



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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GENERAL SAFETY DIVISION

A straight line may be the shortest distance between two points when navigating an airplane or computing a geometric problem but the most direct method of solving the human equation has yet to be found.

In his constant search for the ultimate, man is continuing to build faster and more complex machines but man himself remains basically unchanged. The problem, therefore, is one of constantly seeking ways and means of helping man adapt himself to his constantly changing environment. If men are to survive and live with the machines they have

created away must be found to help them learn not only to operate these machines safely but to imbue them with a desire to constantly be on the alert for unforeseen reactions peculiar to these machines. This is one of the many problems facing the Civil Aeronautics Administration.

In our attempts to point out the need for safe operation of aircraft we have in effect used the straight-line method. We have set up a long list of air traffic and operating rules and have told the pilot he must abide by these rules so that his life and property, as well as that of others, will be protected. Perhaps this technique is very effective in

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OPERATION
BANDWAGON



countries where man is not his own master, but in a democracy such as ours people for the most part cannot be regulated into compliance.

With this thought in mind, we, in the General Safety Division, are attempting to create a desire on the part of pilots not only in this region but throughout the United States to want to abide by these safety rules, to want to learn more about the many factors involving flight, and to be safety conscious. In our attempts to solve the human equation we are trying to use the human approach to this problem - in effect we are using the indirect method.

Obviously, a task such as this requires the help, thinking and cooperation of many people. Our division personnel have contributed much in this regard. Several years ago with their cooperation and help we embarked upon a 2-phase safety program which we felt offered the pilots a palatable sugar-coated pill designed to help cure the ills of mandatory compliance. These programs became known as the National Safety Program for Flying Clubs and the Flight Clinic.

Even though new ideas may be sugar-coated, the human equation factor must still be reckoned with. Many people are inclined to resist a change - a new idea that may conflict with their current mode of operation.

However, in the final analysis it is the consumer who is the judge of any product. If he likes it he tells his friends who in turn tell their friends and so on until the evidenced demand for the product assures its success.

Once people are sold on a good idea they want to become a part of it and want to climb on the bandwagon, so to speak. We find this to be true in our safety programs. While we feel that our plan does not completely solve the human equation factor, we do feel that it is basically sound and offers the flying public an interesting, informative and palatable approach to safety consciousness.

The public acceptance of the Flight Clinic Program has been very gratifying. To date 39 flight clinics have been conducted in this Region and have been attended by more than 3500 people. These clinics give pilots an up-to-date and informative concept of maintenance, radio usage, meteorology, plus a critical analysis of airplane accidents. In addition, participants are offered the opportunity of taking a simulated instrument ride in a link trainer. They are also extended the opportunity of taking a "courtesy ride" during which time a CAA Agent or Examiner observes the flying technique of the pilot in his own airplane and offers constructive suggestions.

The National Safety Program for Flying Clubs constitutes the other phase of this Division's safety effort. This program started in a rather small community in California with a nucleus of a few local flying clubs and because of public interest and demand became a national program encompassing more than 100 flying clubs throughout the United States. This program is competitive - - points are awarded to flying clubs when their members acquire additional ratings, pass CAA written examinations and take periodic flight checks. Points are taken away from the club if members are involved in pilot error accidents or violations of Civil Air Regulations. Valuable trophies, prizes and awards are given to the top clubs in the program.

Since interest in this National Program has continued to grow throughout the nation, it was suggested to the Central Valley Empire Association, sponsors of the program, that consideration be given to the idea of holding a national convention. The idea was accepted with enthusiasm. Interested persons in the city of Seattle hearing of the proposed convention, suggested it be held in their city. An excellent program was outlined and many valuable prizes have been promised for those who attend.

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Our purpose in holding this convention is twofold; i.e., to further develop National Safety Program objectives, and to encourage greater participation by flying clubs throughout the nation. In order to acquaint non-participating clubs with this program, it was decided that all flying clubs in the United States would be invited. An outline of the convention program was sent to all known clubs in this Region. Our Washington Office suggested that copies of the prospectus be sent to other Regional Offices so that clubs in their area might hear of the convention. This prospectus requested that clubs advise us of their interest and the number of persons planning to attend. The interest and enthusiasm shown in the replies was very stimulating. To date more than 1400 people have signified their intention to attend.

Once again we wish to point out we do not consider these programs as providing the ultimate answer in our safety effort, but we do know that if given a chance the flying public will participate and demonstrate an active interest in these programs.

When the circus comes to town, certainly in the smaller communities there is usually a circus parade. People hear the music and come out of their homes and offices to see what is going on. If it looks interesting and appears to be enjoyable as well as educational, they will follow the crowd to the circus grounds and in effect climb on the bandwagon. This is your chance to get aboard and be a part of this safety parade on Operation Bandwagon.

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REGIONAL ADMINISTRATOR'S COLUMN

"JOE'S DAY"



Just a year ago this column carried a headline "Jim's Day". Just as water flows over the dam, we now have occasion to report to you the events which took place on the retirement of our friend and fellow worker, Joe Marriott. While it had been Joe's intention to retire for some time, the actual announcement of his decision to retire effective December 31, was rather a shock to all of us. Almost immediately the main topic of discussion throughout the Regional Office centered on the subject of doing something nice for him to show our appreciation of his many years of effort to promote civil aviation and the welfare of CAA employees.

Civilair under the able leadership of Frank Jennings undertook to spark plug the events which resulted in a sort of double barrel affair. On the afternoon of December 30 in our Regional Office Cafeteria all personnel in the Los Angeles area assembled to bid Joe an official farewell. Art Johnson gave a version of the TV program, "This is Your Life". In this presentation he recounted the highlights of Joe's career. At the conclusion I had the honor to present Joe with a 30-year service pin and a very fine leather bound album containing photographs of each Regional Office group together with their signatures.

On the evening of January 18 a dinner party was arranged at the Nikabob Restaurant which brought out a gathering of about 200 consisting of employees, their families and many former employees. This was a gala event and I am sure that everyone who had the opportunity to attend will look back on it as a complete success. Our good friend "Judge" Woodmansee acted as Master of Ceremonies and in his usual manner did an extremely good job. The program was limited to 5 minute speeches and was completed in the record time of just over one half hour. Burt Brace of our Supply Branch gave a very humorous talk highlighting the employees' reactions to Joe's service in the Region. Bob Schmidt, Manager of Tucson Airport and formerly Superintendent of our Airports Division practically stole the show with his remarks leading up to the presentation of an Honorary Life Membership to Joe in the American Association of Airport Executives. Bob, who is Secretary to this Association, indicated that the Board of Directors of AAAE felt that Joe could not pass the technical examination in this professional organization so in deference to his previous service and contributions to aviation they felt such a gesture on their part was in order even though they would lose about \$250.00 in dues in the coming years. Bob slyly remarked that they would expect substantial contributions from Joe to the Pat McCarran Memorial Scholarship Fund which is sponsored by the AAAE.

Although our new Administrator, Charles J. Lowen, had planned to be present on this occasion, developments in Washington prevented him from coming out. He very graciously authorized Len Jurden, Regional Administrator of the Third Region to come out and represent him as well as the Washington Office and other Regions. Mr. Jurden, besides making some very appropriate remarks, read the numerous messages which were received from many of Joe's friends both within and outside CAA.

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At the conclusion, Joe was presented with a very appropriate and useful going away gift. It consisted of a complete desk set for his new home in Riverside -- an executive type desk, swivel chair, desk lamp, pen set, leather trimmed blotter pad, smoking stand, and waste basket. Needless to say Joe and Mrs. Marriott were overwhelmed. In his response Joe remarked that the gift would serve him well as he intended to remain active in his life's work -- aviation.

It is always a touching and tense moment to bid someone farewell after long years of association. In this case however we know that Joe and Lois are not retiring to "pasture" but will remain active in our sphere of activity. We can all look forward to many more years of association with these fine people. Again we all wish them Godspeed and Good Luck in their new environment.

It would not be appropriate to close this column without expressing my deep appreciation to all those who made this event such a success.

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From the Marriott's to all our Friends in Region IV

You gave us a "going away" dinner party, and what a party! We will remember it always. But let's start at the beginning.

On December 30th a surprise meeting was called in the Regional Office cafeteria. There you pinned on a thirty year pin and Walt Plett read the congratulatory letter which accompanied it. Then Art Johnson delivered a "this is your life" letter in true Ralph Edwards style. Then followed the presentation of a beautifully embossed and engraved album of photographs of the regional office staff with signatures. Very impressive and something to treasure.

Really that would have been enough, but on January 18th we had a going away party. Glenn Woodmansee was Master of Ceremonies. I took a bit of ribbing from him, Burt Brace, Bob Schmidt, and Walt Plett, but they also said some very flattering things about their retiring Regional Administrator. Len Jurden was there representing the Washington Office and the other regions. He read letters and telegrams from near and far.

To climax the program, Frank Jennings, who I suspect had a hand in all the arrangements, presented the solid walnut executive desk, with upholstered swivel chair, engraved onyx desk pen set, dual desk lamp, desk pad, ash stand, and walnut waste basket. I was overwhelmed -- you wonderful people -- I can never adequately thank you all, but I do want you to know that I sincerely appreciate both the gifts and the good wishes. Mrs. Marriott was proud of the orchid and the other flowers you gave her. At one time I suspected she thought it was her going away party, and of course in part it was because she has been a staunch CAA supporter too.

Thanks again -- our new address in Riverside is, 1737 Prince Albert Drive -- Come see us.

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THE TOASTMASTERS CLUB

CAA 1004

WHAT IT IS

A Toastmasters Club is an organized group of ambitious, capable men, over 21 years of age, who seek to improve themselves in the arts of speech and leadership, as means of increasing their usefulness in business, social and civic relationships. Toastmasters is primarily designed for the mature mind.

CAA Club 1004 has membership available to any male employee of the CAA.

ITS PURPOSE

The fundamental purposes of the Toastmasters Club are:

- To improve their members in oral expression of thought.
- To develop their ability to appear effectively before audiences.
- To provide constructive criticism and comment on all speeches, giving each speaker the benefit of audience reaction.
- To develop the habit of analytical listening.
- To provide instruction and experience in chairmanship and parliamentary procedure.
- To promote good fellowship among men interested in speech improvement.

These purposes are accomplished through the standard club procedure, which includes speech practice, speech evaluation and parliamentary training.

HOW A TOASTMASTERS CLUB OPERATES

The CAA Club meets (normally) bi-weekly, on the Wednesday following pay-days. Meetings are held from 5:00 p.m. to 7:00 p.m. During the mealtime, prior to the beginning of the formal speech program, every member except those scheduled to make speeches has an opportunity to be on his feet. This is insured in connection with the business to be transacted, plus the regular program feature, "Table Topics", in which many men have the chance to speak briefly and impromptu on topics of general interest.

The formal program begins when the President introduces the member who is to serve as Toastmaster of the evening. This member presides over a program lasting for 40 or 50 minutes, including from four to six short speeches, varying from six to ten minutes in length, all prepared in advance.

SPEECH EVALUATION

Following the program of speeches comes the period of evaluation. Constructive criticism is a vital part of Toastmasters training. Every speech is evaluated.

The usual way is to have a member serve as critic for each speaker, with a General Critic to review the entire program. Each individual critic is limited to two minutes, and the General Critic is allowed eight. All criticism, or evaluation, is done by members themselves.

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Toastmasters Club continued

If the meeting is carefully planned as to time, and if each participant is required to observe the time limit, the meeting can be completed in two hours.

THE COST OF TOASTMASTERS

Initiation fees and monthly club dues are set by each club. The initiation fee for the CAA Club is \$5.00. Dues set by the Club are \$1.00 monthly, due and payable quarterly. Each member also pays for his dinner at each meeting attended.

PUBLICATIONS OF TOASTMASTERS

For the benefit of the movement and its members "The Toastmaster" magazine is published monthly. Every member is a subscriber.

Many books on speech, chairmanship, evaluation, as well as special educational bulletins, are published by Toastmasters International, and are available to members at a nominal cost.

TOASTMASTERS IS MORE THAN A CLUB - IT IS AN EDUCATION.

The bi-weekly meeting of Toastmasters was held at Kim's Restaurant on January 11, 1956. Our normal meeting procedure was set aside for the purpose of conducting speaking contests in preparation for club participation in Area Contests. Speeches were given by Toastmasters Bache, Barry, Carmen, Clark, Harris, Huber, Taylor, and Zeigner. The remaining club entries for the speaking contest will compete at our next meeting to be held on January 25, 1956, after which the selection of the club representative to the Area Contest will be made.

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"OPERATION SANTA CLAUS"

Spokane, Washington

Tower, Communications, Maintenance and ASDO personnel generously contributed to make Christmas a happy time for Mrs. Valerie Morgan and her four small children, ranging in age from 1 to 5½ years. Mrs. Valerie receives a small allotment from the ADC (Aid to Dependent Children.) She is in ill health so she has no other income other than from the ADC. They live in a three room house on South Hatch and have the bare essentials. Groceries in the amount of \$34.00 were purchased and the balance of the \$56.00 collected was turned over to Mrs. Valerie to buy boots and snowsuits which were needed for some of the children.

Quoted below is a letter of thanks received from Mrs. Valerie:

"Just a few lines to let you know what a wonderful Christmas we all had, thanks to you all. Words can't express how wonderful it was to see the children really happy. I hope that you have all had or will have the joy of hearing little children laughing and letting you know Santa Claus was here last night. Believe me, you have kept that legend alive in our family for one more year. I even believe it myself again, but faith in humanity is even more wonderful and you have restored that to me. May you all have a Very Happy New Year."

The Spokane committee feels that the Christmas season carries no greater pleasure than the opportunity to help ones' in need when we have and receive so much during this holiday season.

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QUESTION BOX ?



- Q. May a member of a reserve component of the military forces take military leave for training purposes one day or more at a time providing military orders directing such training are issued for each period of training?
- A. Yes. The military leave law permits intermittent taking of military leave - the only restriction being that it is limited to 15 calendar days in a calendar year.
- Q. Why do we continue to receive radio tubes in bulk and not in cartons?
- A. The manufacturers are furnishing tubes to us on contract nested in large quantities and without individual cartons. However, if this becomes a problem in the future it may be necessary for us to purchase cartons for individual tubes. It is suggested, however, that you retain the cartons that you have, when empty.
- Q. Instructions regarding preparation of working equipment allowance forms, state that the warehouse catalog number should be included with all items added to the forms. Some items are no longer carried in warehouse stock, however, I found a stock number in an old catalog. Is it OK to use this number?
- A. No. Use only catalog numbers appearing in the current warehouse catalog.
- Q. May I use Form LA-96 or a memo to obtain standard allowance items between regular requisition periods?
- A. No. Form LA-96 is for use only to effect changes in standard allowances. Memos may be used in lieu of Form LA-96 if no forms are available. Use Form ACA-1660 or a dispatch requisition for items required at other than scheduled requisition periods.
- Q. When is it necessary to submit Standard Form 92, "Supervisor's Report of Accident"?
- A. S.F. 92 must be submitted whenever there is personal injury or property damage, including employee injuries resulting from a motor vehicle or aircraft accident. Please note that the underscored portion conflicts with the instructions which appear on S.F. 92 which specifically state: "Do not use for motor vehicle or aircraft accident". We regret that these conflicting instructions have developed. However, the Washington Office has an active program to simplify the accident reporting procedures.

By the way, there has been a lengthy delay in submitting some of the S.F. 92's. Please submit as soon as all necessary information is available. Incidentally, Section VI "Review and Comment" (Blocks 24 and 25) should not be completed in the field; they are for the use of the Regional Safety Officer, LA-160.

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FLOOD DAMAGE

Newspaper accounts have described the general Central California flood situation. On January 4, 1956, C. W. Larsen and H. Hela of LA-380 and Jack Webb and A. D. Herbert of LA-330 visited Marysville and Arcata to ascertain extent of damage to facilities and to property of CAA employees.

Marysville, California: Home and most of personal property belonging to communicator Fay G. Russ was almost totally destroyed. Home of chief communicator C. R. Waldbeiser was invaded to a water depth of 18" (higher in garage) destroying flooring and many items of furniture, clothing, bedding, etc. Each suffered loss of approximately \$6,000 including some items which can never be replaced such as photographs and scrapbooks accumulated over many years. As a result, LA-380 is receiving relief contributions. Checks in the amount of \$386 for Waldbeiser and \$422 for Miss Russ were mailed to Marysville January 19, a total of \$808.23 having been received. At this writing we have \$1177.86 and anticipate further receipts.

All telephone, interphone and teletype services failed at 7:10 AM December 23 and were not restored until 1533 on the 29th. All CAA radio equipment functioned normally. Tower controllers from Sacramento were sent to Marysville and provided control service from within the communication station December 24 and 25. This was a vitally necessary service in view of the great number of helicopter and other aircraft rescue operations conducted. Marysville Airport Manager D. Brandt advised that "CAA saved lives -- I mean plural".

During the period SES Cobb and communicators Witter and Owens gave generously of their time and effort remaining away from home and at their jobs many hours without rest or sleep keeping facilities operating. Mr. Cobb also kept a Civil Defense transceiver operating in the town of Marysville. Radio was the only means of communication between the airport and town.

Arcata, California: There was no damage to property of CAA employees or to equipment; however, telephone, teletype and control lines failed during most of the period December 22 to 28, inclusive. During the first two days of this period chief communicator Johnson operated his amateur radio station communicating with amateurs in Oakland and San Francisco relaying weather reports, traffic clearances, aircraft position reports, and news on flood situation in the area, including rescue requirements and need for food, clothing, and medical supplies.

All communicators worked overtime as did ESR Moreland Smith and EMR Fred Lawson, ES Dennis Cosby and SES Vern Cimmery who, while on leave, operated his amateur station working with Red Cross and Civil Defense stations. The Arcata station performed invaluable service in relaying communications to helicopter and other rescue aircraft and ground stations including emergency station set up by Bureau of Standards at Rhonerville and Coast Guard Cutter "Balsam" offshore from Eureka and Arcata.

Certain other minor damage was suffered by property of personnel which in most cases was covered by insurance; for example Marysville communicator Witter's car was flooded and silt deposited in practically all working parts. At Niles, the home of Oakland Center Controller Korell was partially flooded; i.e. garage and floor furnace. It was necessary for him and his family including visiting neighbor boy to evacuate the premises and spend the night in Oakland.

OFACS Watch Supervisor Harold Davis resides in Mountain View. His lawn was washed out. Stockton Communication George Batanian's basement flooded - no appreciable damage.

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Crescent City Personnel were hard pressed to keep services operating and lost communications with other locations for a considerable period of time. Personnel here did everything possible under the circumstances.

Letters of appreciation and commendation are being forwarded to a number of individuals who are especially deserving; however, all Airways Operations and Facilities Division personnel displayed admirable devotion to duty and loyalty to fellow citizens, CAA employees, and other organizations by doing everything possible to save lives and property and keep facilities and services operating.

The Regional Administrator has expressed his appreciation to amateur owner/operators of W6JIV San Francisco, and W6IRE Oakland for their public spirited assistance to CAA during time of imperative need.

Standby power plants saved the day at the various transmitting and receiving units where, in most cases, commercial power failed for long periods.

On January 19th, the following letter was addressed to Charles R. Waldbeiser, Station Chief at Marysville:

"On January 9, 1956, we addressed a letter to Aircraft Communicator Fay J. Russ; copies of which were sent to every CAA office in Region Four. In this letter we described the situation in which you and Miss Russ find yourselves as a result of the Yuba City flood and stated that we would accept cash offerings from CAA people who wished to help.

"We are happy to report a wonderful response. We have received (at this writing) a total of \$808.23, of which \$38.00 is to go to Miss Russ only and of which \$2.00 is to be sent to you according to directions of donors. Thus, the remainder = \$768.23 is to be divided equally between you.

"Donors include friends in the local office of the Air Force Representative LAX Regional Air Space Sub-committee, CAA Credit Union, CAA Regional Office, Aviation Safety District Offices, Facilities and Airways Operations Divisions field offices and other well-wishers throughout the Region, also including a former CAA employee or two. Many included brief words of encouragement which we will endeavor to pass on to you later.

"Meanwhile, although we are continuing to receive funds throughout January, we want you to promptly benefit from contributions already received. Accordingly, Credit Union checks in the amount of \$422.00 payable to Miss Russ and \$386.00 payable to you, are enclosed. Your many friends sincerely hope that these will ease the strain and brighten your outlook. The remaining 23¢ will be kept in our Credit Union account, added to and sent to you later.

"You may expect to hear further from us in the near future."

At press time we have received a total (including that already divided) of \$1923.36 and we will continue to receive and forward donations as long as any one cares to make them.

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DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

The pace of general aviation activities throughout the Fourth Region continues to remain slow for the second consecutive month, due primarily to the unusually bad winter weather. Many of the offices in the Northwest section of this region are experiencing the worst winter in many years. The deep snows in Montana, Idaho, and part of Washington--combined with the torrential rains in Northern California, Oregon, and Western Washington-- have had a deleterious effect on general aviation activities in these areas.

An interesting sidelight to the adverse weather was reported by the Spokane ASDO. They, too, indicated a substantial decrease in their flying activity and mentioned the fact that there were only two reportable aircraft accidents during this period. These accidents occurred in deep snow and involved relatively inexperienced pilots. This, according to the Supervising Agent, indicates that experienced pilots were doing most of the flying during the inclement weather and that, for the most part, the inexperienced pilots were flying with due caution. "We like to think that the flight clinics which were held just prior to the winter season are largely responsible for so few accidents during this period," states Agent Vaughan of the Spokane ASDO.

Flight clinics are continuing to be held at various district offices in the region. One was held at Tucson on December 3, one at Billings on December 10, and one at Yakima on December 13.

The Yakima ASDO once again points out the versatility of the helicopter. The Supervising Agent states that a helicopter is being used almost daily to herd elk to a central area where they are fed hay by the Game Department. Actually, these elk are herded from the orchards and farm areas to reduce crop damage, as well as from isolated mountain areas where there is little or no forage. The herding of these animals has been necessary because of the early winter and deep snow prevailing in the area this year.

The Supervising Agent of our Van Nuys ASDO is working closely with a manufacturer in the re-designing of the Boeing Applicator Cockpit. This project is predicated on the interest of this company in designing and manufacturing a crash survival kit which would furnish easily attachable pads and other necessary equipment to eliminate many of the injuries caused by pilots hitting sharp objects in the cockpit or striking their heads on the ground when the airplane noses over. The company individual assigned to this project will coordinate his efforts with the district office and incorporate ideas from the industry, insurance companies, and crash injury research information. "We hope to come up with an industrial airplane which will enable the pilot to feel that low level, average crashes need not involve injuries," states Agent Dewey.

Plans are under way for the Tenth Annual Soaring Championships to be held at Torrey Pines February 25 and 26, 1956, according to the San Diego ASDO. Personnel of this office are working closely with the San Diego Junior Chamber of Commerce, sponsors of this event.

At the Carlsbad, New Mexico, Municipal Airport in the Albuquerque district, twelve aircraft were destroyed by fire when a hangar burned.

Interest in approved repair stations has been on the increase the past month in the Van Nuys district. Pesco Pacific Service Center received their certificate with ratings for all Pesco manufactured pumps and motors. Also, applications are being processed for a new station with airframe rating and one with helicopter rating.

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Aircraft Engineering and Maintenance Company, an approved repair station in Oakland, has received a half-million dollar contract from the Air Force to conduct periodic checks and any necessary compliance with Air Force Technical Orders on C-124's. Application for original certification of another repair station with airframe ratings has been received from Oakland.

In the Long Beach district, Aircraft Sales and Brokerage, Long Beach, is experimenting with McCulloch External Superchargers on Piper Apaches. Met-Co-Aire, Fullerton, recent developer of a nose-wheel kit for the Cessna 170, were issued an experimental certificate for a similar installation on a Cessna 180.

AIR CARRIER SAFETY DIVISION

All Air Carrier District Offices participated in a special inspection of air carrier activities during peak periods of travel prior to and immediately following Christmas and New Year's holidays. All phases of activity were covered including the operation of ARTC Center, Tower, Airline Dispatch, Weather, Manifests, Weights, and Maintenance Log Books.

North American Airlines has ordered DME for their two DC-6B aircraft and are stocking the available models of airborne radar with the thought in mind of installing this equipment in the spring.

The Supervising Agent of the Denver District Office attended two regular meetings of the local ALPA Council and presented the factual details of the United Air Lines Medicine Bow accident. The pilots, numbering about 250, held an open off-the-record discussion of the accident. This presentation of accidents, hazards, incidents, etc., is the first of a series planned to encourage the pilots to think more about the causes of accidents and to obtain the benefit of the pilots' experiences about hazards, incidents and allied safety matters. This initial presentation was very well received by the pilots and it is felt that a continuation of this program of getting the pilots to actively participate in accident analyses, hazard and incident studies will aid in our program to encourage more "thinking" in the cockpit.

It is anticipated that Slick Airways, Inc., will take delivery of the three Airwork DC-6A convertible aircraft in lieu of the five Lockheed 1049s which they had previously ordered. If the deal is finally consummated, the first DC-6 will be ready for delivery from the Douglas Aircraft Company factory the middle of January, 1956, the second in March, 1956, and the third later. This will preclude the necessity of setting up training programs on Constellations, as well as numerous other problems.

The increase in The Flying Tiger Line's freight traffic continues to break records, November business being more than twice the same month a year ago. The CAB examiner has recommended renewal of The Flying Tiger Line freight certificate for a seven year period with authorization to carry both air mail and air express.

Continental Airlines has five DC-7Bs on order, the first of which will be received in March, 1957. They expect to inaugurate service on their Chicago-Kansas City, Denver, Los Angeles operation on May 1, 1957.

Continental Airlines has twelve Vickers Viscounts on order, the first of which will be received in March, 1958, and will be put in service July 1, 1958. Continental also has four Boeing 707's on order the first of which will be received in May, 1959, and be put in service August 1, 1959. Pilot and ground personnel training programs are now being formulated, however, in view of the magnitude of proposed changes, it is anticipated that this phase of the project will be in effect for at least three years.

Los Angeles Airways has added a Sunday passenger flight on the route from Los Angeles International Airport to Ontario and Pomona, as well as Santa Ana and Disneyland.

A new landing area for Los Angeles Airways has been established on the Santa Monica Airport adjacent to the Douglas Aircraft Factory. Service to this airport became effective December 22 to handle air express.

San Francisco and Northern California experienced one of the worst storms in many years. A Pan American Airways spokesman stated that considering all factors the weather conditions in this area were the worst since Pan American's operation out of San Francisco. Winds in excess of 60 knots per hour were observed at the San Francisco Airport. Refueling had to be discontinued at periodic intervals during periods of high wind since personnel could not maintain their footing on the wings. United Air Lines had the elevators blown off of one DC-3 and gusts locks broken on a C-54 type aircraft. Doors were blown off and windows in many of the hangars were broken. The hangar roof on United Air Lines service hangar ballooned but personnel were able to secure the roof before it blew off. Many of the areas in and around San Francisco Airport were flooded but operation continued without cancellation and with very little delay. It is difficult to predict exactly what areas suffered the most water, however, numerous buckets setting around the lobby of the San Francisco terminal were observed and at one point two ducks landed between main concourses on the ramp at the San Francisco Airport. Extremely high winds forced the cancellation of westbound flights to Honolulu for a period of several days. A Southwest Airways Martin 202 flight from Medford to Eureka via Crescent City required two hours forty-five minutes. This route is normally flown in less than one hour with a stop at Crescent City. The pilot estimated his ground speed between Medford and Crescent City to be less than 39 knots per hour.

Areas north of San Francisco were hard hit by flood conditions but a subsequent survey indicated that all air carrier airports were serviceable. Air carrier service was stopped at Marysville for several days due to flood conditions washing out the roads to the airport rather than field conditions at the Marysville Airport.

As previously reported, Continental Airlines intends to install radar on their Convair and DC-6 fleet in the near future. As to pilot personnel training, they have decided to buy United Air Lines training program and films as a package unit. This program consists of an eight-hour class curriculum including files and a complete home study course.

United Air Lines Flight Engineer strike terminated during the month of December.

Frontier Air Lines has a continuing problem involving the use of their "H" markers by other aircraft in which a traffic hazard exists. In order to minimize the problem they have instituted a new policy in the Northern Division which is to turn on their "H" markers only during such times as they are actually needed, i.e., night VFR and instrument. However, they are still furnishing navigation service to several itinerants having ARINC contracts with them and to any aircraft in an emergency.

The Supervising Agent of the Seattle District Office was invited and attended a meeting December 16 of the Chamber of Commerce of Seattle honoring the Boeing Airplane Company. General George C. Kenney, USAF, Retired, was the principal speaker.

Mr. Truls Dahl, Chief, Airworthiness Section, Directorate of Civil Aviation, Norway, was a visitor at the San Francisco Air Carrier District Office during the month of December. He was conducted on a tour of United Air Lines Maintenance Base by Agent Quick. Considerable time was spent in discussion of all phases of air carrier maintenance inspection as conducted on United Air Lines.

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Electrical component and instrument teardown inspections were conducted with WAL to determine the practicability of increasing overhaul times on several DC-6B and DC-4 components and instruments. Specifications were amended as a result of these analyses.

Maintenance activities for Los Angeles Air Service have increased considerably. During the month another DC-4 aircraft was added to their operating certificate. The interior was fitted with a combination configuration for either cargo or passenger flight. Other modifications were made to enable them to use the aircraft for overseas flights.

United Air Lines is completing the prototype DC-6 weather radar installation which is being followed by the assigned electronics agent in addition to his other duties.

An attempt was made to conduct a route check of Viking Air Lines' Navigator for designation as an Examiner. The trip was cancelled by the Military because of unfavorable wind components on the Travis-Honolulu route for DC-4 aircraft. These high wind conditions existed for more than 50 hours and this period of flight cancellation was the most prolonged experienced for several years in this area of operation.

Southwest Airways experienced a fire which originated in their overhaul shop on December 29, 1955. It resulted in the complete loss of one Martin 202 aircraft and approximately \$500,000 worth of spare parts and equipment. Southwest Airways have adequate spare parts to handle their immediate operation but will experience considerable difficulty within the next 30 days. Southwest Airways is presently making arrangements with other air carriers in the San Francisco area to provide the necessary overhaul facilities and the additional spares.

California Eastern Airways has announced that Mr. Glenn Cramer has been elected Vice President in Charge of Maintenance, Engineering, Inspection, Purchasing and Stores. Mr. Cramer has been with California Eastern since April 22, 1946 and since April 1953 has been Superintendent of Maintenance and Engineering. Mr. Ed Locker will become Superintendent of Maintenance.

American Air Lines have added three new foremen to their maintenance organization at San Francisco and are in the process of employing approximately thirty new mechanics. This increase in personnel is necessitated by their recently approved San Francisco-Chicago route.

Los Angeles Air Service is still actively engaged in overseas flights. This carrier is contemplating purchasing another C-46 aircraft and will use it for domestic CAM trips.

West Coast Airlines, permanently certificated by the Civil Aeronautics Board and which serves 44 cities in Idaho, Oregon and Washington, has purchased an option on six Fokker-designed Friendship transports to be built by Fairchild at Hagerstown, Maryland. If West Coast Airlines picks up its option, deliveries of the 40-passenger turboprop transport by Fairchild will start about September, 1957. The plane cruises at more than 270 mph.

The Fokker F-27 is a high-wing tricycle-gear airliner powered by two British Rolls-Royce Dart RDa-6 turboprops turning 12-foot Rotol propellers. This is the same turbine-propeller combination currently used on Capital Airlines' fleet of Vickers Viscounts.

Mr. E. B. Code, Vice President - Operations, and Mr. S.R. Selby, Superintendent, Maintenance, propose a trip to Amsterdam about February 1st to review and study the new aircraft.

Provisions and plans for the operation of DC-7 aircraft are being made as rapidly as possible by Continental Air Lines and the same will be done for the Viscounts.

(Continued on next page)

One Continental Air Lines mechanic has completed RCA 2-week course in AVQ-10 RADAR maintenance.

General Airways have been obtaining very good utilization of their new DC-4 aircraft recently purchased, having made several trips to Pakistan, etc.

Braniff International Airways advises that they will share their ticket counter with TWA and assist as much as possible should TWA's facilities not be ready by February 1, the date set for start of TWA's operations into Denver.

The first meeting of the Boeing 707 Jet Transport Type Certification Board was held during December.

Mr. Dick Carr, the very popular Braniff Station Manager stationed in Denver for many years, is being transferred to Washington, D.C. as the Station Manager there. He will be replaced by Edwin Lee who is now the Station Manager at Little Rock, Arkansas.

Agent V. E. Butterworth retired on disability December 31 after more than 20 years' Government service. He plans to make his home in the Seattle area.

Frontier Airlines furnished a DC-3 for the usual yearly Christmas Eve flight carrying a large red neon cross. This flight is highly publicized and creates unusual interest in Denver.

AIRCRAFT ENGINEERING DIVISION

Technical data pertaining to the Aircraft Engineering Foundation's C-46 production modification are being evaluated. It is estimated that approximately 65% of the data have been received to date. Foundation personnel expect to submit all of the data by February 1st. It is hoped that evaluation of production data will reveal that additional CAA flight tests are not necessary. Even if CAA approval were completed, it would be difficult to fabricate parts and make field installations by April 1, therefore it now appears likely that it will be necessary for the Foundation to obtain an extension of this deadline date established by Special Regulation 406.

Technical data and requests for special interpretations are being received regarding the Boeing Model 707. Three basic series of these airplanes presently are being worked. The 707-100 and -200 series will have a wing area of approximately 2433 sq. ft.; however, the -100 will have J-57 engines and the -200 will have J-75 engines installed. The -300 series will have a wing area of approximately 2900 sq. ft. and will have J-75 engines, or equivalent, installed with a maximum take-off weight of approximately 300,000 lbs. Boeing is in the process of nominating engineering designees to assist in carrying out these projects. CAA flight tests are scheduled to begin February 1958, and CAA type certification is desired by December 1958.

Flight tests on the Convair Model 440 airplane, Serial No. 312, have been completed. Flight characteristics were conducted by CAA personnel; however, the majority of this program is being handled by designees, including flight test designees. Convair personnel are finalizing the Airplane Flight Manuals and the final approval data. It is expected that this project will be completed in the immediate future.

Evaluation of the technical data on the Douglas Model DC-7C is nearing completion. The Type Inspection Authorization is expected to be issued within a week or so. The prototype airplane is at Tucson where the majority of the flight test program is scheduled to begin immediately, however, a major part of this program also will be handled by designees.

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Douglas personnel have advised that they will not be ready for the Preliminary Type Certification Board Meeting on the Model DC-8 before March. CAA flight tests are scheduled for late 1958, and the target date for CAA type certification is September 1959.

Flight tests on the Hiller Model UH-12C have been completed and this model has been added to Type Certificate No. 6H2.

A meeting was held with Hiller regarding design improvements necessary to permit continuation of the flight test program on the Hiller HJ-1 ram-jet helicopter. Following this meeting, Hiller are further investigating this matter and it is understood a formal proposal for a change in the design configuration will be submitted in the near future.

Lockheed personnel are requesting special engineering decisions regarding design features of the Model 188 turbo-prop airplane which are not adequately covered by existing Civil Air Regulations. One of these pertains to the use of ground-idle, low pitch stop setting for the propellers during landings providing an appreciable amount of drag to aid in decelerating. A favorable ruling on this matter would permit an appreciable reduction in the brake kinetic energy requirements and in the landing or accelerate-stop distances. An unfavorable ruling might make the project unfeasible because, at low speed with the propellers set in the flight-idle position, a large amount of forward thrust is available because of the constant speed engine characteristics. Another typical problem is the question of speed spreads and design speeds to be used in speed brakes for use in flight. This matter involves basic design philosophy and may require new Regulations by the CAB. Region 4 recommendations regarding this proposal are being prepared.

Evaluation of the Basic Loads Report for the Thalman T-4 airplane has been completed. CAA comments have been forwarded to Thalman.

Region 4 personnel participated in a CAA-CAB-AIA meeting held in Los Angeles for the purpose of developing necessary revisions to the emergency exit requirements. As a result of this meeting, it is expected that satisfactory clarification of the existing specific regulations will be available.

AIRPORTS DIVISION

Mr. Winger attended the Chief of Airports Division Conference in Washington which was held for the purpose of presenting and reviewing Phase II of the 1956 Program. Final approval of this Program will be released early in February.

While in Washington, Mr. Winger attended the CAA "Jet Airport Meeting" which was called by the Administrator.

Grant Offers totaling approximately \$465,000 were issued during the month to Fresno, Merced and San Francisco, California, and Las Vegas, Nevada.

Project Applications were received from Concord, California (\$13,555); Modesto, California (\$212,617); and Great Falls, Montana (\$85,296).

AIRWAYS OPERATIONS DIVISION

On January 18 there was a meeting of engineering personnel from the 11th and 12th Naval Districts and CAA personnel of the Airways Operations and Facilities Divisions. The purpose of this conference was to discuss implementation of the Miramar RATCC and attempt to iron out difficulties and decide on a location for utilization of proposed equipment prior to commissioning. Navy personnel feel that any reasonable changes in the proposed equipment can be accomplished and accommodate operational requirements.

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On Monday, January 16, a conference was held with Messrs. Harvey, King, and Dietzler of the Washington office and Division and Branch Chiefs of GAA regional office, to discuss the five-year plan and Airways Planning Standard No. 2.

On December 22, Malad City operations personnel were invited to participate in High School "Job Guidance" program. Chief communicator gave 40 minutes talk on "Government Employment and Job Qualifications for AOS Positions in CAA". The class consisted of approximately 100 Senior boys.

The Mather AFB RAPCON, operated by AACS, commenced operation December 7. It is anticipated that this will help relieve the traffic congestion in the Sacramento-McClellan-Mather area. The Mather radio beacon has been relocated and Mather Air Force Base has been removed from the Sacramento airport control zone and made a separate zone. The RAPCON arrival and departure procedures have been devised to be as independent of Sacramento and McClellan procedures as possible.

The following proposals were prepared:

Designation of a Victor Airway from Anton Chico, N.M. to Dalhart, Texas to permit unpressurized aircraft to by-pass heavy traffic at Amarillo.

For designation of an east alternate to Victor Airway 105 between Phoenix and Prescott. This route will allow lower en route altitudes thereby permitting flight from Prescott to Phoenix without interfering with heavy over traffic at Prescott.

For designation of a new by-pass Victor airway around Bakersfield. This will permit routing aircraft between the east and the San Francisco Bay area to the west of Bakersfield, thus relieving traffic congestion at this point.

An alternate proposal was prepared for designation of by-pass airways around Las Vegas, Nevada. The original proposal was objected to by Nellis Air Force Base due to heavy jet traffic south of Las Vegas, Nevada.

Eighteen radio frequency problems were dissolved and/or studied.

Recommendation orders for circuits and key equipment for Hill and Fairchild RAPCONS were studied and forwarded to Washington. Similar plans for Kirtland RAPCON and new Albuquerque Tower are tentatively complete pending Air Force approval.

Three new interphone circuits are being ordered to handle the increased air traffic load. Los Angeles-Albuquerque, Los Angeles-Oakland, and Salt Lake City-Mountain Home AFB.

Local telephone companies have advised that the installation of key equipment in the Los Angeles, Oakland, and Denver RADAR tents will be completed not later than January 24, 1956.

The bulk of the new AMIS circuits to cover the new ADIZ have been installed. The Seattle Telephone Office has not yet received tie-in orders for the Seattle-Vancouver AMIS circuit from Canadian Department of Transport.

Installation of Flight Data position at the Denver Center has been completed.

The old sectors have been realigned and one new sector has been added in the Salt Lake Center.

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A total of 46 telecommunication orders have been processed since the last report.

A taxiway control panel built by Touch Plate Corporation is being installed in the Phoenix Tower. This is a new system which, after trial, may prove advantageous for weather airport lighting controls.

Washington is issuing a policy regarding control of runway barrier equipment by CAA towers. Briefly, this covers necessary agreements between CAA airport management and installing military agencies.

Unofficially, we have received word that the construction progress of the Sacramento Administration Building has been set back because of the recent heavy rains in the Bay Area. This may cause a delay of about a month in activating the Sacramento Tower and Station as separate facilities.

A conference was held with the Albuquerque AFB Commander and staff regarding the new tower and RAPCON to be established at Albuquerque. It is anticipated that CAA will occupy the new Air Force tower sometime in August of this year.

Preliminary drawings of the proposed new Albuquerque, Reno, and Bakersfield towers were reviewed. The Billings proposed Administration Building does not provide for a new tower quarters. We hope CAA/City Agreement will ensure tower construction within the next two or three years.

Reviewed and concurred in master airport development plans for Las Vegas, Bakersfield, and Boise Municipal Airports.

Washington is allotting \$1,000 each for improving visual-aural coordinating system in five Region Four ASR facilities. These are experimental. An item will be included in the 1957 budget for a standard system.

The 28th Air Division has requested CAA approval for establishing and operating a mobile tower at Klamath Falls pending activation of permanent installation by CAA. Region is approving request providing Air Force will control all traffic, all normal frequencies are available, City agrees to standard ANC/PCAT procedures and CAA certificated Air Force personnel are employed.

Washington has advised that the Air Force will not furnish additional funds to commission more UHF channels. However, recognizing that an urgent need exists for UHF due to traffic, Washington has authorized commissioning of additional UHF channel not to exceed 12, and this would have to be accomplished within available maintenance workload and supply or by shutting down other previously commissioned channels.

FACILITIES DIVISION

Flight Inspection: Mr. Campbell accompanied Stan Compton on a trip through Montana and then spent some time in Salt Lake City with Bob Lewis.

Flight Inspectors Chet Shimp and Elwyn Rowe, with their new Electronics Technician Les Williams, from Denver, have been here for a few days having their plane inspected.

Flight Inspectors Bill Farris and Bob Schweitcher have just returned to Seattle after having their plane in for periodic check.

The stork has just flown in a Jr. Flight Inspector for Ted Wilder.

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Establishment Branch: Proposed future installations in the State of Arizona were investigated locally and recommendations furnished as to the establishment of a Center at Phoenix, Arizona and hisites at Phoenix and Dos Cabezas. Local conditions and site possibilities were investigated for the proposed VORs at Hackberry and Willow Beach, Arizona and at Beatty, Nevada.

Jim Crenshaw has completed conversion of the coal burning furnace at Lucin, Utah to gas. A gas stove and water heater were also installed at Lucin. Jim also completed the Daggett INSAC remodeling and installation of a gas heater and cooling tower at Thermal. Jim has just been promoted to fill a vacancy in Navigational Aids #2. Our congratulations to Jim.

Dave Domaskin has been selected to fill the vacant Civil Engineering position in Communications Section #1. He will report to this position the first part of next month after he gets the Army straightened out by serving a short trick.

Frank Dettmer is presently installing an air conditioning system at Lovelock.

Norm Seewald is now back in the office after a tour of Military duty and a short field inspection trip covering Lovelock, Tonopah and Daggett.

Jim Cheatham and Carl Duncan are completing the Service "B" Military Flight Service Relay Station at Denver.

Ed Pardee and George Martin completed the reorientation of the flight progress boards in Salt Lake City ARTC Center and are installing the Flight Data Position (FLIDAP) in the Center.

Norm Carlberg is completing the modernization of console equipment at Salinas INSAC.

Fred McCauley and Sam Rosenfeld completed the modernization of console equipment at Santa Fe INSAC and arrived at Farmington INSAC to modernize their console.

Riley Harris, Bill Foker, Dave Hegland and Murry Asilowitz completed installation of the Los Angeles INSAC teletypewriter equipment and began work on the dual console installation.

Roger Baker completed the permanent installation of Service "B" Relay Station equipment at Daggett INSAC following enlargement of the quarters. At the Regional Office he made revisions in the teletypewriter equipment in the ARTC Center and Regional Office Message Center.

Assignments for the Salt Lake HIAL and Sacramento Combined Station/Tower relocation were completed by Tom Tarpo and he is now repairing power cable at Belmont and installing a delta frame antenna support at the Pise Mountain Repeater Station.

Fred Yandell is installing an antenna platform by force account on top of a hangar roof at Arcata, California.

Paul Allee, Dick and Darel Preator, Tom Carrington, and Tom Bracken are at Sacramento separating and relocating the Tower and INSAC.

Howard Pyle, Bob Payne, Earl Jobe, Max Harvey, Jim Carr, John Elwood, and Clyde Olson have completed the Seattle Center and INSAC modernization. Jobe, Harvey and Carr will remain in Seattle to complete the Tower modernization.

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Udell Larsen has completed the Seattle ILS and has been in Oakland working on the four-channel recorders.

Bob Payne left Seattle and has revamped the Olympia, Washington Weather Bureau.

Howard Pyle and John Elwood are traveling around the country modifying the consoles. At present, they are at Hoquiam, Washington.

Bill Beekman returned from annual leave finding an extensive site selection program awaiting him. He has completed selection of a site for the San Diego MH facility and has started on a program of establishing accurate bearings at a group of 12 VORs. While in New Mexico, he will select tentative sites for establishment of a VOR at Pinion. Bill is being assisted by Erwin Clark during the phase of his program which calls for establishment of VOR bearings.

V. O. Vick is installing positioners at the TVOR at Walla Walla. He will next proceed to San Francisco where he will wind up the final phases of the TVOR construction.

Marion Duncan is supervising the relocation of the VOR building from Las Cruces, New Mexico to Deming. He will next supervise construction of a VOR at San Simon, Arizona.

Glenn Kassing and Nick Smokey continue with the Kiowa VOR electronic installation. They expect to finish by the end of this month and are then scheduled to go to Hobbs, New Mexico where they will modernize that VOR. Herb Hoppoldt, who has been assisting Glenn Kassing, resigned with the intention of pursuing his education at UCLA.

Chuck Daggy and Al Calloway got out of Marysville two jumps ahead of the flood and are now at San Francisco installing the TVOR electronic equipment. They expect to have this facility commissioned by the end of the month and will then head for drier country in Arizona where they will modernize the Hassayampa VOR.

Emmett Whitney and Bob Crookshank continue with a stubborn Utah Lake VOR. Several flight checks indicate the facility is about ready to be commissioned. We expect their next assignment, installing the San Diego TVOR, to seem pretty nice after their experience on top of the Lake Mountains.

Boyd Preece and Glenn Shoop continue with installation of the Walla Walla TVOR electronic equipment. They report much equipment trouble but now seem to have the facility under control and about ready to commission. Their next assignment will be in the southwestern part of the Region.

Wes Martyn, Fred Hempt, Don Robb, and John Williams have completed the first VOR modernization under the new modernization program. The trial facility is the Palmdale VOR, and we find this crew has reduced facility errors to the vanishing point. Don Robb will shortly join Glenn Kassing under the VOR modernization program. John Williams is now assisting with the Pt. Mugu VOR survey. Wes Martyn and Fred Hempt are busily engaged in reducing their experiences with the Palmdale VOR to written field instructions. These two will shortly go to TDEC at Indianapolis for a week where they will exchange ideas with TDEC engineers.

Mark this month in red as it is the first time we have been able to persuade Mike Domitrovich to leave his beloved Montana for a visit to the Regional Office and a short stay in the southern part of the Region. Mike's next assignment will be modernization of the Thermal VOR.

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Joe Shukal has transferred to Navigation Aids Section #1 and has an assignment at the regional office which will keep him busy for more than a year. He will modify all presently installed VOR monitors as part of the VOR modernization program.

Fred Townsend has returned from a very delightful trip into Old Mexico. He planned to go to Mexico City and stopped a little short to spend his vacation at Guadalajara. He is a real booster for a trip down that way now, so see him for the details if you are planning one.

Max Pollock enjoyed a combined business and pleasure trip to the northwest where he was able to spend the holidays with his family. While enroute, he obtained a number of leases at isolated places where apparently mail never reaches, at least it isn't answered.

It is rumored that one of the Section Chiefs spent most of the Christmas holiday dodging from one flooded highway to the next washout and never did get to Eureka. Guess he needs more time in the northwest to develop webbed feet.

Los Angeles Surveillance radar will be recommissioned by the 1st of February. Don Hughes, Paul Faul, Rafael Lopez, Joe Shukal, Clyde Harrell, Vic Beacken and Damon Capps have done a good job on this project.

Joint acceptance of the Denver ASR-3 was held on January 23rd. This facility should be commissioned shortly. Paul Watkins, Doug Brown and Bob Faul have worked on this assignment.

Bob Faul, Damon Capps and Vic Beacken are completing items listed on the preliminary acceptance of Burbank ASR-3. They have also worked on the radar corner reflectors survey.

The Burbank ASR-3 cable replacement between the transmitter building and the tower and radar room has commenced under the direction of Earl Trejbal, Civil Engineer.

Rex Brown has spent the month of January representing the Establishment Branch in the acceptance of the ASR-3 at Long Beach from Bendix. This acceptance should be completed shortly.

Harry Mellen, who is supervising the installation of the Salt Lake City HIALL, reports this project is approximately 80% complete.

Plans are being drawn and specifications prepared for the modification of the Los Angeles and Seattle High Intensity Approach Light Lane. The surveys at Los Angeles are under the supervision of Dave Domaskin.

The Billings ILS outer and middle markers have been relocated and plans and specifications for the installation of the localizer and the glide path are being completed.

Underground ducts and double manholes to house ILS cables at Sacramento were completed under the direction of Tom Tarpo who combined this job with his honeymoon.

A contract is being issued for the installation of a UHF/DF antenna tower on top of the Oakland control tower. Construction will be under the jurisdiction of Bob Faul, Electronic Engineer.

James Cole, assisted by Frank Beauchamp, Darol Hafner and "Red" Pedri, have completed the IFR Room installation at Portland, with the completion of 4-channel recorder installation, the week of January 16. It was a "long haul", but a good one.

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Plans and specifications are being prepared for the construction of plastic and wooden ILS detector shelters at various sites.

On January 21st, Irv Shedd left CAA. He has accepted a position with Northrop Aircraft Company of Hawthorne. Irv expressed his thanks to all CAA members for their cooperation in helping him accomplish his work here. He will still be living at 1212 W. 142nd Street, Hawthorne and he would like his many friends to look him up when they are in town.

UHF: Dave Evans completed construction at Idaho Falls, Idaho and is now working at Drummond, Montana. His next assignment will be Ogden, Utah.

Clyde Lee has completed construction of UHF facilities at Winslow and Prescott, Arizona, and is currently working at Gila Bend, Arizona INSAC engine generators. His next assignment will be Salinas, Stockton and Tonopah engine generators. Bob Dahms is currently supervising construction at the Imperial, California INSAC. His next assignment will be Wendover, Utah.

Jim Pace is supervising construction of UHF facilities at Rawlins and Rock Springs, Wyoming.

Len LaFornara is conducting surveys for Albuquerque and Farmington, New Mexico and final at Laramie, Casper and Sheridan, Wyoming.

Bill Murray completed Coon Peak at Salt Lake City, Utah and has moved to Santa Monica, California.

Jack Riebe is currently finishing construction at Laramie, Casper and Sheridan, Wyoming. After completion of these projects, he will move on to Gooding, Idaho.

Frank Hancock is working on plans and specs for Daggett, California and the Reno, Nevada remote site.

Jack Coogan is currently conducting a survey at Albuquerque, New Mexico, and also working on plans and specs for Sacramento, California and Medford, Oregon.

Harry Romanishin is completing construction of an engine generator building and installation of UHF equipment at Yuma, Arizona. His next assignment will be Battle Mountain, Nevada.

Bob Warsing has completed the Burley, Idaho UHF project, and is working on Winnemucca and Lovelock, Nevada.

Tom Richardson is working on plans and specs for engine generators in Washington and Oregon.

R. Montague is also working on plans and specs for engine generators in Northern California. He plans to take a month of sick leave beginning around the end of January.

Frank Gavin has completed a month of sick leave and returned to duty long enough to complete papers and turn in his equipment before retirement.

Al Marsden is presently supervising one contract crew at Burley, Idaho having completed Tonopah, Nevada. One crew was reassigned to Brown to assist in the Salt Lake project.

Phil Nicoletti completed Bozeman, Montana UHF installation and is presently at Dubois, Idaho. His next job will be Drummond, Montana.

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Wayne Brown is completely reworking the Idaho Falls, INSAC. The three-rack non-console installation is being reworked with console equipment in order to install UHF installation. He expects completion by January 30, 1956. Salt Lake City is his next project.

John Rathjen and his crew are at Denver, Colorado installing the UHF Phase V equipment at the Tower, Center and INSAC.

Ed Alfonso and his two contract crews completed the UHF installation at Blythe and Thermal, California and are now installing UHF equipment at Santa Fe and Las Vegas, New Mexico.

Carl Weidert is putting the finishing touches on the Oakland INSAC for the UHF installation. San Diego INSAC and link equipment is his next project. Electronics crew schedules were revised in light of current construction schedules.

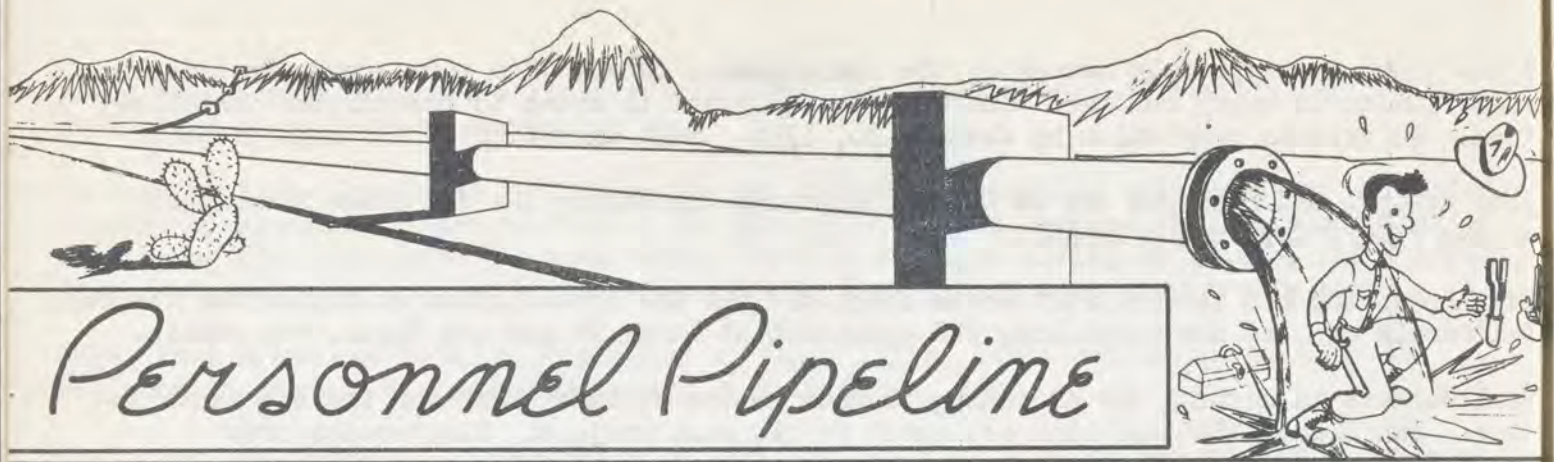
Maintenance Branch: Items of main interest this month mostly related to flood and bad weather conditions, as can be expected at this time of the year. Our employees in the flood areas, however, had as usual a deep sense of responsibility for the facilities which they maintain, and even though numerous overtime hours were involved, they kept our facilities in service to the greatest extent possible.

Flood conditions largely centered around the California area, although the trouble spots were on both sides of the California Sierras. The Technicians at Reno watched the Truckee River rise to the point where it overflowed its banks east of Reno and started to back up around the lowlands area surrounding the airport. At about this point, Neil Scanlan, Johnny Forsyth, C.D. Barton and others who happened to be available at the time managed to raise the equipment in the equipment room above water level. At the last report, the water came up about 18 inches above the floor level, filling all of the ducts and conduits with muck and mud, although the equipment was saved. The engine generator operated for a short period of time but then the gas tank filled with water and the engine went out of service. Temporary gasoline supply was provided and with the minimum of outage time power service was restored, even though there were intermittent power failures throughout the entire period. After the waters had receded, United Airlines personnel at Reno assisted with the loan of some heaters normally used for heating up airplane engines, and with fire hoses and shovels, the mud and muck were cleaned up. The heaters were then used to dry out the wiring and before long we were back on the air again operating normally.

The facilities on the west side of the Sierras around Marysville, Stockton, Sacramento and other points in the upper San Joaquin Valley fared better than did those around Reno and we had very few equipment rooms actually flooded. It was touch and go for a while at Marysville, but, insofar as we can determine, our facilities remained operative and were invaluable in helping to control the vast flow of air traffic in and out of the Marysville Airport during the emergency period. We realize that all personnel involved in this area probably lost some valuables in the flood but their losses were so much less than those of several of the Operations personnel who were completely flooded out, that they seemed insignificant by comparison.

As has happened on numerous occasions, the utilities at our Crescent City facility went out of service and we reverted again to standby engine generator power and ham radio for communications. As usual, the airport at Crescent City was one of the few transportation systems available during the flood period and, we imagine, handled a good part of the emergency traffic throughout that area.

It looked for awhile as though emergency procedures would have to be initiated at our Pescadero Receiving Station because of the fact that the heavy rains and floods in that area practically stopped business in Santa Cruz. As most of our Pescadero personnel live in Santa Cruz, we expected to hear reports of serious losses but we are happy that, as far as we know, none occurred. Several of our people did fire up their ham radio



PERFORMANCE RATINGS

This is about the time of the year when all of us begin to think formally about performance ratings. We have now learned that there may be a change in procedure for approving "Outstanding" ratings. Form CD-112 is also being revised. More details on this will be forthcoming as soon as more definite information is received from the Washington office. Also, a supply of the new Form CD-112 will be furnished when available.

Somewhat allied to the performance rating is the push being exerted throughout Government in recognizing employees' good work. Philip Young, Chairman of the Civil Service Commission has consistently emphasized the importance of recognizing outstanding work, plus the factor of giving the public a true picture of the high quality of career civil service.

During seven months last year, Mr. Young has stated that adopted suggestions and superior performance brought the American people a dollar value return of \$34,000 every hour. One suggestion was submitted every half minute and a suggestion adopted every two minutes. One superior performance award was granted every 20 minutes.

CIVIL SERVICE WEEK

The week of January 16 was Civil Service Week throughout the country. This week marked the 73rd anniversary of the signing of the Civil Service Act in which the Federal Merit System was established. Today more than two million Federal employees are a part of this merit system.

Many of our field facilities were visited by the public and were extended the opportunity to observe first-hand some of our important activities. We're convinced that a knowledge by the public of the services we render have a broad appeal and a stimulating effect on aviation in general.

EMPLOYEE DEBTS

The Regional Office seems to be receiving more and more reports of instances where our employees have failed to attend to just and legal debts. The Department's policy on this point is quite severe. Even though there is no legal provision to garnishee Federal employees' checks, it is official policy to take disciplinary action as far as removal in the event of a history of bad debts. We would like to caution everybody to keep their slate along this line clean. Normally, any embarrassment to CAA can be avoided if the person will work with the individual to whom indebted and work out some sort of a satisfactory arrangement with them. At any rate, it is bad business to ignore this sort of thing. Unfortunately, too many employees have been guilty of doing this.

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FIELD NEWS

BRYCE CANYON, UTAH

COMMUNICATIONS STATION: Since the regions have been combined we are no longer sure whether we can still boast our VOR site being the highest, but we will still argue the point. However, since we are having no snow this winter, the SES has no complaints.

Bryce Canyon Park, located just four miles from the station is one of the scenic wonders of Utah. Boasting of such sights as Peekabook Canyon, Rainbow Point, and several others.

The American Airliner that effected an emergency landing on our field, was fortunate in having aboard "Jack Smith", of radio and TV fame. He entertained the passengers all night long at "Ruby's Inn", making their visit a pleasant one.

A light aircraft called "Mayday" and said he doubted if he could make the field, but that he was east of the station. A search was started by station personnel, but since it was after dark the search proved futile. The pilot and passenger walked into the station about one hour later, and upon checking found that the aircraft was northeast, instead of east as he had indicated. In fact the pilot landed just 300 yards off the end of the runway. No injuries sustained by pilot or passenger.

If any of you happen to be in this area, be sure and drop in and visit. the "coffee pot" is always on.

* * * *

PLEASE NOTE

- Q. How can I be almost sure that my time and attendance report will safely arrive in Payroll Section so I will get my check each pay day?
- A. Out of approximately 2875 employees now on the payroll in the region, a few (5 to 15) do not receive their checks because time and attendance reports are not received (either not prepared -- regular employee who prepares T&A is on leave and no alternate follows through); misrouted; "lost" at reporting level in suspense files; inter-leaved with other documents and "lost" in the R.O. mail sorting and delivery process; "lost" temporarily in Payroll Section itself. If the employees who prepare time and attendance reports will make sure that:
1. The T&As are made out correctly as to
 - a. RDOs
 - b. Holidays shown properly
 - c. Tours of duty
 - d. Regular Duty
 - e. Leave

(Continued on next page)

2. The T&As are certified (signed)
3. The T&As are stapled together
4. The T&As are placed in payroll envelope (special envelopes discussed in Administrative Notice, March 11, 1955) and then placed in big franked envelope with other mail to regional office

then there is little chance of them becoming "lost".

Note: Further, Form 657, Property Clearance, must be received prior to release of checks when employees — transfer out of Region 4 or separate from CAA.

Standard Practice 3690 particularly that portion dealing with mailing date and non-release of salary checks until duty status is documented in Payroll Section with Attendance reports should be reviewed by all employees and supervisors.

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Division Highlights - continued from page 23

equipment and we believe operated on an emergency radio net for some time during the emergency. The roads and utility services into Pescadero itself remained open during the emergency and OFACS service was not disrupted. It can be said to the credit of all CAA field people that they do their best even during the worst conditions.

A District Supervisors conference was held during the month of January and several difficult problems were ironed out. Most of the Supervisors were further trained and should now be in the expert class on UHF communications equipment. The after-hour sessions of the conference were not quite as lucrative as previous sessions have been; however, a good time was had by all.

Mr. Clayton completed a trip to the Washington office and in the process made a side visit to the new million dollar Radar Traffic Control Center at Idlewild, New York. A number of interesting items were observed and discussed with the conferees during and after conference sessions.

Maintenance personnel will be interested in knowing that the Maintenance reclassification program is proceeding rapidly although it is now slightly behind schedule. We hope that at least portions of the reclassification may be implemented by April 1. Exact details of this program will be furnished to all interested personnel by official memorandum.

The following Maintenance Branch personnel have completed training at Oklahoma City during the past month: George Noble and George Jones, ILS/VOR Class #113; Vadim V. Von Hartman, Dorm Poulin and Robert G. Adams, DME Class #112; Joseph Mosser and Leonard Galloway, ASR/PAR Class #108. The following personnel are now attending: M. Eugene Walker, ILS/VOR Class #114; George Noble, George Jones and James G. Maddox, DME Class #113; James R. Hall, Dale Whittaker and Alfred W. Grabau, ASR/PAR Class #109.

We are happy to welcome back to our Shops Mr. Don Dicks, Electronics Technician. Don was hospitalized with tuberculosis approximately one year ago and has been sweating out the cure at the Long Beach Naval Hospital. He now appears to be in first-class shape and has some interesting stories to tell about how he learned to knit and do various other things to pass the time while waiting for good health again. We know Don will be glad to discuss his scars with anyone who is interested.

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AWARDS ARE SAVINGS

by

C. T. Holman, Chairman
Regional Incentive Awards Committee

The Incentive Awards Programs are frequently regarded as morale builders. It is interesting to note that industry as a whole, disregards the morale building angle and considers suggestions from a straight profit standpoint. Companies such as the Bell Telephone Company, Western Electric, Boeing Airplane Company, etc., have extensive records to show that the company's suggestion programs actually make a profit. Ordinarily suggestions that result in a savings to the company are rewarded on a percentage of the savings of the first year. The amount paid to the employee sometimes on the surface appears to be quite generous. If, however, a single suggestion were evaluated as a separate item and not as a part of the whole program, it might be considered somewhat miserly. Industry, by and large, is not broken out with generosity. That is why they stay in business. Neither is Uncle Sam going to give you anything you are not entitled to. If you receive an award for a suggestion or for superior accomplishment, you can be sure you earned it.

The government wants your suggestions not because they want an excuse to pat you on the back. It wants them for the money they can save. Not all suggestions lend themselves readily to an evaluation on a strictly monetary savings, but even suggestions that promote safety or increase efficiency are money in the till. The government needs your suggestions more than you need the small reward you may receive. Sometimes it will be difficult for you to see all the factors that might prohibit its adaption. If your suggestion is turned down, don't get discouraged -- try again. In making a suggestion, you are doing your government a favor.

* * * *

PLAUDITS TO SARAH SCALLY

In the Los Angeles area observance of the National Civil Service Week, a contest for Miss Federal Secretary was conducted.

Miss Sarah Scally, Secretary to the Regional Administrator, was selected as CAA's representative. From a group of over 30 contestants representing various federal agencies in Southern California, Miss Scally was awarded fourth place.

* * * *

BLOOD DONERS

Many thanks to the following employees who each donated a pint of blood to the Red Cross when the mobile blood bank was located in this area last Friday:

Bob Boone
Dorothy McDonald
Louise Walters
Fred Wild

Dan Seitz
Betty Dearn
Joe Brant
George Davis

H. L. Berry

A number of other employees would have participated had they received the notice earlier, however, the Red Cross did not call on us until the last minute when they realized that appointments were lagging. So we are doubly appreciative of the service rendered by the above personnel on such short notice.

C. A. A. REGION FOUR
FEDERAL CREDIT UNION

Q.- If a stack of \$1000 bills, 8 inches high, will total one million dollars, how high would a stack of such bills be in order to total one billion dollars?

A.- 666 ft. 8 inches, or 111 ft. higher than the Washington Monument.

Your Credit Union, while not in the billion dollar class, is still Big Business — and growing. We have passed the $1\frac{1}{2}$ million dollar mark in assets and with the excellent management of Mr. Houghton Miller, were able to pay a $4\frac{1}{2}\%$ dividend, which was voted by the members, for 1955. This figure is one to be proud of, as a comparison with other similar organizations will disclose.

At the annual meeting which was held on January 13, three Directors were elected by the members and the Board elected their officers.

1956 Board of Directors

Ken Horner, President
Elwood Cole, Vice President
Florence Smith, Secretary

John Garrison, Treasurer
Ken Wall, Director
E. J. Jakobi, Director

R. F. Denzer, Director

Besides the Board of Directors, election of the following also took place:

Credit Committee: F. A. DeAndrea, Chairman
R. W. Gunn
R. O. Blanchard

Supervisory Committee: M. H. Griffith, Chairman
H. S. Slayter
Granville Marshall

The retiring officers and directors received the well deserved thanks of those present.

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.

FINANCIAL STATEMENT
CAA REGION 4 FEDERAL CREDIT UNION
Year ending December 31, 1955

<u>ASSETS</u>		<u>LIABILITIES</u>	
Loans (1557)	\$1,496,827.08	Shares	\$1,503,021.66
Cash in bank	26,821.92	Accounts Payable	704.60
Change Fund	5,000.00	Notes Payable	45,000.00
Savings & Loan Shares	80,000.00	Regular Reserve	35,612.81
Loans to other Credit Unions	30,500.00	Undivided Earnings	57,774.49
Furniture & Equipment	1,706.32		
Prepaid Insurance	679.63		
Other Assets	578.61		
TOTAL ASSETS	\$1,642,113.56	TOTAL LIABILITIES	\$1,642,113.56

INCOME AND EXPENSE — YEAR 1955

<u>INCOME</u>		<u>EXPENSES</u>	
Interest on Loans	\$ 119,012.00	Salaries	\$ 31,114.32
Income from Investments	5,395.28	Borrower's Insurance	7,257.61
Gain on Sale of Bonds	50.00	Life Savings Insurance	5,834.90
		Communications	1,296.27
		Independent Audits	1,049.60
		Examination Fees (Federal)	1,044.49
		Supervisory Fees (Federal)	334.60
		League Dues	995.71
		Surety Bond Premium	662.81
		Stationery & Supplies	543.70
		Depreciation of Equipment	460.80
		Social Security Taxes	501.36
		Recording Fees	522.80
		Armored Car Service	231.75
		Educational Expense	108.25
		Bank Service Charges	28.36
		Interest on Borrowed Money	70.18
		Other Insurance	51.04
		Addressograph Service	80.88
		Cash Over & Short	27.54
		Miscellaneous General	460.82
		TOTAL EXPENSE	\$ 52,677.79
		Transfer to Regular Reserve	14,355.90
		Undivided Earnings	57,423.59
TOTAL	\$ 124,457.28	TOTAL	\$ 124,457.28

LOAN STATISTICS

	<u>Number</u>	<u>Amount</u>
Loans Granted, Year 1955	1988	\$1,970,648.30
Loans Granted since Organization	6936	5,840,478.72
Loans Charged Off, Year 1955	3	2,115.78
Loans Charged Off Since Organization	9	2,544.92

Credit Union Organized, October 1, 1949

CAA REGION 4 FEDERAL CREDIT UNION

COMPARISON REPORT

	<u>Year</u> 1953	<u>Year</u> 1954	<u>Year</u> 1955
1. New Accounts Opened	781	650	618
2. Number of Accounts - end of year	1862	2421	2925
3. Number of Loans Granted	1220	1442	1988
4. Loan Balance - end of year	\$823,825.32	\$1,043,416.68	\$1,496,827.08
5. Share Balance - end of year	811,261.34	1,234,998.42	1,503,021.66
6. Total Income	61,642.73	90,278.29	124,457.28
7. Total Expense	28,791.34	41,692.28	52,677.79
8. Transfer to Regular Reserve	6,570.28	9,717.20	14,355.90
9. Balance of Regular Reserve	13,675.39	23,218.19	35,612.81
10. Earnings after Provision for Reserve - Amount	26,281.11	38,868.81	57,423.59
11. Earnings after Provision for Reserve - Percentage	4.39%	4.16%	4.69%
12. Total of Undivided Earnings - end of year	26,338.78	38,901.30	57,774.49
13. Dividends Authorized by Members - percentage	4.4%	4.1%	4.5%
14. Dividends Paid to Members - amount	26,306.29	38,550.40	55,352.02
15. Dividends Paid to Members Since Organization	52,916.34	91,466.74	146,818.76
16. Benefits Paid by Cuna Loan Protection Insurance	1,235.07	871.67	7,024.66
17. Benefits Paid by Cuna Life Savings Insurance	2,357.91	2,789.77	1,337.09