REGION 4 NEWS

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JET TRANSPORTATION

By

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"Shock Waves" — "Annular Combustion Chamber" — "Adiabatic Temperature Rise" - "Axial Flow" - "Twin Spool" - "Tropopause" - "Thrust Reverser" - "Mach Number" - you have undoubtedly heard these terms associated with the jet transportation future and wondered just when this is to take place. Insofar as CAA is concerned, this new era is here, and we are definitely in the picture from the design and development of the airplane through its operation. In fact, we have been reviewing pertinent requirements and making long range plans for a number of years. Since this new jet age will have a bearing on our work, let us review various aspects of the jet aircraft itself and its effect on air commerce. It should be realized that jet transportation does not merely involve new aircraft designs suitable for and incorporating a new principle in propulsion, but actually represents a new era in aviation. The jet air carrier airplane cruising speeds of approximately 550 MPH and cruising altitude of 40,000 ft. represent new plateaus in civil air transportation. Such advances may be compared to the development of the monoplane and aircooled engines which allowed cruising speeds to increase from about 100 MPH to the present day 350 MPH. It is believed that the jet speeds of approximately 550 to 650 MPH will remain for some time in transport operations since these speeds are quite close to the drag rise associated with the so-called "sound barrier". Although the military services have airplanes that exceed the speed of sound or Mach 1, it will be many years before such speeds are feasible for airline transportation aircraft. Considerable study and development work will be required to make "faster than the speed of sound" transportation economical and practical.

As you know, the Boeing Airplane Company has been flying a prototype jet transport airplane for over a year and a half. That airplane, known as the Model 707, has many of the latest aeronautical developments such as 10,000 lb. thrust engines, swept wings, movable stabilizer, internal or buried antennas, etc. This airplane made several cross country flights recently at cruising speeds of close to 600 MPH. The Boeing Model 707 production airplane which will weigh over 250,000 lbs. is in the process of being certificated as a jet transport. Being located in the Fourth

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Region, the certification will be processed through our Los Angeles Aircraft Engineering Division. As in the certification of any new aircraft, the Boeing Company must substantiate and demonstrate that their airplane meets all the pertinent safety requirements with respect to strength, fire prevention, performance, flight and handling characteristics, etc. The requirements in this case are Civil Air Regulations Part 4b, which have been used in the past for airplanes such as the Constellation, DC-6, etc. Needless to say, these requirements in their present form are not sufficiently complete or applicable for all of the new problems associated with jet aircraft. Therefore, new rulings and interpretations must be developed to insure adequate safety. CAA engineers are presently engaged in studies and investigations to develop such new rules as their need becomes apparent.

Last December the CAA Type Certification Board composed of personnel from this office, and our Washington office, held a meeting with the Boeing Company in Seattle, Washington to discuss the certification of their Model 707 jet transport. The purpose was to become acquainted with the Boeing design and to review details, regulatory material and special problems associated with their airplane. In addition to the general discussions specialist groups met to review details of the structure, equipment, powerplant, and flight characteristics and performance. Type Board members were invited to participate in demonstration flights in the Boeing 707 prototype airplane. I would like to give you my impression of these flights which I believe parallel that of the other participants. I had heard and read quite a bit about the advantages and thrills associated with jet airplanes, and as a result of this flight experience I was fully impressed and convinced that after their first trip in a jet transport most travelers will be completely sold on the merits of this form of travel. After such an experience, flying in a conventional piston engine type of plane will feel like riding in a Model "T" Ford. The day we made this flight happened to be one of those clear sunshiny days that are a little rare in the Seattle area this time of year. We boarded the airplane at the main Boeing hangar. After occupying our seats, the engines were started and we immediately proceeded to taxi to the end of the runway. During this taxi period a number of the pre-flight checks were made. When we arrived at the end of the runway, the airplane was aligned for the take-off and after only a few seconds we started our run. The noise level increased, however, it did not appear to be higher than a present-day conventional propeller driven transport. In a short time we were airborne and the scenery began slipping by rapidly. Even though we were not attempting to establish any record, we climbed through the tropopause at an altitude of 31,000 feet in approximately 13 minutes. After attaining an altitude of 38,000 feet, various maneuvers were demonstrated including high speed runs, and in several instances we were flying at better than 600 MPH. In flying at this altitude a number of observations impressed me. First was the relief map appearance of the ground below. The mountains appeared to be only a few feet high, in fact lofty Mount Rainier seemed to be a little mound of snow which could have been man made. The sky at this altitude was a clear dark blue. Although the aerodynamic or wind noises were still audible there was no sensation of high speed. After cruising for about one half hour other maneuvers were demonstrated such as stalls, spoiler operations, rapid descents (during which we lost over 1000 feet of altitude every 5 seconds) one and two engine out operations, (both on the same side), etc. The effect of cutting one or two engines was hardly noticeable in the cabin. Five of our CAA pilots flew the airplane for short periods of time and after 2 hours of flying we headed back for Boeing Field. As a last demonstration "Tex" Johnson, the Boeing pilot, made a normal landing allowing the airplane to roll about 1000 feet and at this point started another take-off to simulate a balked landing. From my position in the cabin it seemed like a normal take-off. I found out later that one outboard engine was cut during the take-off to demonstrate the performance and handling characteristics. (Continued on next page)

I finally had my first ride in a jet airplane and I must say it was a great experience and it has made me more enthusiastic than ever regarding the future of turbine-powered aircraft. After settling down and thinking it over I realized that I was one of relatively few people in the country, and possibly the world, who had flown at such speeds and altitudes. In fact there are probably only a few military production model airplanes that could have overtaken us. It should be mentioned here that this was a demonstration flight only and was not intended to represent an official CAA flight test. Before the airplane will be finally certificated it will have been subjected to numerous static tests, operational tests, engineering investigations, etc., and many hours of flight testing to assure the model is a safe airplane, satisfactory for carrying passengers.

In the next few years the Fourth Region Aircraft Engineering Division will be quite active in jet and turbine-powered aircraft development. Besides the Boeing model, the Douglas Company has made an application for type certificate on their DC-8 airplane which is similar to the Boeing, that is, it will be a four jet transport weighing over 250,000 lbs, and will be powered by Pratt & Whitney J57, 10,000 lb. thrust engines or equivalent. The Lockheed Company is developing a turbo-prop transport designated as the "Electra", which will operate at a weight of 110,000 lbs. and cruising speeds of approximately 420 MPH. All of these airplane models will need to be developed and proved airworthy before they are certificated. It is expected that the Boeing and Douglas airplanes will be in operation in 1959. The Lockheed "Electra" airplane is expected to be flying on the airlines in 1958.

A few words should be said regarding the impact of jet transportation on our economy, day-to-day living, and even international relations. The following are typical flight schedules that will be commonplace in about 1959:-

San Francisco	-	to	-	Honolulu	- 4 hours 15 minutes
New York	-	to	-	London	- 6 hours 10 minutes
Los Angeles	-	to	-	New York	- 4 hours 12 minutes

Just think - you could depart from New York at 12 noon and arrive in Los Angeles at 12 minutes after 1:00 o'clock, making the transcontinental flight practically during your lunch hour. Obviously the jet aircraft will remake trade and travel routes and perform the single greatest transport revolution in history.

Before long all other branches of the CAA that are concerned with aircraft operations will be similarly engaged with the integration of jet aircraft into commercial operation and the new problems associated therewith. This new era is not way off on the horizon - it's almost here now!

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Wise Men Say - - - Every tomorrow has two handles. We can take hold of it with the handle of anxiety or the handle of faith.

- - Henry Ward Beecher.

Regional Administrator's Column

I imagine that all of you have been awaiting your copy of the Region IV News for this month and have been wondering what has caused the delay. I must frankly admit that I am the one to blame. I was about ready to take my pen in hand to prepare this column when I received word from the Administrator in Washington to return for a short conference on the morning of February 27. Not knowing what the exact subject of the conference was to be I decided to withhold preparing the column until my return.

By the time this reaches you you will probably have learned through the press that my appointment as Regional Administrator was confirmed by Mr. Lowen on March 1. I am indeed pleased to have been selected for this important position and I want to assure all of you that I will make every endeavor to serve you and all segments of the aviation industry to the best of my ability.

I hope that the position of Deputy Regional Administrator will be filled in the near future. I had expected that the selection for this position would have been firmed up by this time so that I could have announced the selection simultaneously with my advancement to the position as Regional Administrator. With this position filled we will again be in a position to take care of our field obligations.

I am about to celebrate my first anniversary as a member of the Fourth Regional Office. During this time I have become acquainted with a large number of our employees. I must apologize for not having gotten out into the field more frequently to meet you folks in the outlying stations. Circumstances in the Regional Office prevented this in the past year but I hope that the near future will permit me to make up for lost time.

I believe that we have an outstanding organization within the Fourth Region and I sincerely hope that our progress in the future will measure up to that of the past.

TIPS FOR STENOGRAPHERS

Have you ever had the problem of your notebook slipping on the desk while you were transcribing? According to Helen Walker of the Facilities Maintenance Branch, a simple little idea will prevent it.

Helen has suggested the use of rubber glue on the bottom edge of the notebook cover. It is easy to apply and if left overnight, it will be all dried and ready for use the next morning. Why not try it and see how it works for you!

Akiko Mikami, Secretary in the Aviation Safety District Office at Seattle has also contributed a time-saving idea. Akiko has suggested that stenographers retain the empty one-ounce, self-spreader mucilage bottle. Fill the bottle with water and use as a gummed label or an envelope-flap moistener.

The foregoing is probably not practical where volume is concerned but should prove useful at the individual desk. This bottle stands upright and does not have the disadvantages of a dried-out sponge, water seepage or evaporation which are the drawbacks of the sponge-end moistener, sponge-in-cup type and the porcelain roller type. The bottle type takes less space and the bottom of the bottle can be moved across the seal for better adhesion. The bottle is small and can be easily held and handled. Since a salvaged item is being used, there is no additional cost involved.

(EDITOR'S NOTE: If any of the girls - or the bosses for that matter - have some good ideas along the above lines, why not send them in to the Editor of the News. Furthermore, maybe the girls have some good ideas that their bosses could use to help both themselves and their stenos. Maybe a column "Tips to Dictators" would be a good idea?)

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FLOOD RELIEF LETTER OF APPRECIATION

Quoted is a letter signed by Charles R. Waldbieser, Marysville, California:

"Miss G. Fay Russ and myself thank each and everyone who contributed to our welfare fund for their kindness and generosity. Words cannot express our feelings adequately. Suffice it to say that the contributions made the difference between hopeless debt and the chance for a comeback.

"In addition to the monetary value and also important was the needed boost to our morale when it was at its lowest ebb. Our thanks are small but our appreciation is great.

"As we can't thank each one personally we hope you will print this in the Fourth Region News as a substitute therefore. We would like to especially thank your office and those concerned for the time and effort spent in making this possible."

As of press time we have exactly $3800; $32.00 of which remains to be divided equally between Miss Russ and Mr. Waldbieser. Money has been distributed as follows: $1936.50 to Miss Russ and $1826.50 to Mr. Waldbieser. When funds still on hand are distributed, Miss Russ will have received $1955.00 and Mr. Waldbieser $1845.00.

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REGIONAL INCENTIVE AWARDS COMMITTEE

One of the basic complaints from personnel participating in the Regional Awards program is that suggestions which they submit seem to die on the vine, at least for long periods of time, and that when finally recognized they are sometimes almost obsolete. The Incentive Awards Committee does its best to keep current on suggestions but there are several factors which cannot be thoroughly controlled, some of which tend to lengthen the period between submission of a suggestion and issuance of an award.

A large number of the suggestions submitted are by Facilities people and a large number of the suggestions which these people submit relate to equipment modifications. We realize that this is one of the areas in which the highest saving of our over-all dollar program can be made; therefore, we encourage this type of suggestion. Before a suggestion regarding an equipment modification can be approved, however, it must be thoroughly evaluated (this ordinarily being done by Regional Office Facilities Division Specialists or Engineers), then the effect of the suggestion on Washington and Regional programs must be considered. If the suggestion is considered acceptable and involves changing a basic item of equipment, it must be forwarded to Washington for approval. This may seem to be a bottleneck but all maintenance and installation instructions are written on the basis of standardized equipment. We cannot keep our equipment standardized if we allow haphazard or intermittent modifications to certain items of the equipment or to equipment in one Region and not other Regions.

The Washington office, because of low staffing and generally high workload conditions, cannot always evaluate a suggestion the day it is received and, in fact, they frequently farm out the suggestion to some Region other than the one submitting it to obtain an entirely unbiased opinion. After receiving reports from the evaluators, the Washington office then makes up its mind to either approve the suggestion on a national basis or allow it to be implemented optionally in the Regions. This information is then returned to the Region submitting the suggestion, where the Employees Incentive Award Committee takes appropriate action. In some cases, the suggestion may be considered of sufficient importance to rate an award from the Washington office. Also, in some cases suggestions which have been placed into effect on a local basis only are rewarded by the Regional Suggestion Committee before being submitted to Washington for additional award.

At the present time our time lag, due strictly to the Regional operation, is something less than 30 days. We, however, have suggestions being evaluated by the Washington office which have been under consideration for several months. We ask your indulgence in understanding this procedure and hope that you will not under any condition consider that slow action on your suggestion is intended to discourage submission of further suggestions. Our intention is just the reverse, we desire to encourage employee suggestions in all cases, as we realize that most of our time and money saving changes come from people actually operating and maintaining equipment.

AWARD THANK YOU LETTERS

Recently the Region granted a group of Superior Performance Cash Awards. Various recipients submitted memorandums expressing appreciation for this honor. We believe that you will be interested in excerpts from two of the letters written to the Regional Administrator. (Continued on next page)

The first letter, in part, stated:

"At the risk of sounding trite, I have always believed that a job should be done to the best of a person's ability and then a little more thrown in for good measure.

"I am grateful that I have a job I enjoy, a District Supervisor who believes that I am doing my job well and appreciates it sufficiently to point it out to my Regional Office, and a Regional Office that recognizes the efforts of the men of this Sector to maintain and improve our service to the public.

"For what I have received - I thank you."

Another letter, in part, stated:

"It will spur me on as usual to give my fullest cooperation and efforts that I have attempted to give the past 25 years.

"There is one regret, that is being unable to express my confidence and thanks monetarily to those men who made my eligibility for this award possible, — my subordinates. However, I will express my appreciation of them by placing a copy of this memo in their individual Personnel file folder No. 141.

"In concluding, I wish to express my thanks to you, also to my immediate superiors, my subordinates and those who made the evaluation, and also to advise all that I shall keep trying."

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Quoted herewith is copy of a letter which was received in this office, addressed to Mr. J. S. Marriott, from Sinclair Weeks, Secretary of Commerce, Washington, D.C.

"Your decision to retire from the Civil Aeronautics Administration has terminated a long and efficient association with the Federal Government. I should like to express my appreciation for the outstanding manner in which you have served the Department.

"Your aviation career makes me realize how versatile and valuable you have been to the Civil Aeronautics Administration. Your professional competence has been repeatedly demonstrated in your progression from the position of Airplane and Engine Inspector in 1928 to Regional Administrator. During this period you had the fortunate opportunity to pioneer in a field of aeronautics which developed into the dynamic activity that it is today. In no small measure your ability and energy played their part in the evolution of our civil aviation program. The Civil Aeronautics Administration is fully aware that it was men like yourself who individually achieved for it its fine reputation with the aviation interests and the public. Your contribution to this prestige will be greatly missed.

"In your retirement you take the personal satisfaction and pride which come to those who have devoted many years to serving the public interest. I extend to you my warm wishes for a career of renewed distinction as Director of Aviation for Riverside County, California."

(NOTE)

The following article makes good reading and good education for all Supervisors and all who hope to become Supervisors.

P A S S I N G T H E B U C K U P

By Lawrence A. Appley
President, American Management Association

Reprinted from Management News, April 1953

In one of the popular national magazines there appeared recently a cartoon that showed an exasperated business executive blasting two quaking subordinates: "I don't want you to come to me with problems! Bring me solutions!" The point of the cartoon seemed to be that it could be considered humorous for the tycoon to demand that his underlings supply solutions--the implication being, what did he think he was paid to do?

It is doubtful whether the cartoonist appreciated the real significance of the situation he so comically depicted. If he meant it to be funny, (and there appeared to be no other intent) then he certainly showed little first-hand experience with executive responsibility or the principles it involves.

The fact is that the tycoon was making a perfectly legitimate demand. His job is to see that solutions are found to problems, but not to provide solutions to all problems. He must consciously and constantly fight the tendency of others to "pass the buck" up the line of command.

"NOTHING VENTURED__"

It is a perfectly natural and human tendency to let the boss (at any organizational level) take the responsibility for finding the answers. This stems first from the false assumption that the boss is always right and second from the realization that if the answer is wrong, someone else takes the rap. Not uncommonly many who cry out for responsibility and authority will not take it when it is delegated to them.

How many times have you become irritated in a discussion with a subordinate because it does not seem to be getting anywhere and there appears to be no way to bring it to a conclusion? The next time this occurs, see if something like this has happened: The subordinate has presented a problem, set forth all the facts in meticulous detail, and made it seem serious enough to justify his having brought it to you. Then he stops and looks at you with a question mark all over his face, or perhaps he comes right out and asks you what he should do.

POSITIONS REVERSED

The natural tendency is for you to suggest some possible course of action and for the subordinate to point out why this one or that one is not so good. Finally, under pressure of time or other matters that are demanding your attention, you say, "Well, let me sleep on it," or "Let me think about it and I'll call you." Now you have the problem and he can relax until he hears from you.

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Do you see what has happened? The subordinate, probably unintentionally, reversed positions with you. He pitched the ball to you and then sat in judgment on how well you handled it. If he does that often enough, or if enough of your subordinates do it, you have all the problems and the organization is waiting for your solutions. You also have yourself in training for ulcers.

Decisions have to be made and made at the proper time if an organization is to be dynamic and progressive. Decisions must be made, however, at a level as near as possible to the point where they have to be put into effect. If, for good reasons, a decision must be checked at a higher level, the higher level should sit in judgment on the recommendation--but should not initiate it. If the recommendation is not acceptable, let the subordinate "sleep on it" and come back with a better one.

It is a wise executive who is able to train his subordinates to think for themselves and find solutions to their own problems. And fortunate is the man who has such a superior, for that quality of management means progress for the organization and personal growth and satisfaction for the individuals concerned.

PASSING THE BUCK BACK

An easy way to pass the buck back, when someone working for you requests a solution to his problem, is to ask, "What do you think?" Another way is to have a fixed policy that no one is to present a problem to you without a recommended solution.

It is quite possible that an individual who refuses to come up with a recommendation, or who cannot, lacks the maturity required for acceptance of responsibility. He probably lacks confidence in himself and his own judgment and is unwilling to "stick his neck out." If so, this should be noted and every attempt made to correct the situation. If it cannot be corrected, we should recognize that we have a liability on the team. Maturity is an essential ingredient in management competency.

There is nothing funny, therefore, about asking subordinates for solutions and not problems. The executive who encourages his men to bring him answers instead of questions is simply curtailing a natural inclination on their part to "pass the buck." He is an able man.

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Las Vegas, Nevada, is one of the top U. S. communities in number of air passengers it originates in relation to population. The Civil Aeronautics Administration reports that during the 1955 fiscl year 191,923 travelers enplaned from this city of 24,000, as many as came out of Birmingham, Alabama, with its 560,000 population.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Agents of the San Francisco District Office and the Burbank District Office participated in a meeting with General Cassady and his staff in Honolulu, the main purpose of which was to discuss and prepare recommendations to higher authority for the possible improvement or increase in safety standards of the Pacific military contract operations. One of the deficiencies brought out was the difference in weather and wind forecasts which had existed between the information issued by the U. S. Weather Bureau at San Francisco and the weather section at Travis AFB. It has since been learned that subsequent to the Honolulu meeting the officer in charge of the Travis AFB weather section has been in close coordination with the San Francisco U.S. Weather Bureau and the weather data from the two sources should be very nearly the same in the future.

On January 22, United Air Lines inaugurated service to Pittsburgh, Pa., and they have eight flights daily. While their office facilities are not yet complete, the operation of the station has been satisfactory.

Trans World Airlines facilities were inspected at Denver prior to the inauguration of service February 1, 1956. These facilities are considered satisfactory and the Agent-in-Charge has so advised.

Agents from the Denver District Office attended United Air Lines refresher course for stewardesses and other United Air Lines personnel on emergency evacuation technique and procedures. While the course attended was a refresher course, it included an actual evacuation from the aircraft using a chute and emergency windows. United Air Lines uses a tape recorder connected to the PA amplifier system which gives recorded instructions from the Captain and simulates the noise of the aircraft. The stewardesses take turns in acting as the regular stewardess and the other stewardesses and United Air Lines personnel act as passengers. The emergency evacuation is made as realistic as possible with the aircraft and equipment available.

Agents of the Seattle Air Carrier District Office made the inspections of General Airways and Johnson Flying Service bases in Portland, Oregon, and Missoula, Montana, respectively.

Pacific Northern Airlines, Inc., pilot flight time, training records and dispatch records were inspected at the request of Chief, Air Carrier Safety Division, Region 5. Records were found satisfactory.

The Board of Directors of Bonanza Airlines has recommended that they apply for the following new routes:

Phoenix, Arizona and Salt Lake City via Prescott, Arizona and Cedar City, Utah; Non-stop service between Phoenix, Arizona and Salt Lake City, Utah; Las Vegas, Nevada and Salt Lake City, Utah via St. George, Cedar City and Provo, Utah; Phoenix, Arizona and Yuma, Arizona via Tucson; Phoenix, Arizona and Douglas, Arizona via Tucson and Nogales Arizona; Las Vegas, Nevada and San Diego, California via Palm Springs and Indio, California

Frontier Airlines has applied for the following routes:

Between Denver and Omaha by way of McCook, Kearney, Hastings and Lincoln, Nebraska; Between Omaha and Scottsbluff, Nebraska, by way of Lincoln, Grand Island and North Platte, and beyond Scottsbluff (A) to Lusk, Douglas and Casper, Wyoming, and (B)

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to Cheyenne, Wyoming and Denver; Between Denver and Fargo, North Dakota, by way of Cheyenne, Scottsbluff, Alliance and Chadron, Nebraska, Hot Springs, Rapid City, Spearfish and Lemmon, South Dakota, and Bismarck-Mandan, Jamestown and Fargo, North Dakota; Between Minneapolis-St. Paul and Casper by way of Watertown, Aberdeen, Mobridge and Rapid City, South Dakota, and Newcastle, Wyoming; Between Minneapolis-St. Paul and Great Falls, Montana, by way of Alexandria and Fergus Falls, Minnesota, Fargo, Grand Forks, Devils Lake, Minot and Williston, North Dakota, and Wolf Point, Glasgow and Havre, Montana; Between Billings and Great Falls, Montana by way of Lewiston.

It is understood that Los Angeles International Airport is scheduled to have the slope-line hi-intensity approach lights replaced by the "A" type configuration of single row approach lights. The airline through the local ATA are requesting that the Los Angeles installation be patterned after the one at Idlewild and Newark, which includes a strob light installation.

The Orange County Board of Supervisors are considering the purchase of a TVOR unit for Orange County Airport, Santa Ana. If installed, it should assist in reducing cancellation of flights by Bonanza, although no lowering of minimums is contemplated.

Slick Airways completed the transaction to acquire the three DC-6A aircraft ordered by Airwork, Ltd. The first DC-6A has been delivered, the second will be delivered in March of this year, and the third in January, 1957. This carrier is placing three DC-4 aircraft on the DEW line contract from March to May, 1956. Present plans are to remove the aircraft from their certificate during this period.

Slick Airways was the lowest bidder for MATS five months contract on overseas passenger operations with pressurized equipment. It is anticipated that international passenger operations will be expanded in the Atlantic and Pacific areas during this period.

Great Lakes Airlines has a five months military contract to fly the Atlantic starting February 2, 1956. They are committed for eighteen round trips for February between Dover, Delaware and Chateauroux, France. They are using two DC-4 aircraft.

California Eastern was a successful bidder in connection with a five month contract awarded by the Air Force for the movement of material and possibly persons in the Pacific area. The February allotment consists of 17 round trips to Tokyo and 24 round trips Travis AFB to Honolulu. In connection with this activity they are stationing maintenance representatives at Honolulu and Tokyo and locating a maintenance crew at Travis. The roster of pilots has increased from 30 in June 1955 to 91 on February 1, 1956. California Eastern is at present surveying the possibility of acquiring more modern aircraft.

CAM movements were frequent out of Boeing Field and Oakland International Airport during this period.

The E/E Agent at San Francisco attended the Airlines Electronic Engineering Committee Meeting held at Washington, D.C. on January 12th and 13th, 1956 at the Hotel Statler. Various projects of the Committee were discussed, including Radar Beacons, H.F. two way equipment, Weather Radar, Equipment Cooling and ADF improvement.

The Electronics Agent participated in the survey of facilities in the Burbank area for ramp test equipment radio interference with CAA Navigational Facilities, and suggested further interest in establishing privately-owned facilities where needed.

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Pacific Northern Airlines' Lockheed 12A has been certificated and is equipped for ILS and VOR training.

A flight check of Great Lakes Airlines' Chief Navigator was completed between Travis AFB and Honolulu, T.H. Upon completion he was designated as Flight Navigator Examiner.

Due to a strike of Western Air Lines clerks and cargo handlers (beginning on January 9, 1956) there has been little activity on the part of this carrier. The flight operations activity stopped, however, a portion of the maintenance functions have continued. Two overhauls are in process on a C-54 and a CV-240. In addition, the corrosive resistant paint on the DC-6A is being removed and replaced.

Due to the difficulty of getting experienced mechanics, CEA has started an indoctrination school for mechanics having military experience. All students get a week of practical training prior to going to work.

New quarters for engine build up were recently acquired in warehouse buildings across the street from CEA's hangar. Existing engine build up area is to be used by sheet metal shop. CEA is reviewing specifications and manual for contemplated purchase of either L-1049-H's or DC-6A's.

SWA are recovering slowly from the recent fire. Their instrument overhaul shop was saved and is in 100% operation. They are accomplishing some accessory overhaul. Major overhaul of all other components have been contracted to other agencies. SWA have purchased three Martin 202 aircraft. These bring the fleet to seven Martin 202 aircraft. The first one will be placed in service on February 5, 1956.

United Air Lines have recently started equipping five new DC-6B aircraft for LAX-HNL-SFO operations. These aircraft are in the coach configuration and will have several new features, including three lavatories, life rafts located adjacent to the exit through which they are to be launched, an automatic coffee maker similar to a coin vending coffee machine, and revised location of the navigator's station, which will alleviate the congestion in the cockpit. The first of these five aircraft is now complete and is being used for training, and the last will be in service by April, 1956.

The purchase of three Air Work DC-6A aircraft by Slick Airways has been consummated. The first aircraft has been delivered from Douglas and is in modification. It will be a passenger-cargo convertible configuration and will be operated under Par. (8) of SR-41.

North American Airlines has not purchased DME equipment as previously reported, but are at present evaluating various manufacturers' data for Weather Radar. Latest information regarding VOR/DME vs TACAN should be of interest to the operators in this area.

Two Los Angeles Air Service DC-4s were modified during January. California Eastern Airlines installed a modified "B" fuel system in one DC-4. After this installation both aircraft were routed to Long Beach for the following modifications:

New Payloader seats	Cargo door installation
Relocation of the galleys	Crew bunk installations

These activities were coordinated with CAA Engineering.

The C-46 Los Angeles Air Service recently purchased from the Air Force is still in Macon, Georgia where it is being readied for a ferry flight to Long Beach where it will undergo an extensive inspection. (Continued on next page)

Airline Services Approved Radio Repair Station is being expanded and cleaned up and in new quarters. This is a long overdue item and reflects the change in management. Airline Services have also employed a new radio mechanic in view of the increase in CAM operations.

From all indications it appears that United Air Lines' DC-8 aircraft will be equipped with Pratt and Whitney J-75 engines. It is suggested that Pratt and Whitney Aircraft be contacted to determine when instruction classes will be available, and arrangements made for affected agents to attend.

Two carriers are actively engaged in the installation of VOR equipment. They are also training on VOR test and overhaul equipment. Another carrier has purchased some VOR equipment for future installation in C-46 type aircraft. Due to increased CAM activity, and the introduction of VOR, two new radio shops have also made application for assistance in shop certification work.

Carriers operating over the Pacific into warmer climates have charts which are somewhat at variance with each other regarding weight of fuel per gallon used for refueling and flight planning purposes. It is suggested that CAM material be developed setting forth a scale of weights to standardize the procedure. This scale should be as simple and practical as possible, taking into account temperature, viscosity and octane rating.

Braniff is eliminating the Seattle - Houston interchange with United Air Lines on February 1st and inaugurating a Dallas Convair flight to Dallas on the same date.

Continental Air Lines is planning to move the Dallas maintenance and overhaul base to Denver by April 1st.

Continental Air Lines is receiving the first of the three CV-440s on February 6th, and will put them into service immediately after the radar installations are completed.

Frontier Airlines added another DC-3 to their fleet (their 13th) after completing the standardization and maintenance work necessary to add it to their maintenance program.

The assigned agent attended a one day meeting with UAL and General Electric representatives at which an explanation of the CE AC aircraft generating system was given. Attended a two day meeting and explanation of the Jack and Heintz AC Generating system in regard to the DC-8. This meeting was attended by CE and UAL personnel, and is considered to be of value in familiarization with new systems which will be in use at the introduction of jet transport aircraft.

As an indication that an aggressive safety program pays off is the record of United Air Lines propeller overhaul shop, which has completed five years or 311,400 man-hours worked without a single disabling injury. The shop supervisor was rewarded by a week's paid trip to Honolulu for his wife and himself.

United Air Lines' DC-6, Flight 502, received major damage only to the propellers, engines and nose section area when the nose gear gave way due to failure of the left hand actuating link rod. The nose did not go down until after the airplane had come to a complete stop, which accounted for the limited damage.

Eighteen flight engineers were graduated from United Air Lines' training school during the month of January, 1956.

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The E/E Agents assigned to the Los Angeles and Burbank Air Carrier District Offices attended two days of United Air Lines training class on RCA weather radar model AVQ-10. United installations are progressing rapidly on both CV-340 and DC-6 aircraft.

An alert West Coast Airlines station attendant at Yakima, Washington, while installing landing gear safety pins on arrival of a flight recently noted a bolt protruding in the landing gear which connected the landing gear retracting strut with upper truss. Further inspection disclosed complete failure of bolt. Discovery no doubt prevented an eventual landing gear failure. Bolt was replaced and no further difficulty experienced.

West Coast Airlines have recently adopted use of the Champion R-115 spark plug in their R-1830-90D engines and have been experiencing some difficulty with oil leaks into the barrel area. Excessive erosion is noted, thus causing a forced reduction in overhaul time. Generally the new plug was adopted to eliminate moisture trouble. Actual over-all performance with respect to spark plug difficulties has improved.

Mr. Joseph P. Adams, Civil Aeronautics Board Member, recently congratulated West Coast Airlines on the high passenger load factor which they are experiencing.

Agents from Seattle Air Carrier District Office, Fourth Regional Office and the Wash[illegible]gto Office participated and/or attended the CAB Accident Hearing January 26 and 27 involving Peninsular Air Transport DC-4. Twenty-eight persons were killed when the aircraft crashed shortly after takeoff on November 17, 1955 at Seattle, Washington.

Mr. Al Wallsten, W-223, and Mr. B. Little, C.A.B., Washington, were given a brief tour of all Air Carrier and Repair Agency facilities located on Boeing Field, at the time of their trip to Seattle on January 27th in connection with the accident hearing.

Agent Rider was designated coordinator for Slick Airways' C-54 aircraft accident at Travis Air Force Base. The aircraft over-ran the runway (approximately 120 yards) into very soft mud. It also struck an approach light nicking the blades on #1 propeller to the extent that they will be discarded. The aircraft was pulled out of the mud by the Air Force. The propeller was changed; the aircraft was then inspected, test flown, and released for service by the company.

Slick Airways have scheduled during February 13 DC-6 trips to Honolulu and 2 to Toky[illegible] They are starting on a contract with Riddle Airlines which calls for a daily round trip from New York to San Juan six days a week. This contract will continue for at least two months.

GENERAL SAFETY DIVISION

There appears to be little change in the activities of general aviation for the month of January over the previous several months. Many of our district offices are placing their major emphasis for the immediate future in activities associated with safety meetings and flight clinics.

A new and interesting addition to safety meetings was introduced by the Boise District Office. According to Agent Witter, a short true-false examination was developed by that office, the purpose being, "To break the ice and loosen up the meeting; find out to some extent what the pilots knew; and as a means of aviation education." It was reported that each individual corrected his own paper and that the pilot reaction to this safety approach was very favorable. Agent Witter advised that Mr. Chet Moulton, Director, Idaho State Department of Aeronautics, felt that the questions were particularly worthwhile and had them published in a recent issue of "Rudder Flutter", a

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monthly aeronautical publication of the State of Idaho. The Boise Office has agreed to furnish questions for this periodical as long as it is felt that good is being accomplished.

The Junior Chamber of Commerce in San Diego, California, and the Chamber of Commerce in Spokane, Washington, are formulating plans for their annual spring flight clinics. Both of these organizations have made the flight clinic one of their outstanding annual aviation activities and have presented excellent programs and attracted a great deal of pilot interest in the past.

The San Diego Office reports that plans for the Tenth Annual Pacific Coast Mid-Winter Soaring Championships have been completed and will be held February 25 and 26. This activity is also sponsored by the San Diego Junior Chamber of Commerce.

A new weekly TV program for the Sacramento area is scheduled to run 20 weeks. According to the Supervising Agent, this program will deal exclusively with civil aviation with particular emphasis on private flying. Agent Harris appeared on the first program January 22 and delivered a talk on "Your CAA".

The Sixth Annual Conference of the California Agricultural Aircraft Association was held at Long Beach, California, January 26-28. Approximately 215 people attended the conference, including Messrs. Kenneth Aldrich and Gale Hanson of Washington. Mr. R.E. Dake, Chief, General Safety Division, Los Angeles Regional Office, participated in the program as a Moderator in one of the panel discussions.

Mr. Gale Hanson, Aerial Applicator Specialist from Washington, and Agent Dewey of the Van Nuys District Office attended a conference at the University of California at Davis, held for the purpose of setting up the ground work for a proposed aerial applicator course to be presented by the University at their own airport. Financial arrangements for the ground school appeared to be satisfactory to the University for at least a trial period, and arrangements for the flight phase are now the only problem. According to Agent Dewey, "With proper coordination between the University, the Agricultural Aircraft Association, and the CAA, the course has a good chance of being presented in September."

Instrument training has increased in the Fresno area because of the present policy regarding flight clearances in control zones under marginal weather conditions according to the Supervising Agent of the Fresno Office. "This is a healthy trend, as it is encouraging many pilots who are otherwise qualified to brush up and become legal", states Supervising Agent Zentner.

The Seattle District Office reports that much progress is being made locally in arrangements for the National Flying Club Convention. Agent Princen indicates that the interest generated in this area is terrific, and the cooperative attitude of all agencies toward making this convention a huge success is gratifying. He believes that this event will be one of the greatest aviation activities every held in the Pacific Northwest.

Several critical corrosion conditions found by Agent Outcen of the Ontario ASDO on metal aircraft are being used to encourage more thorough inspections by maintenance personnel. Agent Outcen is showing these exhibits throughout the territory and has definitely brought home the importance of close scrutiny of the metal by mechanics. The colleges within this district having Airframe and Powerplant Mechanic Courses

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are also using several of these exhibits along with the lectures to their students, which has proved very impressive and beneficial.

The Palo Alto and Van Nuys ASDO's jointly conducted a flight clinic at San Luis Obispo--jointly because the clinic attracted people from both districts. Agent Nacht spoke on maintenance and received considerable praise for his presentation.

Agent Mabry of the Oakland ASDO was present at the formation of a new Chapter of Experimental Aircraft Association in the Bay Area. Approximately 45 members formed the club, all interested in building home aircraft. Agent Mabry spoke on the regulations covering "home builts" and spent a great amount of time answering questions.

AIRCRAFT ENGINEERING DIVISION

Aerocar has completed cycle tests on the Flexidyne unit. A tear-down inspection indicates considerable fretting of the individual spherical shot comprising the flow charge as evidenced by oxide powder within the unit. The results of these tests are being evaluated. Additional fuel flow tests were conducted as a result of which various changes are being incorporated in the fuel system in an effort to increase the flow under static conditions. Aerocar has been unsuccessful in attempts to have Lycoming conduct the tests on the revised carburetor elbow and to conduct engine cooling tests with the up-draft cooling system installed. Aerocar advises they are negotiating these matters with Lycoming and hope to work out satisfactory arrangements in the immediate future. The CAA Pre-Flight Type Certification Board probably will be convened as soon as these items have been cleared up.

Technical data pertaining to the Aircraft Engineering Foundation's C-46 modification still are being received and evaluated. Foundation personnel have indicated they would prefer to have a complete Type Certificate covering their modification rather than to receive a Supplemental Type Certificate. This request may involve legal and technical aspects which have to be further investigated. It now appears impossible for the Foundation to meet the deadline date of April 1 for compliance with Special Regulation 406.

The prototype Boeing 707 airplane has been instrumented for flight stress survey work. Technical data and requests for specific approvals are being received and processed. The Boeing Airplane Co. has undergone a reorganization to provide a representative head for control of transport aircraft production. Mr. J. B. Connelly has been named Vice-President of the Transport Division and Mr. Maynard Pennell has been appointed Chief Engineer. This action divorces the 707and KC-135 production from the B-52 activity and is expected to clarify and simplify CAA relationships with Boeing.

Evaluation of the Convair Model 440 airplane has been completed. Flight test designees prepared the Type Inspection Report and the Airplane Flight Manual. These reports have been approved, and the first certificated Model 440 airplane has been delivered to the Swiflite Aircraft Corp. The second model 440 airplane also has been certificated and flown to AiResearch for interior finishing. This airplane is scheduled to be delivered to the Royal Australian Air Force. Convair has a production schedule of eight Model 440 aircraft per month.

Review of the technical data pertaining to the Douglas DC-7C has been completed. The Pre-Flight Type Certification Board meeting has been held and the Type Inspection Authorization is being prepared. Flight tests on the prototype airplane presently are under way at Tucson, Arizona. Most of these flight tests are being conducted by designees.

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Douglas personnel advise that the configuration of the Model DC-8 is being finalized. Present indications are that the Preliminary Type Certification Board meeting may be delayed until April or May. CAA flight tests still are scheduled for late 1958 and the type certification target date still is September 1959.

Flight tests of two configurations of the Hiller Model UH-12C have been completed. Two other configurations still are undergoing flight tests. Fatigue tests on Parsons metal blades for the UH-12C were started; however, these tests resulted in failure of two test specimens after a very short period of operation. This matter is being investigated.

On the Hiller Model HJ-1 ram-jet helicopter, a proposal has been submitted covering a fuel system modification intended to comply with the CAA requirements for equivalent dual fuel system safety for this machine as a means to permit evaluation of flight characteristics involving partial power loss of one ram-jet engine. This proposal includes an emergency fuel system actuated by an electrically powered fuel pump. This system will by-pass the normal fuel system components, pumps, strainers, etc. and will be activated by a manual switch mounted on the cyclic control. Hiller presently is making final modifications to the system, after which they plan to conduct their own flight tests. CAA flight tests are scheduled to be resumed upon receipt of satisfactory information and data regarding the modifications from Hiller.

An Application for Type Certificate has been received from Mr. Stanley A. Hall for the Model Cherokee II Sailplane.

On January 31st, Lockheed Aircraft Corp. submitted basic loads data, including design criteria, wing loads, fuselage loads, empennage loads, landing gear and powerplant loads, and aerodynamic data for their Model 1649. Lockheed plans to complete their detailed analysis by April 15, 1956. Evaluation of all detailed structural work is scheduled to be done by Lockheed engineering designees; however, their work depends upon CAA acceptance of the basic loads data submitted to this office for evaluation. Lockheed has requested that this office complete our evaluation of basic data by April 15, 1956, if possible. Special arrangements are being made in an effort to comply with this request; however, the amount of data submitted, the short time available, and the necessity for accomplishing work on other projects may make it extremely difficult, or impossible, to comply with the Lockheed time deadline.

Lockheed advises they expect to submit the basic loads data for their Model 188 turboprop transport for CAA evaluation on June 1, 1956. The Lockheed proposal to account for propeller and airframe drag in determining the kinetic energy capacity required for the wheel brakes has not been accepted since it was considered the Lockheed proposal did not adequately establish equivalent safety. Lockheed currently is collecting additional information in an effort to substantiate their contention.

Lockheed is conducting design studies with the intention of revising the No. 3 turbine hood on 1049G aircraft to prevent turbine fragments from striking the fuselage in the event of turbine failure. Several instances of this type have occurred in service. Lockheed expects the revised turbine hood will be applicable on all four nacelles and they are attempting to design it for possible use on the Model 1649 airplane also. In past instances where turbine wheel fragments have struck, and in some instances pierced the fuselage, it has been determined the particles were ejected from the tail pipe and did not pierce the radial armor band around the periphery of the turbine wheel.

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Representatives of the Monte-Copter Company met with CAA engineers to discuss various phases of this project. The Company is going ahead with the original plan to install a Lycoming O-235-C1 engine in this helicopter; however, tests are scheduled to be conducted to determine the need for increased engine power and compressor output.

AIRPORTS DIVISION

The Phase II 1956 Federal-aid Airport Program was released by the Department of Commerce on February 9, 1956. This involved allocation of Federal funds to 74 locations in the Fourth Region, totaling $8,619,660.

The District Airport Engineers have received instructions and are in the process of evaluating Project Requests in connection with the preparation of the 1957 Federal-aid Airport Program.

Grant Offers totaling approximately $279,000 were issued during the month to Concord and Los Angeles, California.

AIRWAYS OPERATIONS DIVISION

We have been requested by the Washington Office to canvass the aircraft operators in the Region with a view to determining their airborne VHF communications equipment status and plans. Aircraft operators whose activities involve IFR operations are urged to provide radio navigation and communications capable of 100/50 kc channel operation. Aside from the immediate need for 100 kc channeling in the N.E. United States, the expansion of tower, RAPCON, center peripheral and high-site requirements will necessitate activating several additional frequencies throughout the U.S.

Honolulu OFACS commenced radiotelephone tests to San Francisco February 21, utilizing frequencies 5165, 9845, 12157.5, 17395 and 21890 kc. Moduplex system will be employed on the same frequencies used for radioteletype transmissions.

New interphone circuits LAX-PHX-ABQ, LAX-OAK and SLC Mountain Home are expected to be installed by April 1, 1956.

Requests for designations of new Victor Airways have been prepared for Extension of Victor 137 from Palmdale to Thermal, direct station to station, and North alternate on Victor 16 between Blythe and Hassayampa.

Eleven requests for designation of intersection have been processed. A plan for layout of operating equipment at Hill AFB RAPCON has been developed. Changes in the Flight Advisory area boundary between the Albuquerque and El Paso Centers to become effective March 15, 1956, have been transmitted to Washington. Region's recommendations for changes in the proposed Airways Planning Standard No. 2 have been prepared.

A conference with 15th Air Force representatives at March Field relative to the proposed combination of the Great Falls Center and RAPCON was attended by representatives of this Division.

Charts depicting the Master Plan of Airways for 1965 as outlined in the Airways Planning Staff Report "Air Navigation Requirements for 1965" were prepared. Developed a projection of instrument approaches at all airports in the Region for each year to 1963 for use in programming approach aids.

A tabulation of instrument approaches for the year 1955 showed an increase over that of 1954 by about 60%; however, it must be remembered that locations where there were no approaches are now showing activity. (Continued on next page)

Barring unforeseen delays, Klamath Falls control tower construction should start about April 1956 and the tower ready for CAA occupancy September 1956. In the meantime negotiations continue on possible activation of airport traffic control services prior to September 1956 at Klamath Falls.

The quarterly report on potential and existing tower activities made to Washington showed that operations at San Jose continue to justify the establishment of tower services at that location. Airport activity at Santa Fe, N.M. is approaching the criteria threshhold.

A survey showed that predictable power failures at locations where ASR is in operation are practically nil in this region. Because of this, it was recommended to Washington that provisions for manual switching to standby power from the radar consoles will not be required at this time in the Fourth Region.

Denver, Colorado ASR was commissioned January 25, 1956.

We recently negotiated with the city of Phoenix, together with Airports and Facilities Divisions, to obtain space for the proposed Phoenix Center which has been tentatively approved by Washington.

Fort Bridger remote control by Rock Springs continues to be satisfactory. However, it is not known at this time whether such control will continue or if we must restaff Fort Bridger. We should have information within a month or two.

Mr. E. Shivers of W-390 spent the week of February 4 in the regional office discussing personnel classification and administrative problems. Classification of AOD field positions is still not ready for publication and implementation. Further discussions with Civil Service is necessary.

Training Supervisors from Seattle, Los Angeles, and Oakland Centers recently attended a training symposium at Oklahoma City. This was an endeavor to standardize basic training within all of our Centers.

Messrs. Garrison and Church visited Fort Worth regional office February 13, 14 and 15 for the purpose of coordinating proposed ARTC boundaries between Albuquerque, El Paso, and Phoenix Centers.

Through the coordination of the ADLO, 29th Air Division (Defense) the region was fortunate enough to view a film on SAGE which was presented at regional headquarters February 7.

Three of the Facilities Operations Branch personnel visited Bendix Aviation in Burbank to discuss the Decca installation. As soon as their films are available they have agreed to present it at the regional office to all those interested in the program. One of the terminal area radar systems manufactured by Decca will be installed in the Seattle Tower within the near future for evaluation purposes. As we understand it, this system is similar to the Gilfillan radar equipment.

Familiarization flights in jet aircraft has been made available to all control personnel of the Los Angeles Center by the El Toro Marine Corps Air Station. The flight ranging in altitude from sea-level to 45,000 ft. terminates with an over-water approach into El Toro. Dorothy Davis, one of the first controllers taking advantage of these flights described the trip as being very interesting, educational and pleasant.

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The complexity required of modern-day air traffic control can probably best be illustrated in the joint Los Angeles Center/March Air Force Base Letter of Agreement. This highly active Air Base originally established as a Supply Base lies below the most heavily traveled airways, surrounded by high mountainous terrain, and adjacent to the busy Norton Air Force Base and Ontario International Airport. More than two dozen complicated approach and departure procedures are necessary to accommodate aircraft into and out of March according to type of aircraft, radio equipment available and other factors. Fully training and qualifying military personnel, establishing and approving procedures with all agencies concerned to meet the present traffic condition, covered a period of two years.

Chief Controller Clyde Van Horne has separated Center personnel into five working groups for the purpose of discussing and evaluating procedures, suggestions and other problems which require the opinions of operating personnel, and aiding in Center administration. Each group has a chairman and vice-chairman and will operate as an individual unit.

The Los Angeles Center is ideally situated for the maximum use of direct communications with aircraft since high volume traffic enters and departs the Los Angeles area in a pattern similar to spokes of a wheel making instant communications a critical necessity. Such use is further made necessary because the altitudes range from sea-level to maximum aircraft operating altitudes due to terrain factors and because most of the traffic is either departing or terminating in the Los Angeles area.

Three new Center radio frequencies are now completed and operating in the Los Angeles Center. This now makes a total of five frequencies including 118.9 mcs, 120.3 mcs, 124.1 mcs, 124.5 mcs and 301.4 mcs.

Operational procedures for the new high-altitude sector in Los Angeles Center have been completed and the necessary interphone-phone installations are expected to be completed by February 27, 1956.

All high-altitude aircraft departing the Los Angeles area will contact the high-altitude sector on 301.4 mcs when leaving 24,000 ft. for all further clearances until leaving the Los Angeles control area. Aircraft inbound to the Los Angeles area at 25,000 ft. or above will contact the high-altitude sector direct and remain on 301.4 mcs until instructed to change to a tower or approach control frequency. The Los Angeles control area has been separated into five sections for high-altitude purposes and for placing military aircraft orbiting within 90 miles of the Los Angeles radar bomb site, in an area that will accomplish a minimum of interference to heavy military traffic departing and arriving March Air Force Base.

CAA ADLO N.J. Firebaugh, 29th Air Division and ADLO E. A. Russell, 9th Air Division, attended a meeting of Forest Service Regional Supervisors at Missoula, Montana on the morning of February 3, 1956. Mr. Russell led discussions on Administrator's Regulation, Part 620. Mr. Firebaugh discussed Security Control of Air Traffic during a Military Emergency. A question and answer period followed each discussion. Most of the questions concerned exceptions to Part 620 and procedures to follow in order to secure authorization to operate airplanes, if necessary, during warning conditions Red or Yellow. All Forest Supervisors were advised to review Annex E to Unclassified SCATER Plan for details in developing requirements for flight during warning Red or Yellow conditions. This question arose while discussing forest fire control when firefighters on the fire lines are being supplied equipment, food and water by air-lift. Mr. Dan Moran, ASDO, Helena and Mr. Emil Olson, Chief Missoula ACS also

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attended the meeting. Approximately 42 Forest Service Supervisors representing all but the southeast portion of the United States attended the week-long conference at Missoula.

FACILITIES DIVISION

Flight Inspection Branch: Lake Mountain, Utah and Kiowa, Colorado VORs; San Francisco, California TVOR; and Denver, Colorado ASR, have recently been commissioned.

Bob Lewis and Claude Brand brought in their respective airplanes for #3 inspection, to the Santa Monica hangar.

Following the Navy DC-4 accident at Niles, California, a flight check was made of aides in the area that were available to the aircraft involved. We are happy to report that no discrepancies were noted.

Establishment Branch: Requirements for a proposed new terminal building at Santa Fe, New Mexico and for a new building at Phoenix, Arizona were developed and transmitted.

Fred Wild, in a parting gesture, visited several stations and sites in Wyoming, Montana and Idaho to review current requirements. He is now established in his new position in the Airports Division.

Ed Pardee and George Martin completed the installation of the Flight Data Position (FLIDAP) in the Salt Lake City ARTC Center and began the installation of 4-channel control equipment for A/G transmitters and receivers in the Center. They have been joined by Carl Duncan.

Riley Harris was detached from field installation work and assigned to the office to assist with project supervision and planning. Bill Foker has been acting as Crew Chief in Riley's place.

Norm Carlberg has gone to Tucson to install temporary equipment to provide a second operating position in the INSAC. Fred McCauley and Sam Rosenfeld will assist.

Jim Cheatham has been on sick leave at Denver for a week after an operation on his hand to correct an old injury. Good luck, Jim.

Dave Domaskin is supervising the construction of a small storage building at Otto Communication Station, New Mexico. In addition he is building a delta antenna structure and installing a new cooling unit for the station.

Frank Dettmer completed the remodeling of the Lovelock Communication Station.

Udell Larsen is in Oakland, California working over the four-channel recorders and cleaning up other miscellaneous items. His next assignment will be to replace Darel Preator at Sacramento. Darel is in the hospital for minor surgery which we hope will be followed by a successful, speedy recovery.

Robert Payne and Max Harvey are at Spokane, Washington working on the dual console at the INSAC.

Howard Pyle and John Elwood are at North Bend, Oregon working on INSAC modification.

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Fred Yandell completed the installation of an antenna platform on the hangar roof at Arcata, California and is now at Sacramento supervising construction items in connection with the Station/Tower separation and relocation.

Tommy Tarpo completed construction of a delta frame antenna support at the Pise Mountain Repeater Station, and is now setting azimuth ground check positioners at the San Diego and Oceanside VOR sites.

Bill Beekman and Erwin Clark attempted to locate a VOR site at Pinon, New Mexico but were hindered by the unusual snowstorm which hit that area. Bill is now up in the Salinas area looking for a spot for relocation of the Salinas VOR.

V.O. Vick has completed construction of the San Francisco TVOR where the contractor had quite a battle with the heavy rains. Vick is now in San Diego where he will construct the San Diego MH facility.

Marion Duncan has completed relocation of the Las Cruces, New Mexico VOR building to Deming. He is now obtaining signatures necessary to complete the San Simon VOR lease. Marion will then supervise construction of the San Simon VOR.

Glenn Kassing and Nick Smokey have completed installation of the Kiowa VOR electronic equipment. Before leaving for Hobbs, New Mexico, they saw this facility commissioned. At Hobbs, they will modernize the VOR.

Chuck Daggy and Al Calloway have completed the San Francisco TVOR and saw that facility commissioned. They are now at Hassayampa where they are modernizing the VOR. Chuck paused at the Regional Office long enough to pick up one of the new Chevy trucks.

Emmett Whitney and Bob Crookshank have plowed their last road at Utah Lake and have seen the VOR at that location commissioned. They are now at San Diego where they have the TVOR installation well under way. Emmett also stopped by the Regional Office long enough to pick up a new Chevy truck.

Chuck Dickow completed the VOR survey at Pt. Mugu. Unfortunately, the site was not found to be acceptable for establishment of a permanent VOR. Chuck is now engaged in putting the VOR survey truck in top operating condition in anticipation of a he survey program this summer. In between he is working in supervision of the Needles VOR until Boyd Preece and Glenn Shoop take over.

Don Robb and John Williams have been assigned a variety of tasks including assisting with the Pt. Mugu VOR survey, starting the modernization of the Needles VOR, and assisting with the modernization of the Hassayampa VOR. John is now at Needles while Don is seeing a bit of Arizona at Hassayampa.

Mike Domitrovich stopped in at the Regional office long enough to pick up his new Chevy station wagon before proceeding to Thermal where he is supervising the VOR modernization. Mike is being assisted by Roger Baker. Their next assignment will be modernization of the Bakersfield VOR. Mike says he still prefers the snows of Montana to the dust of Thermal.

Fred Hempt and Wes Martyn have returned from TDEC where they gathered many new ideas concerning VOR tuneup. The trip was a little rough on Wes and put him on the sick list for two days after returning to Los Angeles. (Continued on next page)

Jim Cole, Darol Hafner, and Ervin Schulz have been engaged in the preparation of engineering plans for the civil communications equipment installation at Fairchild AFB RAPCON.

Paul Watkins is now at Kirtland AFB, Albuquerque, New Mexico laying the ground work for the RAPCON installation which is scheduled for starting approximately April 1.

Doug Brown is at Grand Junction, Colorado making a preliminary TUS glide slope installation.

Site surveys for the Monterey, California ILS are expected to start the latter part of this month under the able direction of Jim Cole.

Bob Faul and "Red" Pedri are in Oakland, California installing an AN/URD-4 UHF/DF at the control tower.

Frank Beauchamp, assisted by Damon Capps, have been occupied in a VHF/DF site survey at San Francisco and Oakland.

Gene Newman has completed the preliminary survey for the Portland approach light system and is now at Seattle to make a preliminary survey for the new approach light lane.

Harry Mellen completed installation of the Salt Lake City HIALL. Final inspection was made on February 20.

Preliminary plans are being made for the modification of the approach light lane at Los Angeles, California.

Maynard Hegland is assisting Jim Crenshaw in the improvement and conditioning of the Furnace Creek, California ILF.

Paul Watkins and Doug Brown, at Long last, saw the Denver ASR-3 successfully commissioned February 1. Paul and Doug then completed an engineering survey for the CAA equipment installation at the Hill AFB RAPCON. They were assisted on the project by M. L. Stracke, Liaison Engineer.

The Long Beach, California ASR-3 installation has been completed by Bendix, and we are now awaiting acceptance by Washington.

Earl Trejbal has completed the installation of the control and coaxial cables at the Burbank, California Municipal Airport. He is now supervising the installation of the lightproof radar enclosure and the flight data desks in the Lockheed Air Terminal Control Tower.

Don Hughes and Vic Beacken are currently engaged in completing the Los Angeles ASR-3 installation which is scheduled for commissioning in the near future.

UHF Program: Al Marsden is supervising a contract crew performing electronic installation at Winnemucca, Nevada. He recently completed work at Burley, Idaho and Lovelock, Nevada.

Phil Nicoletti completed installation at Dubois, Idaho and Drummond, Montana with his CAA crew which includes James Barnes, Myron Gaulke and Robert Betz. He is presently working at Gooding, Idaho and Pocatello will be his next assignment.

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Wayne Brown completed installation at Idaho Falls, Idaho and is presently supervising a contract crew performing electronic installation at Salt Lake City, Utah. His work there involves the remote site at Coon Peak, all the FM link equipment, and the UHF Phase V for the Tower, INSAC and Center.

John Rathjen and his CAA crew of Joseph Covington, Lloyd Allen and Harold Dickenson are at Denver, Colorado for the UHF installation at the Tower, Center and INSAC. Akron, Colorado will be their next assignment.-

Ed Alfonso and his two contract electronics crews completed Santa Fe and Las Vegas, New Mexico and are at Douglas and Laramie, Wyoming. Their next job will be Sheridan, Wyoming.

Carl Weidert completed (Hoorah) the Oakland Phase V UHF and is now working toward completion of the San Diego Mt. Soledad link. Orion Betz has been supervising San Diego until Carl finished Oakland, and both men will be well occupied for a time on San Diego.

The UHF electronics work, as a whole, has kept up to schedule and, except in instances where delay is due to outside causes, it appears the UHF program will be essentially completed by July 1, 1956. There will be UHF work after that date for locations where construction has been delayed, due to airport buildings, remote sites involving negotiations with others, etc.

Robert Dahms completed construction at El Centro, California. He is currently supervising construction at Yakima, Washington.

Dave Evans completed construction at Drummond, Montana. He is currently supervising construction of UHF facilities at Ogden, Utah.

Clyde Lee is presently supervising both construction and installation of engine generators at Paso Robles, Salinas, Stockton, California, and Tonopah, Nevada.

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

Len LaFornara completed the survey for UHF remote site for Albuquerque, New Mexico on Sandia Mountain. He is now preparing plans and specifications for the job.

Harry Romanishin completed construction of UHF facilities at Yuma, Arizona engine generator project. He is currently supervising construction at Battle Mountain, Nevada and his next assignment will be Baker, Oregon.

Robert Warsing completed construction of UHF facilities at Winnemucca, Nevada and Lovelock. He is currently working at Wendover, Utah.

Tom Richardson completed the plans and specifications for engine generator installations in New Mexico, Arizona and Colorado.

Maintenance Branch: Mr. Melville, in company with Mr. Mackie, completed a familiarization trip throughout southeastern California and western Arizona. Stations covered were Ontario, Thermal, El Centro, Yuma, Gila Bend, Phoenix, Blythe, Needles, Las Vegas, Daggett and Palmdale. We understand that high winds were encountered throughout the trip and this condition, coupled with the unfriendly attitude of the local business concerns in Las Vegas, led them to blieve that visitors are not always welcome.

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Our UHF training school has been completed as far as Regional Office classes are concerned. The school has now been dismantled and made portable preliminary to starting classes at field locations. Under the direction of Bert Harman, with Floyd Corupus as instructor, the equipment, charts and instructional material is being hauled around the Region in a large panel truck, with the first classes being held at Phoenix and Albuquerque. This type of training is relatively new to this Region; therefore, it is somewhat in the experimental category. If everything works out as expected, the school will cover the majority of our Region before returning to Los Angeles. At some later date we anticipate starting a Model 28 teletype training program on somewhat the same lines.

During the month we have commissioned another facility which will probably be very difficult to maintain. The Utah Lake VOR facility, located on a mountain top south of Salt Lake City, was finally accepted by Flight Inspection, and placed in service. In order to keep the road open at least part of the time for maintenance of the facility, we have assigned a large caterpillar tractor-dozer unit to the sector and already it has been necessary on several occasions for technicians maintaining the facility to drive the bulldozer up the hill, clearing snow as they went, then using the tractor on top of the hill to push snow away from the monitors and antenna shelter. We are considering revising the Maintenance Technician's job description to include driving a caterpillar tractor, as this is the second VOR facility in this Region which has such equipment assigned. Until someone comes up with a better means of getting to and from the site, this type of operation will probably remain necessary. After the remote transmitter/receiver site, now being built on Coon Peak, southwest of Salt Lake City, is commissioned we are considering budgeting for a helicopter and a pilot to get Maintenance Technicians to and from that site.

Personnel now attending the Oklahoma City Training School are: M. Eugene Walker, Oakland, ILS/VOR; George Noble, Blythe, George Jones, Helena, James G. Maddox, Burbank, DME; James R. Hall, Colorado Springs, Dale Whittaker, Denver, Alfred W. Grabau, Bakersfield, ASR/PAR.

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V.P.P. NOTES

Andrew T. Ross, Airways Operations Specialist, Tucson Tower, passed away February 26, 1956. Mr. Ross is survived by his wife and she will receive approximately $7600.00 from our Voluntary Pledge Plan. The closing date for repledge is midnight March 13, 1956.

The plan was effective December 1, 1952, and since that time we have had 14 deaths. In effect this means that each member has been covered by more than $7000.00 for less than $20.00 per year.

Please direct all communications concerning the V.P.P. to LA-70.1

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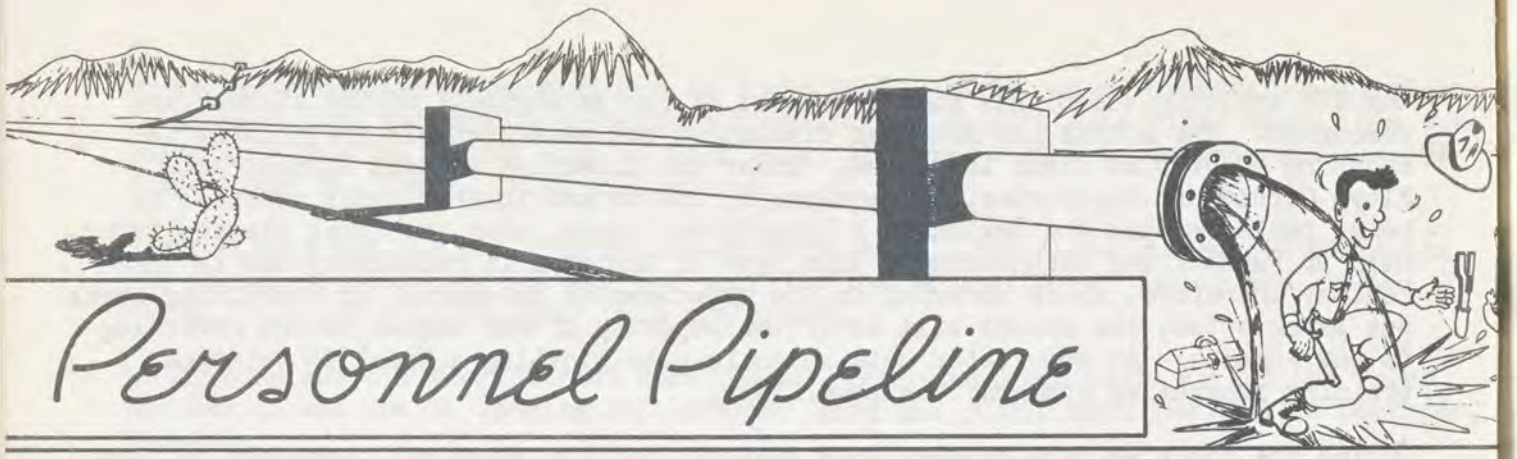

Personnel Pipeline

If you were recently reassigned from a Wage Schedule job to a Classification Act job you will be interested as to the date of eligibility for longevity step increase. These increases require two things:

(1) A total of ten years of service in present grade and equivalent or higher grade;

(2) Three years of continuous service in a Classification Act position at (a) the maximum scheduled rate of present or higher grade or (b) at a longevity rate of present or higher grade.

Since Wage Schedule positions are not Classification Act positions, it follows that your longevity step increase would be due on the first pay period which begins three years after you attained the top step of your present grade provided at that time you have also completed a total of ten years in your present grade or equivalent or higher grade. For the purposes of computing your ten year period, the service in the Wage Schedule position is creditable if the rate of pay was equivalent to or higher than your present grade.

New Wage Schedules

We have received new Wage Schedules effective February 12, 1956, from the Fresno, Sacramento, and Salinas-Monterey Wage Board Areas. The increases in the new schedules over the old ones of June 15, 1955, vary from 8¢ to 14¢ per hour.

Program for Recruiting Engineers

Employees of the Facilities Division will be interested to learn that Frank Dailey, Recruiting Officer, has started in high gear in making campus visitations to recruit civil and electronic engineers. Mr. Dailey will devote full time in visiting universities and colleges throughout the West. His territory also takes in, of all places, the State of Texas. CAA is now making an all out push to obtain young engineers in our Federal Airways Establishment Program. Keep your fingers crossed!

Performance Ratings

All Supervisors are reminded that performance ratings should be made on all employees as of March 31. Section 3530-3539 of the Standard Practice gives an excellent presentation of the Performance Rating Program. Each Supervisor

(Continued on page 31)

The Ides of March and Performance Ratings

By

J. A. Garrison, Chairman
Performance Rating Committee

The Ides of March are near, so is the time for determining whether your subordinates warrant an outstanding performance rating. You may be one of those supervisors who would like to give an outstanding rating but find the task of preparing the justification just a bit of a chore and therefore "to heck with it". Then we also find supervisors who are game enough to make a feeble attempt at justifying an outstanding rating, realizing it is doomed to failure but nevertheless "it will let the boys know that I at least tried", but that jug-head of a reviewing official and/or the blasted Rating Committee just wouldn't go along.

Here is a typical example of what we are talking about, which is a complete justification for a GS-5 Secretary, "Devotion to duty, loyalty, ability to perform skills much higher than the grade for which she is employed, outstanding ability to converse with people of high intelligence". The jug-heads on the committee must rate all ratings for further justification if they do not conform to all of the standards spelled out in current instructions. Most rating officials will make one, two, three or more honest efforts to properly document and justify an outstanding rating if they sincerely believe their original decision was correct. Flash-in-the-pan raters storm and rave and rant whenever they are asked to do a better job on the write-up. One recently said, "If the first write-up isn't good enough, to he-- with it". That rater was only kidding from the start and don't ever let him tell you otherwise. That knuckle-headed reviewing official is full of prunes - he doesn't know what he's doing either, or he would have passed the rating instead of sending it back. Who does he think he is, the Regional Administrator or something??? Why, he doesn't know what an outstanding rating looks like and as for the Performance Rating Committee, they haven't the slightest idea of what's going on. What's Alcorn know about controlling traffic or providing flight advisory service - Garrison doesn't know which end of a condenser is up - and Grosh thinks a jet fuel pod is something growing on a super stalk of okra. That committee just looks on the percentage theory and every so often they automatically kick back a rating for "some more of that darn stuff called 'further justification'", so on and on it goes, on and on we go trying to justify an outstanding rating on such things as a job description of five pages and then tacking on the phrase "He is outstanding in all of the above".

If all this mess of junk sounds a bit sarcastic, it really is -- in a good natured sort of a way. You see, the gist of the whole program is this: it's SIMPLE -- real honest to goodness simple to write up a justification for an outstanding rating and have it go sneaking right through the Reviewing and Rating Committee and be returned as an outstanding rating all in short order if you know how - - - and if the person really deserves the rating - - - no kidding. The Rating Committee must review all ratings to determine if they meet the prescribed standards as stated above and that those which are not up to standard are to be disapproved or returned for further information. Most ratings are returned or eventually disapproved because of lack of adequate preparation rather than the fact that the person being rated is not outstanding. In fact, some ratings are eventually approved as outstanding in spite of inadequate write-up, simply because the committee recognizes the outstanding qualities of the person being rated. (Continued on next page)

In an effort to help you do a better job of preparing an outstanding rating the following pointers are designed to help you. ALL you gotta do is:

1. Read, reread and read again the statement at the top of the rating form which says: "The Performance Rating Act of 1950 (5 U.S.C. 1121) states that an 'outstanding' performance rating 'shall be accorded only when all aspects of performance not only exceed normal requirements but are outstanding and deserve special commendation.' In keeping with the spirit and intent of that Act, I believe the performance of the above employee to be outstanding for the following reasons: (Cite specific examples to clearly support your belief.)"

2. Now - - don't write a job description but give three or more examples of job performance wherein the employee exceeded the "satisfactory" category. Attach documents to support your statements or else refer to same by title and date, if they are a part of the rating. Also remember that a rating period covers 12 months and not the last 12 years.

3. That's all - - - just send it to the reviewing official.

There is still the ticklish question of HOW TO and HOW NOT TO WRITE up the examples so we are gonna try to help you on that score too and if we succeed please frame these examples in gold and keep them where they may be used for further reference:

1. DON'T SAY: "Saved aircraft and two occupants last year by providing outstanding flight assistance service."

   DO SAY: "Flight assistance service rendered by Mr. Jones saved an aircraft and two occupants last year. On June 1, 1955 at 2200P the pilot of N1234 reported to Saxton Radio that he was lost, practically out of gas and that his radio was intermittently out. Communicator Jones immediately questioned the pilot as to whether or not he could observe any distinguishing landmarks or lights and exactly how much flying time he had left. The pilot stated he was over a small town and could see a group of three crosses, one large and two small ones, all close together and in a straight line, and that he had approximately 15 minutes fuel remaining. The Communicator immediately directed the pilot to a small landing strip 10 minutes flight time from the town. This Communicator had been at Saxton only three months, yet he had observed and mentally filed the "three crosses" information in his mind upon his only visit to that town. Operators at Saxton who had visited the town many times did not recall such information after the incident had occurred.

2. DON'T SAY: "Consistently controls a large stack of aircraft with minimum delay in an outstanding manner."

   DO SAY: "Sector 3 is consistently the busiest in the Center. Frequently 10 or more aircraft are in the arriving sequence. The average controller handles this sector with an average delay of about five minutes per aircraft. Mr. Jones consistently reduces this delay to two or three minutes per aircraft, which is an outstanding accomplishment.

3. DON'T SAY: "Miss Jones is an excellent secretary. She seldom makes a typing mistake and when she does, her erasures are entirely satisfactory."

   DO SAY: "Miss Jones seldom makes a typing error. When she does, her erasures are so clear that the errors are hardly noticeable. Compared

(Continued on next page)

to other secretaries who make several errors per letter and usually leave smudges on erasures, I consider her as outstanding."

4. DON'T SAY: "Mr. Smith is an excellent Electronics Installation Technician. His electronics work always passes inspection. Refer to Saxton UHF Acceptance Inspection Report to LA-330 dated September 2, 1955."

DO SAY: "Mr. Smith's work has never failed to pass an Acceptance Inspection because of poor layout or wiring of electronic equipment. Most inspection personnel consider themselves lucky if 95% of their work is acceptable on first inspection. Mr. Smith's work is in all cases comparable to that of the highest paid professional technician. Refer to Saxton Acceptance Inspection Report to LA-330, dated September 2, 1955 for commendation in this respect.

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CAA TOASTMASTERS

The month of January was utilized to determine the Club's best speaker, and hence our representative in the area's "speak-off" contest. The Club contest was conducted according to the international rules, that is - the speaker was given a choice of three subjects with 24 hours available for preparation. By the use of official ballots, all club members judged the speeches. This ballot uses the point system as outlined below:

SPEECH ITEMS	POINTS
Opening	15
Platform Department	10
Organization	20
Voice	10
Mechanics	10
Close	15
Effectiveness	20
Total	100

Twenty-five speakers participated in the Club contest and the final tabulation of ballots determined Reese Clark the winner. The area "speak-off" contest was held at Scully's Cafe on February 18, 1956. Eight Clubs were represented and the winning speaker was a member of the Westchester group. Reese Clark delivered an excellent speech on the subject, "The Will of Fate" and the majority of ballots indicated he was judged second or third.

At our meeting on February 15, 1956, Charles Dickow in his Number 1 ice-breaker speech was selected as the winning speaker of the evening.

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KLAMATH FALLS, OREGON

COMMUNICATION STATION: Klamath Falls Municipal Airport is in the midst of quite a face-lifting job with construction wheeling along to make an Air Force Interceptor Base at this location. The contractors have already gone through four and a half million dollars with the possibility of another three million yet to be appropriated. Already our long runway has been extended one thousand feet with two more thousand to be tacked on this summer. As a result we'll have a runway measuring over ten thousand feet when the job is finished.

This is going to be a mutual agreement situation with the Air Force and the City of Klamath Falls sharing in the maintenance, use and operational policy. At present the Air Force expects to utilize eight hundred enlisted men, two hundred officers and two hundred civilians to operate the 408th Fighter Group consisting of twenty eight F-86's, two T-33's and one or two other utility aircraft. The field will be completely equipped for instrument traffic including GCA and ILS. The Air Force will erect barriers at the ends of the long runway as an added safety feature.

At this time a CAA-operated Combination Station/Tower is proposed to control aircraft using this field. A new tower building is in the offing within the next month or two pointing to airport traffic control inauguration possibly by sometime this summer. The present INSAC personnel are hitting the books at a torrid pace hoping to qualify for a "Combo" job.

It is really an education in itself to observe the methods applied and equipment involved in the different phases of construction. The problem came up of moving the old city-owned hangar (a wooden shell of a building set on a concrete slab) from the north side of the field to the west side of the field - - a distance of about a thousand yards. Most of us bet it couldn't be done without it falling apart. But the contractors just criss-crossed some huge iron girders through it, jacked it up and set it on dollies and winched it across in about ten days. It seems that nothing is too big for these boys.

Without airport traffic control at all during construction this far it is needless to say that our hearts have jumped to our throats on many occasions. With vehicles of every size and description moving around on and off the runways it became, at times, a pretty ticklish problem for aircraft to operate from the field. However, as yet not a single accident has occurred to any pilot landing or taking off from this airport. We're just hoping this will continue to prevail till the end of construction. But with the field being torn up the way it is strangers sometimes find themselves out in the boon docks before they get back to the hangar.

In the original letter of agreement between the City of Klamath Falls and the Air Force two-way aircraft radio will be a definite requirement for operation at this

(Continued on next page)

field. This has evoked considerable protest from the crop dusters and some of the pilots of the 75 or so private aircraft based here. However, Colonel Larson, Air Force Officer in charge of the project is obtaining information from other jointly operated airports around the country with the possibility of eliminating this requirement.

So before too many moons have passed we hope to have a first-class installation equipped to handle anything and everything. At least we are looking forward to some interesting experiences.

PALMDALE, CALIFORNIA

COMMUNICATION STATION: Palmdale Airport (Air Force Plant 42) is rapidly assuming the appearance of a military airport. With the addition of a guard house and stickers for the automobiles the transformation is about complete.

Convair has started their big new plant, which when completed, will give us four major companies on the field; Convair, Northrup, North American and Lockheed. Bendix has started a plant in the City of Palmdale. With such a variety of companies we have become quite familiar with such aircraft as the F-89, F-94, F-100, F-102, the Hercules and even the F-104.

We still get traffic diverted from the Los Angeles area during bad weather but since we have no fuel readily available it has declined considerably.

Palmdale is still a rapidly growing city and fortunes can still be made by those who have money to invest. Just recently the Chamber's of Commerce from Los Angeles and Palmdale met with a view towards relocating old and locating new industries in the Palmdale area. Plans are also being made to incorporate. Palmdale has grown from a hamlet of 800 in 1940 to 10,000 in 1956 and will probably triple again by 1960.

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Personnel Pipeline Continued from page 26.

should refresh himself on the contents of the Standard Practice. Elsewhere in this issue of the News Letter is an article written by Mr. John Garrison. Mr. Garrison has done an excellent job in describing some of the pitfalls of Supervisors in an effort to justify rating a person as "outstanding".

The question came up the other day as to whether a person could still be given a warning notice of unsatisfactory if such a notice had not been given by January 1. Standard Practice 3533.21 ("Postponement of Regular Ratings") speaks to this point rather clearly and provides for postponement of the rating under certain circumstances. It must be borne in mind that the warning letter itself must have been written by the March 31 date, otherwise the person would legally be considered as satisfactory by the end of the rating period.

* * * *

QUESTION BOX ?

Q. Should fire extinguishers at an INSAC be listed on the working equipment allowance forms for that station?

A. No. All fire extinguishers should be listed on Maintenance property records, Form ACA-401.

Q. Exception was taken to the purchase of a piece of equipment on my Imprest Fund voucher. Why, since I had the approval of my Branch to make this purchase?

A. Audit is made of each item purchased. Administratively Restricted items are "flagged" and reviewed for fiscal and other approvals. The sub-voucher covering the purchase of any restricted items should therefore carry notation of the prior approval.

Q. The Exchange and Repair items (time switches, magnetos, and engine generators) at the S.E.S. Headquarters are being transferred to the working equipment allowance of my District Supervisor. Is it necessary that these items be invoiced?

A. Invoices will not be required in this case since the custody of the equipment will remain the same. These items are to be listed on the ATDS working equipment allowance forms for control purposes only.

Q. I have received a quantity of spare parts with the military UHF Phase V equipment. Should these items be placed in CAA stock or should they remain segregated?

A. All Phase V supplies should be consolidated with your CAA stock. Supplying this equipment with replacement tubes, fuses, and other spare parts is a CAA responsibility.

Q. The motor freight carrier will frequently deliver a shipment prior to arrival of the original GBL and is reluctant to release the shipment until the original GBL is on hand. What can be done in this situation?

A. ICC regulations require that the carrier accept a temporary receipt, SF 1107, whenever the original GBL is not available at the time of delivery. If the original GBL becomes lost, the consignee will request that LA-180 issue a certificate in lieu. Refer to Administrative Order 206, Paragraph V, A. GBL's are mailed from the office daily and are not held for the regular twice a week mailing. Please report any difficulties to LA-180.

Q. Is it necessary to repare a separate requisition, Form ACA 1660, for each facility when requisitioning material from the Regional Warehouse?

A. Items required for several facilities may be placed on one ACA 1660. It is recommended that the facility designations be shown on the requisition.

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C. A. A. REGION FOUR
FEDERAL CREDIT UNION

CAA employees are fortunate in having available a variety of insurance plans. Through your Credit Union, Life Savings Insurance on savings and Loan Protection Insurance on loans are provided. Under the Federal Employees' Group Life Insurance Act of 1954, Life Insurance approximating your annual salary is available. Also, the Voluntary Pledge Plan provides another form of protection. All these forms of protection are fine and fill a definite need as far as they go; however, they do not completely round out the insurance portfolio to the extent desired by many families. It is this group we wish to advise that low-cost insurance is available through the Cuna Mutual Insurance Society to Credit Union Members.

The Cuna Mutual Insurance Society was organized by the Credit Union National Association - not for profit, not for charity - but for service. It is an old-line legal reserve life insurance company, operating under the mutual insurance laws of the State of Wisconsin, rated "A+ Excellent" and "worthy of public confidence" by Dunne's Insurance Reporting Service.

The Cuna Mutual Insurance offers Term, Ordinary Life, and Home Protection or Mortgage Insurance at prices you can afford. In addition, there are plans to fit all kinds of life insurance needs. You can buy from $200 to $20,000 worth of insurance. Personal Insurance Counselling Service is offered without charge or obligation.

Cuna Mutual sells direct by mail, pays no fees or commissions to anyone, and passes the savings on to you. For further information, write directly to:

Cuna Mutual Insurance Society
Madison, Wisconsin

Your Credit Union passes this information along as a service to you. The Credit Union is not an agent for the Cuna Mutual, so please make all contacts regarding your insurance needs directly to the above address.

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.