Essentially, the modifications covered by the Airworthiness Directive will consist of replacement of all aluminum alloy fuel carrying lines in the wheel well area (Zone 3) with steel lines. Micarta pulleys in this area will be replaced with dural pulleys. Oil lines in this area, due to their sizes, will be protected with an asbestos slip or equivalent. The recommended compliance date for this Airworthiness Directive is the next engine change.

A proposal has been received from Convair covering the addition of J-44 jet engines in wing tip pods on CV-240 and CV-340 series aircraft. This proposal involves several controversial items which have been discussed with Convair and Washington personnel. As a result, Convair has indicated their interest in revising their proposal in such a way as to obtain CAA support of their request for a waiver from the CAB of certain applicable Civil Air Regulations.

The No. 1 Convair Model 440 airplane, Serial No. 312, is in final assembly and is undergoing conformity inspection. The first flight of this airplane is expected to occur in the immediate future.

Proof and operation tests of the Douglas Model DC-7C have been completed and the engineering evaluation of this model is progressing on schedule. The prototype airplane successfully completed its first flight on December 20th.

A preliminary engineering meeting was held between Douglas and CAA (Regional and Washington) personnel on December 9th regarding type certification of the DC-8. Douglas anticipates that the mock-up will be completed in January or early February, at which time the Preliminary Type Certification Board Meeting will be held. CAA flight tests

(Continued on next page)

are scheduled for late 1958 and the target date for CAA type certification is September 1959.

Flight tests on the Hiller UH-12C helicopter have been delayed by adverse weather conditions. Only a few tests remain to be completed and it is expected these may be finished by the first of January. The 100-hour tie-down rotor drive system tests have been completed.

Policy discussions have taken place between Washington and Regional CAA personnel regarding possible design improvements necessary to permit continuation of the flight test program on the Hiller HJ-1 ram-jet helicopter. A meeting will be held with Hiller personnel in the immediate future in an attempt to work out ways and means of continuing this program.

CAA technical personnel from Washington and Region 4 met with Lockheed engineers on December 6 and 7 to discuss controversial areas in the type certification program for the Model 188 (Electra) turbo-prop airplane. Numerous problems were discussed and, in most cases, agreement was reached. Lockheed proposes to substantiate the structure of this airplane for fatigue by conducting "fail safe" structural tests on typical components. A major problem which is not yet resolved concerns a Lockheed proposal permitting credit for "ground idle" propeller drag in the landing roll for consideration of brake design energy capacity and ultimately for use in the determination of landing distances. Lockheed estimates CAA flight tests on this project will begin on April 1, 1958, and CAA type certification is desired on or before August 31, 1958.

Evaluation of technical data on the Lockheed Model 1649 is under way. Lockheed personnel presently are conducting a series of tests to demonstrate the "fail safe" characteristics of the wing structure on this model.

Flight tests were completed, a Final Type Certification Board Meeting was held, and Type Certificate No. 4A14 was issued on the Morrisey Model 2000C, "Nifty", airplane on December 9th.

AIRPORTS DIVISION

Messrs. Plett, Winger, Boggs, and Davis from the Regional Office and District Airport Engineers Flaherty, Drew, Perry, Donaldson, Kimbell, and Bean met with State Directors of Aeronautics at Salt Lake City to discuss Phase II of the 1956 Federal-aid Airport Program.

Subsequently, that portion of the Program was prepared in the Regional Office and submitted to Washington.

Mr. Winger and District Airport Engineer Bean attended the Annual Arizona Aviation Conference at Tucson.

Grant Offers were issued during the month to the following sponsors: City of Ontario, California; $104,389 for land acquisition; high intensity lighting system and taxiway; City of Idaho Falls, Idaho; $6,898 for apron extension.

Project Applications were received from the following California sponsors: City of Fresno; $233,349 for acquisition of clear zone; City of Merced; $54,220 for acquisition of clear zone; and City and County of San Francisco; $94,885 for apron construction.

(Highlights continued on next page)

AIRWAYS OPERATIONS DIVISION

Proposals for new tower structures at Klamath Falls and San Jose as submitted by the respective cities, have been reviewed and our comments forwarded for consideration as inclusions in final planning. A target date of March 1, 1956 has been established for the activation of a separate tower and station at Sacramento.

In conjunction with the programmed radar facilities for this region, requirements for additional radio communications channels necessary in radar operations were coordinated with the Facilities Division in order that proper action can be taken to provide the channels concurrent with the commissioning of the radar consoles.

The region has been advised that Washington is purchasing some 202 new light guns and has requested each region's requirements. When we know what our allotment from Washington will be, assignments for replacement will be made. Washington has informed us that this light gun program will only provide for replacement of approximately half of the present light guns.

New radar map overlays will be processed starting January 1, 1956 for the radar facilities that have sent in their requirements.

We have been advised by W-381 to proceed with frequency 111.8 MC at San Francisco TVOR. This frequency was selected in accordance with ICAO and RTCA recommendations. VOR frequencies in band 108-112 MC have been in use since February 1955 following advice by ATA and Air Force that their equipment modifications, which began in 1951 were completed.

Additional enroute VHF channels 119.3 and 120.1 MC have been approved for the Denver Center.

Regional Manager, FCC, San Francisco has been working with us on case of interference at Salt Lake City approach control 119.5 MC from TV Channel 2 Station KUTV. Tests conclude interference is the result of second harmonic of 59.75 MC audio channel.

5A3 emission, voice, has been authorized at San Francisco on frequencies 5932.5, 5935, 8132.5, 12182.5, 16280, and 23234 KC for trial to KVM Honolulu.

Following location identifiers have been selected and approval received from W-390:

SFO - TVOR San Francisco
VSF - VOR San Francisco
SAN - TVOR San Diego
SDA — VOR San Diego

Frequencies 2868 and 5680 KC were implemented December 15 replacing 2870 and 5165 KC air-ground radiotelephone circuit 440 at KSF San Francisco.

Frequency 5165 KC was implemented at KSF San Francisco receiving KVM Honolulu Transpacific Circuit 350 radioteletype December 15, replacing out-band frequency 5955 KC.

Telecommunications orders for the decombining of the Sacramento facility have been forwarded the Washington office.

Orders for the rearrangement of the Albuquerque Center have partially been approved by Washington. TELCO is expected to commence work within the next few weeks.

Installation of AMIS interphone circuits at Tonopah, Nevada are being delayed due to lack of cable facilities in the Tonopah area.

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The local Telephone Company in Denver is planning a complete overhaul of their equipment serving our facilities. It estimated the work will be completed concurrent with the rearrangement of the ARTC Sectors job.

TWA and AAL have requested drops on AMIS Circuits at Las Vegas and Phoenix.

Installation of AMIS Circuit into Bryce Canyon and Cedar City is being deferred until June 1, 1956 due to lack of landline facilities. The AMIS Circuit into Great Falls is also being delayed for the same reason.

64 telecommunication orders have been processed since last report.

Flight checks were requested to determine the possibility of lowering enroute altitudes based on the newly commissioned VOR at Lucin.

Reviewed VOR Holding and Terminal Area Charts for the Los Angeles and Long Beach areas and forwarded them to Washington for publication.

Preparing proposal for new airway structure in connection with the newly commissioned VORs at Lucin and Utah Lake and a new VOR airway between Dalhart, Texas and Anton Chico, New Mexico.

Mr. Don Whitney, LA-381, transferred to Fairchild AFB, Spokane, Washington, as Chief of the RAPCON facility.

On November 29 Mr. Marks of the Oakland Center and Mr. Stephens of the Regional office visited Omaha, Nebraska for briefing pertaining to the recent military national exercise "crackerjack". This briefing was for operational plans involving centers in this region.

On December 1 Messrs. Church and Nollenberger, District Supervisors, visited Portland together with personnel of the Seattle Center and Portland Tower. They proposed new holding and instrument approach procedures into Portland, particularly with the implementation of IFR radar, which will expedite traffic.

Airways Operations Division personnel have been participating with Facilities Division personnel in preparing preliminary papers for Washington's consideration with respect to radar in Centers; namely Seattle, Oakland, Los Angeles, and Denver which may be implemented during the fiscal year.

The Washington office has recently announced a five-year ATC plan which is predicted mostly upon radar and high altitude traffic control. They are attempting to bring this five-year program into effect FY 1957; therefore the big rush to supply Washington with information as to whether or not (a) present Center quarters are satisfactory; (b) possibility of utilizing ADC radar; (c) consider CAA radar.

During the month Tom Rigdon, Terminal Area Radar Specialist, Washington, visited with us to help implement radar departure in the Bay area and to re-establish such procedures at the Los Angeles International Airport upon commissioning the new ASR equipment.

Division representatives attended the Thorne-CAB hearing in Hollywood with members of the Burbank Communication Station, Burbank Tower, and Operations Branch appearing as witnesses.

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The Los Angeles Chamber of Commerce sponsored a meeting for pilots in the Los Angeles area for the purpose of briefing and discussion of Part 620. The 27th ADD ADLO, Center Sr. Controller, and Messrs. Wm. Jarrell and Dwight Petersen of General Safety led the discussion.

FACILITIES DIVISION

Establishment Branch

Satisfactory progress is being made on the brochure illustrating the regional planning for future air navigational aids.

Mr. Bob Triplett conferred with the Airport Authorities at Salinas, California, regarding the new administration building which will house our communication station.

Ralph Crouse arranged for the installation of a 37.5 KVA engine-generator at Colorado Springs. It is anticipated this job will be completed this current month.

Messrs. Jerry Webb, Art Entin and Bob Triplett attended a meeting at Klamath Falls and plans for the new tower structure were discussed. Subsequently, the Military has decided to erect a separate control tower on a steel frame structure adjacent to the administration building.

Plans were developed and control equipment assembled for D.C. control of the Salt Lake HIALL. This will allow joint use of the ILS control cable thereby eliminating the need for installing additional cable for the purpose.

Arrangements were made for obtaining commercial power for the Ligurta Beacon Site #16 on the San Diego-Tucson Airway. This will replace power previously furnished by the Bureau of Reclamation.

Jim Crenshaw completed a gas heater installation for the Thermal INSAC and added auxiliary equipment to the station air conditioning equipment in order to conserve water and at the same time solve the waste water problem which can become a headache when there is no place to dispose of it in this below-sea-level location.

Carl Duncan has been doing the Denver ARTCC Service "B" installation. He expects to complete the job about December 21.

Norman Carlberg and Roger Baker completed the Lovelock, Nevada INSACS relocation and held joint acceptance inspection December 6. Then Carlberg departed for Salinas to make improvements on the A/G Console. Roger Baker will make the permanent re-arrangement of Service "B" relay station for Daggett following enlargement of Operations' quarters.

Jim Cheatham is at Deming, New Mexico completing a control tower for the Village of Deming. He will go to Denver, Colorado to install the Flight Data Position (FLIDAP) at the ARTCC. Carl Duncan will assist.

Fred McCauley and Sam Rosenfeld are at Santa Fe, New Mexico making teletype installation, antenna relocation and console modernization.

Ed Pardee and George Martin have completed the Denver ARTCC and have departed for Salt Lake City to re-orient the flight progress boards and install Service "B" teletypewriter equipment in the ARTC Center.

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Riley Harris, Bill Foker, Dave Hegland and Murry Asilowitz have started work on the Los Angeles INSACS teletypewriter installation. This job features a counter arranged for stand-up operation. After finishing this installation they will install the dual console and replace the present VHF link carrier system with the new 10-channel carrier system.

The Seattle-Tacoma Center and INSAC modernization and several miscellaneous work orders were completed during the month by Howard Pyle and his crew of Bob Payne, Jim Carr, Clyde Olson, Reuben Jobe, John Elwood and Hank Scribner. The Seattle-Tacoma Tower modernization is well under way and completion is estimated early in 1956.

Mike Domitrovich has been installing Service "B" at Billings and VHF connections at the Great Falls Center.

Paul Allee, Darel and Dick Preator, Tom Carrington and Tommy Bracken moved on to Sacramento after the Rock Springs/Fort Bridger Satellite installation. The entire crew have at last been able to take some well earned leave.

Fred Yandell is also on annual leave until the first week in January.

Tom Tarpo is on leave and in honeymoon status as well, we understand. He will return to duty at Salt Lake City the last week in December.

Bill Beekman reports that the grading of the access road to the San Jose, California mountain-top test site is pretty well along. It was planned that as soon as the road was suitable for passage of test equipment the test crew consisting of Chuck Dickow, Maynard Hegland, and Erwin Clark would commence their testing, however, the rains changed all of that, and the testing phase of the project had to be deferred.

The construction phase of the TVOR at San Diego was brought to successful completion under the able supervision of Harry Romanishin. He has reported back to the UHF Section.

The VOR at Casa Grande was completed under the supervision of Marion Duncan. Final inspection was conducted by Mr. Fred Townsend.

Glenn Kassing, Nic Smokey, and Herbert Happoldt at last report were still at Kiowa, Colorado installing electronic equipment for the VOR. They expect to take some annual leave during the Christmas holidays and then will return to their present assignments for completion of the work.

Hal Smith, Chief, Navigational Aids No. 1, decided that this is a good time of the year to be conspicuous by his absence and has also taken offon annual leave.

Bids for the relocation of Las Cruces VOR to Deming, New Mexico, and the construction of a new VOR at San Simon, Arizona will be opened shortly. Marion Duncan has been assigned to supervise the relocation and construction under this proposal.

Chuck Daggy and Al Calloway have finished the new monitor system and voice for the Williams VOR. Christmas should see them getting settled in San Francisco to start the San Francisco TVOR.

After battling four and five-foot snow drifts, sub-zero weather, and the usual problems of a mountain-top site, Emmett Whitney, Bob Crookshank and Erwin Clark are about to make the Utah Lake VOR a reality. It should be ready as a Christmas present. The crew will have a chance to thaw out on the San Diego TVOR project, which is their next assignment.

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Boyd Preece and Glen Shoop are installing electronic equipment at Walla Walla, Washington TVOR. This project should keep them occupied up to approximately the middle of January.

Wes Martyn, Fred Hempt, Don Robb, and John Williams continue with their assignments at Palmdale VOR modernization.

The construction and installation was completed on the Billings, Montana relocated inner and outer marker facilities. Commissioning is anticipated the latter part of December.

Completion of manholes and duct in the area of the new Administration Building at Sacramento is being delayed awaiting manhole covers. This work is being directed by Tommy Tarpo.

Relocation of the Seattle localizer shelter has been completed under the direction of Gene Newman, Construction Superintendent. (A quick job too!)

After a "nip and tuck" - "back and forth" pull against the elements, as well as unusual reflections, Frank Beauchamp, Udell Larsen and "Red" Pedri were successful in producing a relocated localizer which was commissioned December 10.

A proposal is being issued for construction of the new radar tent and flight data desk to serve the existing ATCT at Burbank, California.

A proposal is also being issued for the replacement of the 51-pr. cable between the Burbank Administration Building and the ASR-3 transmitter site. The installation of two new coaxial lines is included in this proposal.

The Washington office has advised of a conditional acceptance of the ASR-3 at Burbank from the Bendix people. The Region has taken over operation with a guarantee to start as of December 9. Installation of associated equipment can now be initiated with a tentative target date for commissioning set for March 15, 1956.

The Telephone Company's delay in installing the radio-landline and fast line service is still retarding the final work on the Oakland ASR facility.

"WHOOPEE!" The long awaited delay line finally arrived at the Los Angeles ASR facility. Preliminary installation by Don Hughes and his associates, indicate that this is what we have been waiting for. With the new delay line, San Jacinto and San Gorgonio Mountains no longer "rear their ugly heads" to produce a second around return in the instrument runway approach area.

Don Hughes, Joe Shukal, Vic Beacken, Damon Capps and Clyde Harrell are still engaged in the installation of the Los Angeles ASR-3 repeater and associated communications equipment.

It is anticipated the 72-hour run on the first channel of the Long Beach ASR-3 will be started late in December. Again, as at Los Angeles, San Jacinto and San Gorgonio Mountains have "reared their ugly heads" to produce a second around return. The detrimental effect at Long Beach has yet to be evaluated.

The Portland ASR-2 repeater PPI unit has been shipped to Airways Facilities Shop for VHF/DF modifications. Upon its return and installation, full implementation of radar at Portland can be initiated, awaiting only Operation's determinations of radar procedures.

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Paul Watkins, Electronic Engineer, and Doug Brown, Electronic Specialist, of the Establishment Branch with representatives of the Maintenance Branch assisted Bendix personnel in the completion of 32 modification to the Denver ASR-3 system. An early commissioning date is anticipated.

Harry Mellen is taking a "holiday vacation" and Earl Trejbal, Civil Engineer, is taking over during his absence at the Salt Lake City HIALL.

The latest information on the completion of the PAR equipment by Bendix Company indicates that a successful antenna system is expected in March, 1956. All other components of the PAR system have met satisfactory inspection.

Len LaFornara completed the Denver and Akron UHF construction projects and is taking some well earned annual leave.

UHF:

David Evans is now supervising UHF construction contracts at DuBois and Idaho Falls. DuBois will be completed about December 17, 1955.

Frank Gavin completed supervision of UHF construction at Pendleton and is now hospitalized to undergo surgery. We wish him a speedy recovery.

Clyde Lee and Bob Warsing have been supervising UHF construction projects at Blythe, Prescott, Winslow and Zuni. These projects will all be completed in December.

Bob Dahms returned from sick leave and has been supervising the Engine Generator installation at Trinidad, Colorado.

Jim Pace completed the Douglas, Wyoming UHF project and has moved on to Rawlins.

W. J. Murray of Tech Services Corporation is making good progress on a difficult project at the Coon Peak remote site for the Salt Lake City installation.

Jack Riebe of Tech Services Corporation is supervising the construction contracts at Laramie, Sheridan and Casper, Wyoming.

Harry Romanishin has returned to the UHF Section and is now supervising the Yuma engine-generator installation.

Al Marsden's contract crews completed Salinas and Paso Robles UHF electronic installation and are presently at Stockton, California.

Wayne Brown's contract crew is completing tuneup and acceptance of the Portland Tower and INSAC UHF and associated Link equipment.

Phil Nicoletti's crew of Jim Barnes, Myron Gaulke, and Bob Betz completed UHF installation at Pendleton and are accomplishing UHF installation at Bozeman.

Ed Alfonso's contract crews completed Farmington and Zuni, New Mexico and are presently at Winslow and Prescott, Arizona.

Carl Weidert's contract crew is installing the Oakland UHF and associated Link equipment.

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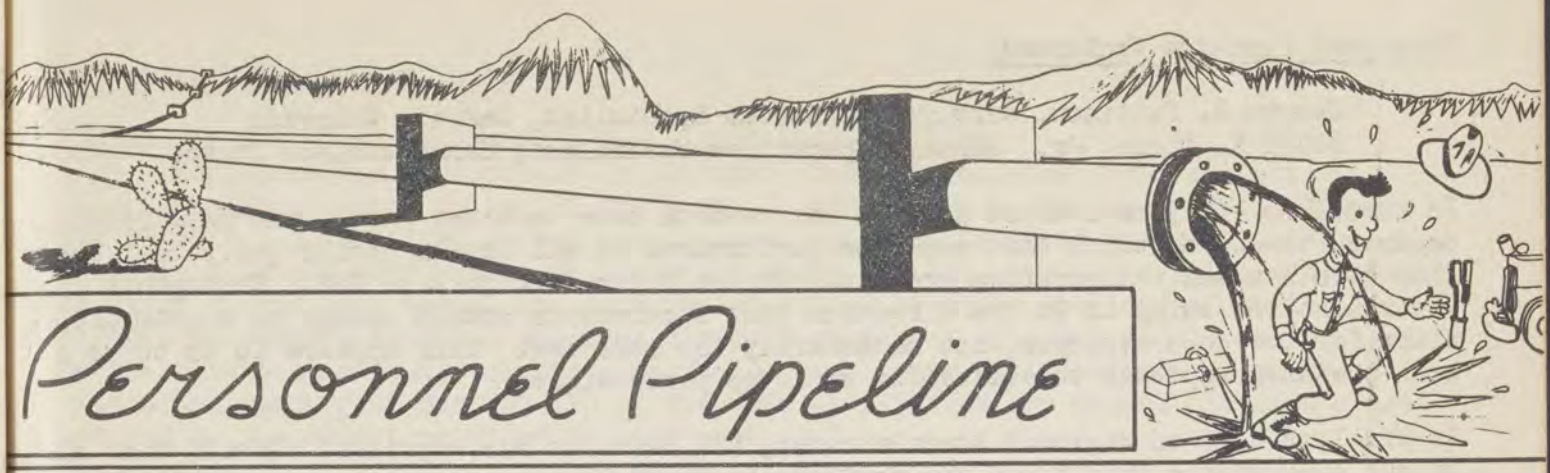

Personnel Pipeline

The major part of this column will be devoted to the Incentive Awards Program. Throughout the whole Federal Service, this part of personnel work is being reinforced particularly as it pertains to recognizing superior performance by means of granting the type of thing that you can cash at the corner grocery store.

In case you haven't heard, there are 27 people in the Region now who are swearing that there really must be a Santa Claus.

Checks in amounts ranging from $100. on up were authorized by the Incentive Awards Committee and granted by Mr. Marriott. The Region was literally "rushed" in a last ditch effort to get the checks to everyone in time for Christmas.

The persons whose faith in old St. Nick have been revised include:

Elvie J. Bass, Electronic Specialist, Facilities Maintenance Branch
Leonard G. Carroll, Caretaker, Facilities Maintenance Branch
Mary Madeleine Dunn, Clerk-Stenographer, Facilities Maintenance Branch
Catherine V. Galko, Clerk-Stenographer, Facilities Maintenance Branch
Alice Gaspar, Time, Leave and Payroll Clerk, Accounting Branch
Freddie L. Griffith, Clerk-Stenographer, Facilities Establishment Branch
Eleanor S. Hilliard, Fiscal Accounting Clerk, Accounting Branch
Merle E. Zeigner, Electronic Engineer, Facilities Establishment Branch
Paul G. Allee, Electronic Communication Installation Supervisor, Facilities Establishment Branch
Dorothy W. Chapin, Secretary, Manufacturing Inspection Branch
Grant E. Eckholdt, Supervisory Electronic Specialist, Facilities Maint. Branch
Gus I. Groen, Electronic Maintenance Technician, Aircraft Service Branch
Karl E. Warren, Administrative Assistant, Facilities Division
William Adams, Maintenance Foreman, Daggett, California
Loretta F. Burke, Secretary, Albuquerque, New Mexico
Richard F. Cook, Supervisory Electronic Specialist, (Pescadero), San Francisco, Calif.
Floyd E. Goble, Airways Operations Specialist, Denver, Colorado
Lynn L. Hink, Airways Operations Specialist, Denver, Colorado
Frederick A. Grode, Electronic Specialist, Santa Barbara, California
Albert Kuehne, Electronic Specialist, Pocatello, Idaho
Eugene Mathews, Airways Technical Dist. Supervisor, San Francisco, Calif.
Gerald G. Pettibone, Airways Operations Specialist, Denver, Colorado
Harry C. Stokely, Electronic Specialist, Winnemucca, Nevada
Sharkey W. Harrison, Chief, Airways Operations Specialist, Mullan Pass, Montana
John P. Johnson, Supervisory Electronic Specialist (Belmont) San Francisco, Calif.

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Personnel Pipeline Continued

Vaughn D. Pattison, Airways Operations Specialist, Denver, Colorado
Eston E. Stone, Jr., Airways Operations Specialist, San Francisco Tower.

It should do everyone's heart good to see rewards come to those people who have richly deserved them. We think that employee performance at all levels should get a real boost from this new and invigorating program. It isn't peculiar just to CAA. Throughout Government the swing is in the direction that supervisors should always be constantly alert for the good employee, not necessarily the poor one. This appears to us to be a more positive approach to evaluating employee performance.

In his last days as Regional Administrator, Mr. Marriott has expressed himself that all of our supervisors should use the Performance Award System where it's warranted. Where the employee has produced the genuine article, supervisors are to be commended for any efforts they make in recommending an appropriate reward.

You will note that more than ever before the lower graded personnel have received recognition. All of us fall in the trap of taking the secretary and clerks too much for granted. In case you want to find out how valuable they are just try being without one for a while when your work involves a great deal of administrative and clerical work.

HURRAH FOR OLD ST. NICK!

SUGGESTION AWARDS

Twelve awards for adopted suggestions totalling $355. were authorized during December. Mr. Marriott made the presentations in a special employee meeting in the Region's office on December 22nd.

For one person, Thomas F. Dowling of the Albuquerque INSACS, it was an additional award for a previously submitted suggestion. The Region had already authorized a $50. award and the Washington Committee increased the amount an additional $25. His idea concerned a weather display board for use at communication stations.

Leonard B. Riley, Chief of the Materiel Section, received a second cash award for an adopted suggestion. His suggestion concerned expediting exchange and repair transactions.

Others receiving suggestion awards were:

Lamonte E. Gudmundson, Miscellaneous Duplicating Equipment Operator
Supply Management Branch $10.00
Dolores Lopez, Clerk-Stenographer, Flight Inspection Branch $10.00
Florence L. Smith, Chief, Special Services Section, Supply Management
Branch $25.00
Maxwell Pollock, Civil Engineer, Facilities Establishment Branch $25.00
Marion W. Frampton, Electronic Engineer, Facilities Establishment Branch $50.00
Edgar J. Durbin, Electronic Specialist, Denver, Colorado, $25.00
Enoch L.Wright, Electronic Specialist, Denver, Colorado, $25.00
Carl G. Daubendick, Electronic Specialist, Grants, New Mexico, $50.00
Francis J. Paulissen, AOS, Red Bluff, California, $10.00
Carl E. Townsend, Supervisory Electronic Technician, Gila Bend, Arizona, $50.00

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Personnel Pipeline Continued

INCOME TAX RULING ON EXPENSES OF CIVIL DEFENSE VOLUNTEERS

Employees who participate in the Civil Defense Volunteer Program will be interested in a recent ruling of the U. S. Internal Revenue Service. That office has ruled ".....that the actual unreimbursed expenses incurred by civil defense volunteers in the performance of their volunteer duties, such as traveling expenses to watch atomic bomb tests, the expenses of attending state meetings of civil defense volunteers or other expenses directly connected with and solely attributable to the rendition of such volunteer services, constitute contributions or gifts within the meaning of Section 170 of the Code of 1954 and are deductible in the manner and to the extent provided in such section."

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Division Highlights Continued from page 22

John Rathjen's crew of Joe Covington, Lloyd Allen and Ray Dickenson are completing the installation at Bakersfield Tower and INSAC.

"Use or Lose" leave has combined with Christmas leave to reduce personnel available for all work except for Technical Services personnel; but a continual turnover in contract personnel has the same effect.

All of the Facilities Division wishes everyone a Merry Merry Christmas and a Very Happy New Year.

* * * * *

As is our custom Mrs. Marriott and I have given to charity the money we ordinarily would have spent sending Christmas cards to our friends. We do appreciate all the lovely greeting cards we have received and thank you for remembering us. We hope the Christmas season was a happy one for you and that the New Year will bring you many blessings.

CAA REGION FOUR FEDERAL CREDIT UNION

A HAPPY AND PROSPEROUS NEW YEAR

From the Staff and Officers of your Credit Union

While we're on the subject of prosperity, what are youdoing about a systematic savings plan? Take a good look at your Credit Union pass book - - how much have you saved the past year? Has the balance increased as much as you think it should have? If not, why not start depositing regularly each pay day and watch your savings grow. You will be amazed how easy it is to save regularly.

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The Annual Meeting of the Credit Union will be held in the Regional Office Cafeteria on January 13, 1956 at 7:30 p.m. Everyone is invited. This is your opportunity to vote on the dividend rate and to elect new officers for next year.

- - - - - - - - - - - - - - -

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 a 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.

The following article appeared in the Albuquerque Tribune on December 7, 1955. We believe that you will be interested in its message. It was forwarded to us by Dave Bussey, Chief of our Communication Station at Albuquerque, New Mexico.

"HONOR FOR CIVIL SERVANTS

"In Washington the other night there was a large-size dinner in a large-size hotel for the sole purpose of presenting 'career service awards' to 10 employees of Uncle Sam who had distinguished themselves.

"Chances are you never heard of any one of these people. None won his distinction by any spectacular or dramatic deed. They were given awards because over a long career each had been unusually capable, useful and diligent at the jobs he holds.

"The National Civil Service League sponsored the awards, and plans to make them every year.

"The Civil Service has its faults and the government has an abundant share of misfits, red-tape specialists, little empire builders and goldbrickers. But most public servants are devoted to their work and too often get mighty little credit for what they do. The good ones frequently get splashed by the reputations of the bad ones.

"We think the idea of giving annual awards to outstanding public employes is sound, and that it will help stimulate an improvement in public service. Holding public office ought to be treated a high privilege, and in keeping with the philosophy we subscribe to another theme well said by the Hoover Commission in a recent report:

" 'The American people have a choice: they must accord government and its personnel an honored place in American life or they must suffer the handicap of bad management at a time when they need the best.' "

* * * *

CONCLUSION OF CHRISTMAS PROGRAM FOR NEEDY FAMILY

It is not for me to thank each one of you for your wonderful cooperation in the above program -- but rather, for all of us to realize that our combined efforts and generosity certainly did succeed in making the Season merry for a family who has little of the material things of life.

A total of $23.67 in cash was collected together with three large boxes of groceries, four boxes of good, usable clothing and numerous toys for the children. A Christmas tree was also donated by a Scout Troop and the manager of a food market gave us fifteen dollars worth of food (a ham, eggs, milk, butter, fruits and vegetables of all kinds and a case of canned milk and orange juice for the baby) at below wholesale price.

A Christmas card from the personnel of this station (with sixteen dollars in cash attached) was presented to Mrs. Jackson and her three small children on Friday evening. Their small home was cold, dimly lighted and showed no evidence of the Christmas Season whatever. Mrs. Jackson was very grateful and added that now she could afford to turn up the heat and lights and buy each of the children a small gift. When the groceries, tree and other boxes were brought in she was almost without words to express her feelings.

She asked me to wish each of you a Merry Christmas and to express her thanks for your kindness.

W. G. Schossow, Chairman
Christmas Committee

The above is self-explanatory. It is truly hoped that every Field Office of the CAA will enter into "Operation Santa Claus" in 1956, to make Christmas a merry one for some needy family in your local area.

Seasons Greetings to All, from the Los Angeles Communications Station.

POLICY

511's

ID CARDS

BOUNCES

RETIREMENT

MEA

MRA

PAR

CAB

WAIVERS

ADEQUATE

453's (WOW!)

TACAN

STANDARDS

COMP TIME

ADIZ

CAP

DME

VOR

ALPA

ILS

ACC

DRAG RACES

MANUAL 50

AVIATION WEEK

CRITERIA

RIF

NON SKEDS

MINIMUMS

RO

MOP

TV TOWERS

OR EQUIVALENT

CONSOLIDATION

CAR

CAM

6 COPIES

AVIATION SAFETY AGENT

ANNUAL INSPECTIONS

SHOULD

OAK CITY

BUSINESS MANAGEMENT

CPM REPORT

AVIATION DAILY

BUZZ JOB

ASR

ATA

AOPA

NEXT PHYSICAL

GS-14?

VET's PREFERENCE