REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. III No. 10 APRIL 1, 1956

MODES OF TRANSPORTATION - OLD AND NEW

By

Glen D. Woodmansee, Regional Attorney

While, through the centuries, architecture, law, literature, and the arts and sciences generally had their peaks and valleys of growth, man's ability to move across the earth's surface remained pretty much static. In the year 1800 A.D. he could travel scarcely faster from one locality to another than he could in the year 2500 B.C. His speed for thousands of years was limited to his own "shanks ponies" or to the capabilities of domesticated animals. In Egypt, the camel was the "ship of the desert"; in the Far East, the elephant moved the heavy loads; the llama was the beast of burden of South America, as was the yak in Tibet, and the water buffalo in other lands. The Eskimo depended on the dog and the reindeer.

In our own land, and in more recent times, it was the horse, the mule, and the ox which pulled the "prairie schooners" across the plains and mountains, and thus played an all-important role in the settlement of this great Western Empire in which we live.

Within the memory of persons now living, all this was changed. The "pony express" that carried the mail from St. Joseph, Missouri, to San Francisco on relay ponies, running at top speed, was replaced by the "iron horse". The locomotive also forced into oblivion the stagecoach, the pack horse, and the wagon trains of the famous old Santa Fe, Oregon, and Mormon trails.

Then came Henry Ford. In 1893 he drove his first "horseless buggy" through the streets of Detroit. It was a single seater, 2-cylinder job. It is reported that in 1903 eleven men raised $28,000 and organized the Ford Motor Company; that one stockholder on a cash investment of $1,000 received more than five (5) million dollars in dividends, and in 1919 sold his stock for $30,000,000.

The same year (1903) that Ford began to produce automobiles, Orville Wright, in a power-driven "flying machine", rose from the sand dunes of Kitty Hawk, North Carolina, remained airborne twelve (12) seconds, travelled one-hundred-and-twenty (120) feet; and thus the air age was born.

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To say that these new modes of transportation, especially the automobile and the airplane (both developed within the last 50 years), have changed our way of life as a nation is to express a platitude.

The airplane is peculiarly unique. It is not chained to iron rails, nor is its usefulness dependent on concrete thoroughfares. Its highways are the skies, and its uses are legion! The farmer uses it to plant crops, and to kill insects; the prospector uses it in his search for uranium; it is even used to haul hay to range cattle when they become trapped in deep snow; it carries more persons for hire than the railroads or the automobiles.

Not only does the airplane play a most important role in our national economy, but it may prove indispensable - in this atomic age - to our survival as a nation. It is, therefore, imperative that the United States and her Allies maintain air supremacy because "Air power is like poker. The second best hand is worse than none at all. It will cost you dough and win you nothing".

The modern jet moves faster than sound. It has greatly diminished time and space. This is an era of guided missiles and electronic devices which bid fair to eliminate much of the human element in the operation of certain types of aircraft. What the future holds and what effect this rather frightening instrumentality - the airplane - will ultimately exert upon our lives and future generations, no one can foretell.

* * * *

SICK LEAVE AUDIT REPORT

The sick leave policy of Government has often been questioned as being quite liberal when compared with similar practices in private industry. Through the Press there have been many statements made that Federal employees violated the sick leave privilege.

Recently a complete audit was made of the use of the sick leave in all Departments of Government. We believe that you will be interested in the following statistics which reflect the percentage of sick leave used to sick leave earned during the last half of the calendar year 1954.

Department of Labor	74.0%	Post Office Department	57.9%
General Services Administration	65.0%	Department of State	51.9%
Veterans Administration	65.0%	Department of Agriculture	49.5%
Department of Health, Education & Welfare	63.3%	Department of Commerce	48.4%
Department of Defense	59.6%	Department of Interior	48.0%
Air Force	58.4%		
Army	59.2%		
Navy	64.8%		
Office of Secretary	58.8%		

You will note that the Commerce Department figure is 48.4%. The figure reported from Region Four when this audit was conducted was 35.47%. This clearly reflects that the Department itself is not only below the national average but that the Region also has established a much better record than other components of the Department.

We should all take a measure of pride in the record which we have established. All of us should constantly be aware that sick leave is a privilege and under no conditions should it be violated by any of us. (See Personnel Pipeline for further information)

Regional Administrator's Column

The developments during the month of March were in many cases synonymous with the coming of Spring. Certain announcements have been made by our Administrator, Mr. C.J. Lowen, both in the press and at meetings with him which define the emphasis of our program for the coming years. I know that a lot of you have read in the aviation as well as the regular press different releases on various proposals which eventually affect us all. I will attempt to clarify some of these issues in the following paragraphs:

During the period March 14 to 16 I attended a dual purpose conference in Denver, Colorado. The first day and a half was devoted to a Regional Administrators' conference with Mr. Lowen and members of his Washington staff. The balance of this period was taken up attending the ATA Chief Pilots' conference. One event occurred during this meeting which I think again exemplifies the teamwork and spirit of our CAA employees. Bill Davis, Director, Office of Aviation Safety was stricken, almost without warning, with a ruptured stomach ulcer shortly after his arrival in Denver. Immediate arrangements were made for medical and surgical services, and within five hours of his first symptons he underwent surgery at St. Joseph's Hospital. His condition and the nature of his ailment required a number of blood transfusions. All CAA personnel in attendance at this meeting in Denver, including Mr. Lowen and personnel regularly stationed at Denver, willingly and anxiously volunteered to give the necessary blood for Bill's use. As of this moment Bill has recovered sufficiently to travel back to his home in Washington. I understand that he will be required to convalesce for a period of approximately thirty days.

Mr. Lowen announced in the press and at our Denver meeting that he intends to get back within the CAA those functions which have been delegated to others, and those responsibilities which in the past have been referred to various committees. He further announced that he was pursuing a program to obtain jet aircraft for use by all operating units of the CAA in order to become familiar with their characteristics as well as the integration of such aircraft in present and future traffic configurations. These announcements in themselves indicate that we as an organization will soon regain our position as leaders in the industry.

In the Aviation Safety program area Bill Davis has already announced his intention to streamline procedures and define channels of organization that will better spell out the degree of responsibility of the individual agents, the District Offices, and the Regional Office. Work is in process to review and amend various MOPS and CAMS to simplify and better define the agent's responsibilities and the procedures that he will follow. In this connection revisions of the present enforcement procedures are under consideration.

Announcement was made early this month that the Office of Federal Airways in Washington would be split into two separate offices; one encompassing traffic control and airways operations functions, and the second the remaining Federal Airways functions. The former will be headed by D. D. Thomas and the latter by J. H. Tippets. This separation of functions in the Washington Office should not materially affect the organization or operations within the Region, but we may desire to redefine certain responsibilities within the Region in order to avoid duplication.. No positive action will be taken either in Washington or the Regions to effect this

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USE OF RADAR IN TRAFFIC CONTROL

By
John S. Sullivan
Airport Traffic Controller
Oakland Tower

Airport traffic controllers at the Oakland Tower are taking this opportunity to say that they too have a high regard for the "saves" and traffic control problems that can be solved through the judicious use of radar, the ASR type, two units of which are now in operation in the control tower at the Oakland International Airport.

Occasions for being impressed by the possibilities of this equipment began early in the history of radar at Oakland, that period following the installation but prior to the actual radar commissioning in October, 1953.

On one particular night in 1953 an incident took place that might of itself been worth at least passing comment had it not been almost completely forgotten in the fact of a tragic accident that took place a few minutes later. Weather was eight hundred broken to overcast with visibility ten miles. A civil pilot in a light aircraft urgently radioed the information that he was on top of the overcast and lost. One of the Oakland controllers, with the knowledge that a scattered to clear cloud condition existed at a nearby airport, vectored the aircraft to this area after advising the pilot that the radar had not yet been commissioned.

It was only minutes later that a Western Air Lines DC-6 while coming trans-bay from San Francisco struck the water and exploded. Those on duty in the Oakland Tower were aware of this when flaming gasoline was seen to shoot high into the air about midbay between the Oakland and San Francisco Airports. By marking the radar overlay map at the point the Western target was last seen it was possible to vector Coast Guard planes and helicopters to the crash location long after the burning gasoline was no longer visible.

Oakland controllers on duty that night were credited at the official Coast Guard hearing with vitally contributing to the saving of lives, and received letters of commendation from the Regional Administrator.

Radar has been of inestimable help a great many times since first installed but an incident such as that mentioned above and some that were to follow remain stenciled in our memory.

There was the time the pilot of a military version of the twin Bonanza found himself on top at seventeen thousand, running low on oxygen, ice forming on the wings, one engine rough -- and a U.S. Army General aboard. It was realized, of course, that the airport radar would not show a return on an aircraft at this altitude but radio contact was established and maintained with the pilot while a quick call to the San Francisco Tower came up with the fact that an airline training flight was going aloft from the San Francisco Airport, and the pilots agreed to climb to on top and look around for the twin Bonanza.

The Army aircraft was located and with the Boeing trainer, flaps down, gear down and throttle well back a descent was started, the Bonanza keeping the Boeing on its wing.

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WANT TO FEEL GOOD ABOUT WHERE YOU WORK?

Then read this. It is merely what is called an "Incident Report".

DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

INCIDENT REPORT

DATE OF INCIDENT	INCIDENT NO.
March 3, 1956	TCM-RAP-5

TO: Commanding Officer
Flight Service Center
Hamilton Air Force Base, California

FROM: Chief, McChord RAPCON Center
P.O. Box 155
McChord Air Force Base, Washington

The following is a report of an incident which adversely affected the control of air traffic. This report is forwarded for your information and any action you deem necessary. No reply is required. If desired, the chief controller will be glad to discuss this report at your convenience. Any action which you may take to assist the Air Traffic Control Service to provide efficient and safe control of air traffic will be appreciated.

AGENCY/AIRCRAFT IDENTIFICATION

Air Force Ignite 21, KC97 (AF No. R531132)

NAME(S) OF PERSONNEL OR PILOT

1st Lt. Charles A. Vogel (Home Base March Field, California)

TYPE OF INCIDENT

Primary

SUMMARY OF INCIDENT (USE REVERSE SIDE IF NECESSARY)

Emergency - Radar Assist.

Ignite 21 was one of 17 KC-97 type aircraft participating in a SAC mission (CAT-WALK) Riverside, California, to Anchorage, Alaska.

One minute away from Bellingham, Washington, Ignite 21 declared an emergency. Pilot stated he had feathered #1 engine and requested clearance to McChord AFB via Monroe Homer, direct McChord, altitude 16,000. Ignite 21 was transmitting on UHF Guard frequency and the 635th AC&W Squadron, at McChord, was advised of the emergency and established radar and communications contact with the aircraft 80 miles northwest of McChord AFB at 0842P. AC&W then supplied the pilot with a radar vector (160°) to McChord.

Pilot advised he was unable to maintain 16,000 so coordination with Seattle ARTC was effected and Ignite 21 was recleared via G10 and A1 airways and descended to 11,000 immediately. RAPCON communicated with the pilot on Guard frequency.

McChord RAPCON established radar contact with Ignite 21 at 53 miles north, from radar information supplied by the AC&W controller, and assumed control of the aircraft at this time. RAPCON supplied vector headings and continued the descent instructions, coordinating altitudes with Seattle ARTC.

The pilot had just reported leaving 6000 feet approximately seven miles northwest of McChord AFB when he advised he had lost a second engine. He followed this statement almost immediately with the advisory that ten crewmen had parachuted. RAPCON controllers marked the location on a Radar scope and relayed this additional information to the Base Operations office for Air-Rescue planning. All emergency equipment had been previously alerted and was standing by for the landing.

(Continued)

REMARKS (USE REVERSE SIDE IF NECESSARY)

ATTACHMENTS

FORWARDED BY: Dick M. Fischer
3-5-56 CONTROLLER
DATE

U. S. GOVERNMENT PRINTING OFFICE 16—59453-1

Form ACA-304-A (7-49)

Summary of Incident (Continued)

Ignite 21 was on base leg approximately four and one-half miles northwest of the runway when he advised he had lost the third engine. The pilot was now alone in the aircraft! RAPCON supplied vector headings which would bring the aircraft direct to the airport. The pilot was so busy he could not acknowledge the transmissions and he was having difficulty responding to the headings. RAPCON continued to supply corrected headings which would line the aircraft up with the runway centerline and at one and one-half miles off the end of the runway the pilot advised he had the runway in sight and completed his approach visually. Flight was IFR up to that point.

Ignite 21 landed at 0919P. All main gear tires blew out and the aircraft veered off the runway approximately 6000 feet down runway 16. No other damage was reported.

The entire approach was conducted on the CPN-18 Surveillance Radar.

McChord weather: 0910P - Sky, 800 feet scattered clouds, ceiling measured 2300 overcast; visibility five miles, light snow showers; wind, southwest 14. Scattered snow showers were crossing the airport from the west with visibility fluctuating from one-half to five miles. While Ignite 21 was on final approach the visibility was restricted to approximately two miles by falling snow.

At 1020P a report was received that all ten crew members were picked up in the vicinity of Orchard and Center Streets, Tacoma. Only minor injuries were sustained.

The successful termination of this radar assist may be attributed to the splendid cooperation of the Seattle ARTC Center in coordinating available altitudes and routes; to the McChord 635th AC&W Squadron who utilized their long-range radar to help RAPCON establish radar contact with Ignite 21; to the controllers in RAPCON assisting William Cain, who vectored Ignite 21 into the area, and Ted Torre, who provided the final vectors for a safe landing.

Pilot Charles A. Vogel telephoned RAPCON to thank them for the assistance, and he told Ted Torre, "I feel that you saved my life today."

Editor's Note: The Tacoma Sunday News Tribune and Ledger of March 4, 1956 also carried a feature story on Lt. Charles Vogel's handling and landing of the disabled aircraft. In the story he is quoted: "About 50 miles from McChord we were picked up by RAPCON (radar approach control) and the fellow on the other end (T. J. Torre of 1112½ No. 4th St.) was the one who really saved my life."

* * * * *

. . .I'm careful of the words I say
to keep them soft and sweet. I never
know from day to day which ones I'll
have to eat. - - Lay O' The Land.

QUESTION BOX?

Q. An employee who has Wednesday and Thursday as RDO's is required to perform irregular overtime on Wednesday, a holiday. Is he entitled to holiday pay or overtime pay, or both?

A. SP 3431.542 states, "Compensation for holiday work, provided the holiday falls within the employee's basic work week, is double the employee's basic rate of compensation". If a holiday falls within his basic work week, he gets holiday pay if he works, or excused absence if he does not work. An employee assigned to duty on a holiday falling outside his 40-hour established work week, (an overtime day), is entitled only to overtime compensation payable for such duty. Therefore as this holiday fell on his 1st RDO (his Saturday), and he was required to work, he is entitled to overtime pay only, (no holiday pay involved).

If his RDO's were still Wednesday and Thursday, and the holiday fell on Thursday and he had to work, he would get 8 hours overtime for Thursday, and 8 hours holiday pay for Friday, because the holiday fell on his 2nd RDO (in lieu of Sunday), therefore he is entitled to observe his next work day as the holiday.

Q. One employee is scheduled to work on a holiday which falls within his established work week, but is absent on sick leave. The absence must be covered by another employee on his RDO. Is the sick leave not charged because it falls on a holiday, or is it chargeable because of the overtime required?

A. See SP 3634: "Holidays and non-work days are not charged to sick leave". This employee should be given an excused absence for the holiday. The other employee will be given overtime pay for working on his RDO (his 6th day of duty), and the fact that it was also a holiday or that another employee was sick has no bearing on it.

Q. What is the current regulation regarding use of an official facility post office box by personnel permanently assigned to a location?

A. Use of official post office boxes for unofficial (personal) mail is not authorized.

Q. Are the questions and answers in the Region IV News official instructions and authorizations which are to be retained in files for future guidance, or are they items of official information only?

A. Material in the News is supposed to be of an informative nature. Official instructions are sent out by other means:- = Standard Practice, Administrative Orders, Administrative Notices, Division Circulars, etc. The Question Box and other parts of the News are often used to discuss, emphasize, and explain instructions which are covered basically by other official documents. That's the way it is supposed to be; if we slip up sometimes, tell us so. There is no need to file copies of the News.

FIVE CAA MEN DECORATED

From l. to r.: Dr. C. Mansel Keene, Walter B. Swanson, Clarence T. Holman, John Masiello, Walter Plett, James I. Bruce, John P. Johnson and Glen Woodmansee.

Two Gold Medal and three Silver Medal Awards were presented on behalf of the Secretary of Commerce, the Honorable Sinclair Weeks, at a special ceremony held in the Regional Office on March 7, 1956. Walter Plett, Regional Administrator, conferred the awards.

Top honors were shared by John Masiello of Imperial and James Bruce of Laramie, Wyoming. Both were given the Department's highest award, the Exceptional Service Award (Gold Medal) for the role in which they played in saving a Marine pilot from certain death on December 8, 1954 at Imperial, California when a Marine pilot crash landed. The unconscious pilot was rescued only minutes later from the flaming aircraft by a team of the Airport Manager, Masiello and Bruce.

The Meritorious Silver Medal Awards were presented to Walter Swanson, Air Defense Liaison Officer, McChord Field; Clarence T. Holman, Chief, Manufacturing Inspection Branch and John P. Johnson, Supervisory Electronic Specialist at Belmont. (Continued on next page).

Five CAA Men Decorated- Cont'd.

Mr. Swanson's award was based on his contributions in sponsoring and selling the idea of controlling air traffic by using military radar facilities.

Mr. Holman devised a quality control system which was construed as saving a lot of time as well as assuring that quality and safety are not compromised.

Mr. Johnson contributed many novel technical changes in the electronic equipment at the CAA Belmont Transmitter Station.

These awards are granted annually in Washington - February 14 is the date used each year. However, none of the five Regional employees were able to be present at the ceremony in the Commerce Department.

Dr. C. Mansel Keene, Deputy Regional Director from the Civil Service Commission office in Los Angeles delivered an address on the value of incentive awards. Regional Attorney, Glen Woodmansee M.C.'d the ceremony.

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ARE YOU "SUGGESTION" CONSCIOUS?

By
C. W. Larsen, Deputy Chief
Airways Operations Division

You'd better be! Because there's CAA money waiting to be exchanged for your ideas. If your brain child is adopted you'll always receive a Certificate of Award along with some Cash (spelled M-O-N-E-Y —I-N - Y-O-U-R - P-O-C-K-E-T). The Certificate of Commendation (often the recipient's only tangible reward heretofore) is no longer in use. Nowadays the very simplest adopted suggestion nets the originator at least $10.00 (prescribed minimum award under the Incentive Awards Program). The great majority receive more.

If you think of a better way to do any job, either with new or old tools, equipment or methods, be alert to the idea's money earning potentialities in the Awards Program. Tell us about it —your supervisor will help you write it up if you ask him. You can tell us by wire or letter if you don't wish to use the conventional suggestion form. You will receive full credit in any case. And you may be eligible for two cash awards - one by the region if locally adopted, and a second by Washington if the idea is accepted for national use. Sometimes an idea cannot be adopted at the regional level because difficulties will be encountered unless it is applied uniformly throughout the service. For example, a change in radio communication procedures would prove confusing if made in Region Four only. But if the change is accepted for National application reward will certainly be yours.

No good idea is too large or too small. Don't be bashful. Step right up and try for the maximum prize $25,000 - the intermediate amounts between there and the minimum are attractive too!

So - for financial profit - keep your eye peeled!

When the altitude of thirteen thousand five hundred was reached the Oakland radar controller was able to pick up the targets of the Boeing and Bonanza. An ASR approach from the Newark facility was given the Army aircraft which subsequently landed at the San Francisco Airport. The General, who happened to be General Dean, had slept through the whole affair.

Approach controllers at Oakland use the radar for the purpose of identifying an aircraft that is approaching on instruments and has passed the Bay Point fan marker. Then, subject to other traffic, a radar vector to the Hayward radiobeacon is issued, resulting in an approach shortened by at least ten minutes as compared to the Bay Point, Oakland Range, Newark route.

Recently a cloud-seeding P-40 departed Oakland in instrument weather with the intention to seed clouds in an area near Los Gatos. If at the time of the departure of the P-40 it was raining as hard in Los Gatos as it was raining in Oakland we in the tower could see no real need for cloud seeding. However, it was understood that this was the purpose of the flight.

Some forty-five minutes later the pilot of the P-40 reported over the Newark beacon where it was necessary to hold the aircraft at a high altitude. Shortly thereafter the pilot reported the aircraft losing manifold pressure and requested an emergency descent, instructions for which were issued immediately with the P-40 leaving Newark at nine thousand, the normal crossing altitude for an approach being three thousand five hundred.

Weather at the time, one thousand overcast, visibility one and one-half miles and rain. Approximately one minute after leaving Newark the pilot reported that the landing would be dead stick and he was advised that his position by radar was over the Hayward Airport should he wish to land there. However, the pilot elected to continue his glide to the Oakland Airport and seemed grateful for the positioning given by the radar controller. He landed and rolled to a stop on runway 27R with the prop quite "dead".

Like all other facilities at which radar has been commissioned Oakland controllers could quote with pride a long list of "saves" but we would prefer not to be accused of being too zealous. So it is with the full realization that we may be skirting the edge of such an accusation that we continue with our recollections.

Among the pilots who most vociferously voiced their gratitude to Oakland radar we recall the Cessna 140 pilot who found himself on top the overcast, short of fuel, and not too sure of his position. After an identification turn or two he was vectored toward the Oakland Airport, and while en route glimpsed the Alameda Airport through breaks in the cloud coverage and due to lack of fuel advised he would land there.

We recall the favorable comments of a scheduled air line DC-6 pilot who, on getting a 180 degree reversal on his ADF gave his position as "over Newark" when actually the aircraft was approximately 5 miles from Newark, electrical discharge during a storm condition probably being responsible for the erratic ADF indication.

Then there was the DC-3 pilot who had been cleared to hold at the Newark beacon and who suddenly came up with the frank and terse statement, "I'm lost". Radar identification found him some ten miles from his intended area of holding but shortly he was descending in the Newark pattern, having arrived there through the use of headings given by the controller at the radar console. (Continued on next page)

High wind velocity is a particularly vicious offender to the pilots of aircraft attempting to hold at a radio facility, especially when the aircraft is not equipped with a fan marker receiver or when the receiver is not functioning properly. Or the difficulty in holding may be due to other reasons. In any event the aircraft may be holding the correct pattern so far as time and heading is concerned but the track of the aircraft describes a spiral that gets farther and farther from the holding facility.

A recent incident of this type was experienced with a Navy P2V. The pilot had been cleared by Oakland Approach Control to hold at the Newark beacon, but a few minutes later was noted by radar to be some distance from the beacon. Such was the appreciation of the pilot involved in this instance that he did something that doesn't often happen. He wrote a letter to the "very deserving soul who did such a capable job", to quote directly from this letter.

One that scared us, and we are getting kind of hard to scare, was the cargo-carrying aircraft that was cleared to Newark but did not report over that point to approach control. The pilot's replies to questions that were asked by radio revealed the fact that so far as the present moment was concerned, the whereabouts of Newark was a mystery to him. Painstaking scrutiny of the radar scope failed to reveal an aircraft anywhere in the vicinity of Newark. At length a target was picked up headed toward Mt. Diablo, in fact was a distance of five miles from that peak. This proved to be our lost aircraft at an altitude of three thousand five hundred feet. Height of Mt. Diablo, three thousand nine hundred feet.

So these are a few reasons why we at Oakland have a great respect for our ASR and for the Technicians who keep it in such excellent shape.

When we go off duty we almost feel that we should salaam as we pass the radar console; or at the very least, give the one-eyed monster an affectionate pat.

* * * * * *

Best wishes for speedy recoveries to William (Bill) Leavy, Chief Santa Barbara, California, INSAC who is on extended sick leave, and Harold W. Logan, Chief Tucumcari, New Mexico INSAC who suffered a heart attack several weeks ago. His doctor advises he is recovering nicely, although his absence from the station will be indefinite. Rest, and plenty of it has been prescribed for both men.

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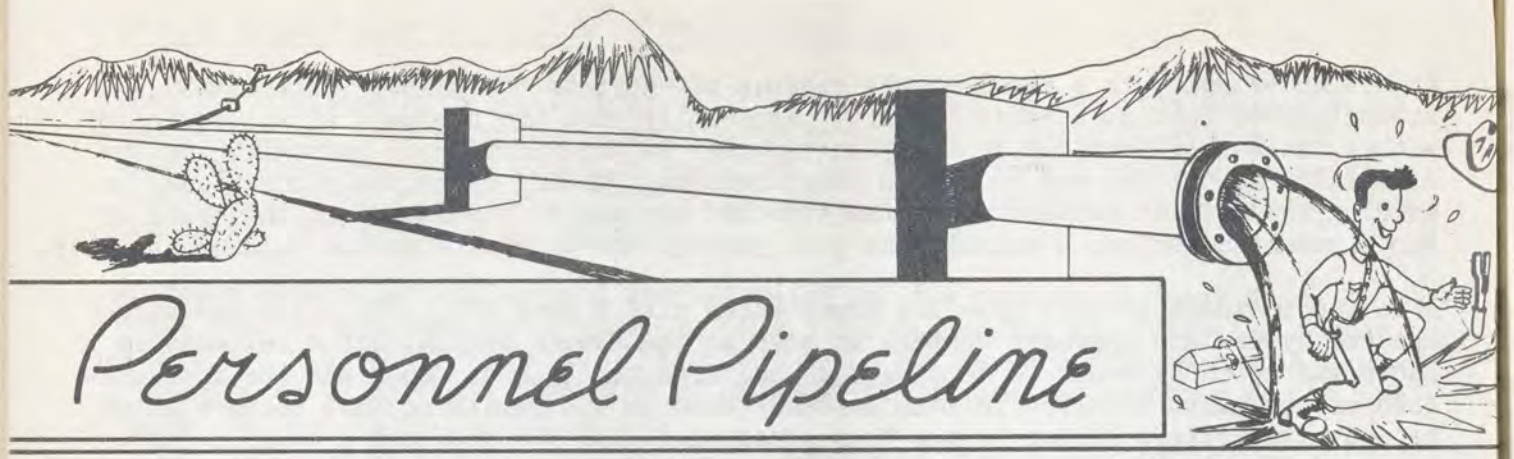
V. P. P. NOTES

Membership remains at approximately the same level, i.e., 1500 = resignations and transfers being offset by new employees joining up. NO NEWS IS GOOD NEWS!



Personnel Pipeline

ARE YOU - OR WILL YOU BE - AN 1100 PER CENTER?

The leave records of all employees for calendar year 1955 are being reviewed. The facts insofar as this Region is concerned, indicate that the majority of employees are wisely conserving their sick leave, realizing that it constitutes a form of health insurance and provides the individual with protection and security. Beginning with this issue the News some of the findings will be published. This month the names of all employees who had 1100 hours of sick leave at the beginning of 1956 are listed. Prior to 1952 the maximum accumulation of sick leave was 720 hours. The Annual and Sick Leave Act of 1951 removed the ceiling. Some interesting facts concerning this exclusive "Club" have been developed from the survey.

One hundred seventy two employees belong to the "1100 Club". They have to their credit 192,825 hours or 24,103 man-days of sick leave. This is equivalent to 11-1/2 man-years. One hundred nine or 63.7 per cent of the 172 used no sick leave during 1955. Sixty three used 728 hours - an average of 11.6 hours per employee using sick leave. The average for the group as a whole was 4.2 hours.

The group accured 17,888 hours of sick leave or, 2,236 man-days in 1955. The rate of use to rate of accural is 4.1 per cent. (The rate for the Department as a whole is 48.4%)

Thirty one employees have the maximum accrual possible of 1138 hours. This means that no sick leave was taken by these employees during the years 1952 through 1955. A four year record and one to be proud of.

In next month's issue the membership in the "1000 Hour Club" will be listed.

MEMBERSHIP - 1100 CLUB

* Abshire, Charles E.
Akins, Willard C.
Airas, Bruno E
Allee, Paul G.
**Anderson, Gordan C.
**Anderson, Vernon R
* Anglin, Arthur R.
* Anglin, Frank G.
Arbuckle, Merritt E.
Atkins, Gael E.
Baggett, Jeanette R.
Baird, Melvin
Barnhill, James W.
Barrett, John E.
Barton, Clarence D.
* Bayley, Lovell A.
* Berryhill, I. William
* Bertrand, Joe A.
Bertuleit, Henry E.
Blankmann, Walter L.
* Boughn, Robin R.
**Babcock, Claude R.
* Barnhill, Frank W.
**Budwig, Walter A.

(Continued on next page)

MEMBERSHIP - 1100 Club - Continued

Burns, David C.
Brater, George L.
Brooks, Carl R.
Bullard, Richard W.
* Callahan, William M.
**Campbell, James F.
* Clapp, Byron H.
* Colburn, Glen D.
* Crase, Dale C.
**Cripe, Ralph E.
* Crooks, William R.
* Cannon, James H.
* Cook, Joseph R.
* Clanton, Wesley A.
* Coleman, Vivian R.
**Covert, Orlin A.
* Davis, John E.
Deatherage, Marie L.
Davis, Lindell E.
* Decker, Ira W.
**Deziel, Edward G.
* Donohue, Edward L.
* Doster, John H.
* Eastwood, William C.
**Edwards, Donald M.
**Ellestson, John I.
* Elliott, Cecil W.
**England, Steward G.
* Erickson, Robert A.
* Fauchier, Kenneth
Fielder, Arthur F.
Forbes, Carter B.
**Glass, Foster C.
* Goddard, Alfred C.
Grace, James F. S.
Grandy, Harold L.
* Hall, Albert S. Jr.
**Hall, Wardie G.
* Hartwell, Keith L.
**Harvey, Winifred
Hayarth, Thomas V.
* Heister, Henry D.
Hengl, Clyde C.
Hink, Lynn L.
**Hirn, Toivo J.
Holt, Clayton C.
**Houseman, Leland E.
Hackett, Clayton L.
Harba, Lyle M.
* Hedstrom, George M.
Herron, Robert I.
**Holmes, Cecil G.
* Irons, Darwin L.
* Jackson, Wayne G.
James, Bennie F.
* Johnson, John P.
Johnson, Reynold F.
**Jones, Samuel R.
Karp, Wilfred P.
**Klos, Frank
* Lakey, Cecil F.
**Langos, Louis
* Layton, Henry L.
Heat, William B.
* Lee, Clyde A.
* LeFevre, Charles A.
**Loustalet, Warren H.
McAlpino, Joseph B.
McCauley, Fred M.
* MacCracken, Virginia
* Malinak, Carl
**Marshall, Granville
**Masiello, John J.
* Merritt, Kenneth K.
Miller, Russell L.
Milnes, Russell E.
* Minter, George W.
* Moore, William P.
**Nielson, Roy V.
* Outcen, Roy
* Owens, William E.
Ownby, Harold K.
* Paul, Benedict B.
* Payne, Leo S.
* Pederson, Herman L.
Pettibone, Gerald G. Jr.
Piet, John
Pleins, Henry T.
Porten, Edward J.
* Porter, Montel
Potter, Albert S.
Rarer, Edward B.
Reid, George D.
Rosenfeld, Samuel
* Ross, Theodore W.
Richards, Roy T.
* Rieder, Archie B.
Riikula, Oiva V.
Rupert, Gerald L.
**Rupprecht, Stanley I.
Russ, G. Fay
* Saunders, Frank C.
**Schell, Nicholas R.
Schulte, John C.
Schuck, William I.
* Scott, Lynn E.
Sevhla, Leonard L.
* Seliegren, J. David
Shimp, Chester J.
* Simonson, Glenn L.
Sindlinger, John R.
Skidmore, Carl H.
Small, Marvin L.
Smith, Harold A.
**Smith, Merton O.
* Spoon, Howard F.
* Stanton, Henry C.
* Stepp, Howard J.
* St. John, Ralph L.
Stracke, Merle L.
Sussman, Joseph M.
* Sutton, Harld L.
* Sydebotham, Wilbur
Taylor, Jay C.
Thompson, Thurber V.
**Tetterington, Wilmer G.
* Thrapp, Charles R.
* Tucker, Raymond E.
Tysdal, Lloyd F.
* Vessey, Edward L.
**Vroman, Ralph J.
* Vickrey, John W.
* Waage, John P.
Wakefield, Gerald F.
* Waldbieser, Charles R.
* Walker, Arthur
* Walker, M. Eugene
* Ward, Alexander S.
Ward, Nathan E.
**Webber, Lewis L.
* Wescott, Earl A.
* Willey, Albert O.
* Willey, Virgil E.
* Williams, Lester L.
Wolf, Boyd A.
**Wuorinen, William R.
* Yeazel, Joseph A.
* Zentmyer, John M.

* No sick leave 1955.
** No sick leave 1955 - maximum accumulated.

NOTE: If we have missed anyone who should be in this group - let us know. (LA-90)

(Personnel Pipeline Con'td. next page)

CIVIL AIR PATROL ACTIVITIES

Recently an employee raised a question as to the relationship between Civil Air Patrol activities and the conflict of interest policies. This is to advise all concerned that association with and participation in Civil Air Patrol activities does not constitute a conflict of interest. Participation in Civil Air Patrol activities during duty hours, however, cannot be construed as official business according to our Washington office. Participation in Civil Air Patrol activities during duty hours is permitted only to the extent that annual leave or leave without pay is properly requested and authorized. Participation during off-duty hours is entirely up to the individual and may be engaged in at his discretion.

NEW GROUP HEALTH INSURANCE PROPOSED BY CIVIL SERVICE COMMISSION

WASHINGTON, D.C. MARCH 15, 1956 — A new group health insurance proposal, which would protect Federal employees and their families against the financially crippling costs of serious or prolonged illnesses, even after the employee's retirement, was discussed today with representatives of Federal employee organizations by Philip Young, personnel adviser to the President and the chairman of the Civil Service Commission.

Designed to supplement the employees' own basic health insurance coverages, the proposal would cover all active Federal employees insured under the Federal employee group life insurance program and their eligible dependents. It would not cover employees retired prior to the date the program would go into effect.

Within certain maximums ranging up to $10,000, the plan would provide for payment of 75 percent of medical, hospital, or surgical expenses which are in excess of certain basic amounts to be paid by the employee or through his own basic health insurance plan. These basic amounts for active Federal employees under 65 years of age are: $100 (up to $200 for higher salaried employees) for covered medical costs, $250 for surgical services, and $500 for hospital costs. For employees over 65 or who retire after the program is in effect the basic amount is $200 total for surgical, medical costs, and hospital costs, except board and room. Use of different formulae in providing the benefits for the two groups is necessary to provide the best possible benefits to each, Mr. Young said.

The maximum benefit payable to an active employee under 65 years of age is $5,000 in any one calendar year for himself or each dependent, with a lifetime maximum of $10,000, and liberal provisions for reinstatement of the maximums. The maximum benefit for employees over 65 or eligible future retirees after the program is in effect is a $2,500 family maximum in any one calendar year with a $5,000 lifetime maximum. There are no provisions for reinstatement of maximums for these employees.

The proposal would amend the Federal Employees Group Life Insurance Act to provide the additional protection at no further out-of-pocket cost to the employee and would round out the contributory employee insurance program begun in 1954 with the passage of that Act, Mr. Young said. The 25 cents now contributed biweekly by the employee for each $1,000 of life insurance carried would defray his share of the cost of the expanded program. The requirement for this contribution on the part of the employee would cease after he reaches age 65 or retires on an immediate annuity.

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The Government would double its present contribution, which is 12½ cents biweekly per $1,000 of life insurance now carried under the life insurance program. This would result in the employees and the Government equally sharing the cost of the expanded program which would then provide four-point financial protection against the catastrophes of death, accidental death, dismemberment, and major medical expense. The total additional yearly cost to the Government of the expanded program is estimated at $32,500,000.

In discussing the proposed amendment, Mr. Young emphasized that it was designed to supplement the employee's own basic health insurance coverages which generally provides ample protection for him and his dependents against the costs of illnesses which involve short hospital stays and normal surgical services.

"It will be the Government's policy to encourage all Federal employees to acquire this basic protection," he said. "In a sample survey of Federal employees we found that most of them already have such protection and that it is available at a reasonable cost. In our indoctrination of new employees and our relations with those already on the rolls we intend to encourage them to acquire this protection which is readily available through employee organization or community non-profit plans."

He pointed out that in seeking means to encourage employees to enroll in basic health insurance plans of their own, the Government had considered a plan that would provide for payroll deduction of employees' premiums for their own health insurance plans. This idea was dropped, he explained, because the Government would have been faced with an extremely complicated operation owing to the great variety of health insurance plans now carried by employees.

"The need for protection against the costs of serious illness or injury which may require months of treatment both in and out of the hospital is not being met for or by Federal employees," Mr. Young said. "The cost of major medical expense protection on an individual basis would be prohibitive for most employees. In fact, many employees could not get it even if willing to pay the high premiums because of the stringent physical qualifications they would have to meet to acquire it on an individual basis. It is the type of insurance which can be provided economically only on a group basis."

If the new program is put into effect, it will cover approximately 2,000,000 employees and 2,500,000 dependents, thereby almost doubling the number of people in the United States now covered by major medical insurance, Mr. Young said. He estimated that under the major medical insurance provisions of the expanded program approximately 100,000 claims would be paid each year. This is approximately eight times the number of life insurance claims paid in a year.

The proposal differs from the one sent to the last session of Congress in that it provides major medical expense protection to all Federal employees who have the group life insurance coverage and extends it after the employees' retirement. It was worked out after consultation with a special health insurance committee representing major employee organizations. Representatives of

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Insurance and health associations and of Federal agencies also were consulted. He said the new program is being offered as an amendment to the Federal Employees Group Life Insurance Act because:

1. It will put all employee insurance benefits in one law.
2. It will permit coordinated and simplified administration of the total insurance program.
3. It will provide a simple and convenient method for financing the major medical expense insurance and will allow the purchase of life and major medical expense insurance from the same fund.
4. It will also permit the use of the employee advisory committee and advisory council already set up for group life insurance.

The basic features of the major medical expense insurance plan are:

1. All employees now covered by the Federal employees group life insurance program are eligible to participate. Those who are eligible for life insurance coverage but who previously refused it will have another chance to enroll. Those who retire after the program becomes effective would have to be eligible to continue their life insurance coverage in order to receive the major medical expense protection.

2. For active employees under 65 years of age, the plan would defray:

Medical costs (those not usually covered by basic health and surgical insurance) -- by reimbursement for 75 percent of yearly covered medical expenses for the employee or for each dependent in excess of $100 for an employee who has $5,000 or less coverage under the life insurance program -- $150 for an employee who has from $6,000 through $10,000 life insurance coverage -- $200 for an employee who has $11,000 or more life insurance coverage. These major medical expenses include the cost of examinations, diagnosis, drugs and medicines, services of registered graduate nurses, and the services of a physician for other than surgery.

Hospital costs -- by reimbursement for 75 percent of yearly hospital costs in excess of $500 for the employee or for each dependent. Normal short-stay hospital cases involving charges of less than $500 are usually covered in full by a basic hospital plan, such as Blue Cross.

Surgical costs -- by reimbursement for 75 percent of yearly surgical costs in excess of $250 for the employee or for each dependent.

The following table illustrates how the major medical expense insurance plan would work and how it supplements basic hospital and surgical insurance for the average employee under 65 with group life insurance coverage of $5,000 ($100 deductible class) who incurs total expenses of $2,500 in connection with a serious operation:

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	Medical	Hospital	Surgical	Total
Expenses ----------	$1,000	$1,000	$500	$2,500
Benefits paid under employees' basic coverage	0	$600	$250	$850
Expenses not paid by basic coverage	$1,000	$400	$250	$1,650
Benefits paid under major medical plan	$675 (75% of $1,000 minus $100 deductible, or $900)	$300 (75% of $400)	$187.50 (75% of $250)	$1,162.50

The employee would receive $2,012.50 in combined benefits from his own basic health insurance coverage and the major medical expense insurance. He would pay only $487.50 from his own pocket. If the employee had a less liberal basic health insurance plan of his own, he would have to pay more himself. If he had no basic health insurance coverage, he would pay $850 plus 25 percent of the remaining amount, or a total of $1,262.50 and the major medical expense insurance would pay $1,237.50.

For employees who are 65 years or older, or who retire after the program is in effect and are eligible for continuance of group life insurance, the plan provides for reimbursement for 75 percent of yearly hospital, surgical, and other medical costs (except hospital room and board) in excess of a $200 total for the employee or for each eligible dependent. For example, if the total yearly medical expense for an employee in all these expense areas was $2,000 — not counting hospital room and board — he would pay $200 plus 25 percent of the remaining $1,800 or a total of $650. The major medical expense insurance coverage would pay the remaining $1,350. In addition, to help defray the costs of any hospital room and board charges, the employee could, if he wished, draw against his group life insurance coverage up to 50 percent of the ultimate amount. This amount is 25 percent of his group life insurance coverage at his sixty-fifth birthday.

* * * * *

ORCHIDS

Mr. George W. Minter, SES, and Mr. Leonard M. Norman, AOS, of the Farmington, New Mexico INSACS each received The American Radio Relay League's Public Service Award Certificate. Mr. Minter operating his Amateur Radio Mobile Station, W5PBV, and Mr. Norman operating his Amateur Radio Mobile Station, W5CIN helped to provide critically needed communications during a local flash flood which threatened the city's only water supply.

DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

Signs of an early spring in the general aviation activity picture are beginning to become evident in the narrative reports submitted by the district offices during the past month. Many offices are reporting that their activity is equal to or, in some cases, greater than that of last year at this time, with a few offices indicating volume activity not usually found this early in the season.

A very successful flight clinic was conducted at the Torrance Municipal Airport, Torrance, California, on Saturday, February 4, 1956. This clinic was sponsored by the Long Beach Chapter of the Ninety-Nine's, a national woman's flying organization. Due primarily to the excellent planning, organization, and publicity given this event by the sponsors, this clinic attracted more than 250 people, with the actual registration exceeding 225. The morning program included discussions involving maintenance, weather, and radio. Mr. R. E. Dake, General Safety Division Chief, concluded the morning program with a discussion of accidents, their causes, and how they may be prevented. Forty persons participated in the courtesy flights, many of them renting airplanes on the spot so that they could avail themselves of the constructive criticism offered by the flight check panel. The link trainers were in constant use throughout the day and the portable control tower manned by personnel from Los Angeles Tower, offered an excellent introduction to airport traffic control for many of the participants. The local Ninety-Nine organization feels that the clinic activity offers a direct and positive contribution to safety in aviation.

Ontario ASDO also assisted with a flight clinic, sponsored by the San Bernardino County Sheriff's Aero Squadron, which was held at Norton Air Force Base, February 26, 1956, and was attended by approximately sixty people. The excellent link facilities at the base were made available to those attending the clinic.

The San Diego ASDO assisted the San Diego Junior Chamber of Commerce and the Associated Glider Clubs of Southern California in conducting the Tenth Annual Pacific Coast Mid-Winter Soaring Championships. This event was held at Torrey Pines Gliderport on February 25 and 26, 1956, and was attended by approximately 10,000 people.

Progress is continuing on plans for the first National Flying Club Convention to be held in Seattle July 30 and ending August 2, 1956. Inquiries are still coming in from all parts of the United States and more interest is being shown by newspapers as well as national periodicals. To date more than 1,600 persons have indicated their intention to attend the convention. This event is already having one of its most desired effects in that clubs are inquiring about the National Safety Program, and several have registered for participation in this national safety effort.

An example of the general interest in the quarterly accident analyses prepared by this region was clearly demonstrated recently on a local basis, according to the Sacramento ASDO. An aviation column entitled "Aero Ramblings", prepared by Grace M. Carrigan, staff writer for one of the Valley newspapers, covered the entire accident analyses of the Third Quarter Accident Report for 1955. Two installments were required to cover this report which gave the public a factual account of the basic causes of airplane accidents in this region.

The interest in fiber glass cloth covering on aircraft has become somewhat of a problem since we do not yet have any engineering basis for approval. National circulation of a trades paper which lead readers to believe that fiber glass covering had blanket approval, if done by a certain method, has accelerated the trend and a surprising number

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of inquiries have been received. LA-235 has requested policy from their Washington Engineering Office.

Amateur and home-built aircraft continue to be a problem since individuals are taking advantage of the provision to manufacture and market aircraft.

Several districts report general aircraft sales anywhere from holding up to being on a considerable increase. The Air Force has released thirteen Aeronca L-16 and Stinson L-5 airplanes to the CAP in the Portland area.

Lockheed Customer Service is moving its entire installation from Burbank to Ontario, and have advised Agent Outcen they will be applying for a repair station certificate as soon as their facilities are completely set up.

AIR CARRIER SAFETY DIVISION

Great Lakes Airlines and North American Airlines are each operating three DC-4 aircraft over the North Atlantic on military cargo contracts.

In addition to normal domestic operations, Slick Airways conducted international operations in the Pacific area between Travis Air Force Base and Honolulu-Tokyo, and in the Atlantic area between New York and Puerto Rico. The first DC-6A of the three new DC-6As scheduled for delivery was placed in Pacific operations during this period, and is scheduled for Atlantic operations in March between New York and Frankfurt, Germany. Delivery of the second DC-6A is scheduled for March 5th.

Viking Airlines completed fifteen round trips between Travis AFB and Honolulu on the Pacific Air Lift. They have received commitments for fifteen more round trips between Travis AFB and Honolulu for the month of March.

California Eastern Aviation will be operating ten round trips to Guam, thirteen round trips to Honolulu and ten round trips to Tokyo on the Pacific Air Lift during the month of March.

Three helicopter flight instructor checks were given at Hiller Helicopter Company. Two of them were to two members of the Los Angeles Police Department which purchased a Hiller helicopter to patrol the Los Angeles freeways in an effort to control traffic more expeditiously.

Agents from the Denver District Office represented this region in a meeting with CAB, air carriers and the Air Line Pilots Association concerning the use of flight simulators for use in lieu of the aircraft for six-month instrument proficiency checks.

On February 14-15 Pacific Northern Airlines conducted ditching drills in cooperation with the Naval Air Station at Sand Point. Survival films were shown, a review made of the Pacific Northern Airlines evacuation procedures and a wet drill conducted in Naval Air Station pool.

Bonanza Airlines Vice President, two Chief Pilots and Superintendent of Maintenance will leave in March to fly and inspect the German F-27 which is being considered as a DC-3 replacement.

United Air Lines recently announced that their 1956 estimates indicate a 17 per cent increase in seating capacity and a 4.62 billion passenger mile increase.

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United Air Lines is circulating all captains, first officers, flight dispatchers and meteorologists in their employ to obtain their opinions concerning the elimination of hourly sequence reports, using only six-hourly surface charts plus terminal and area forecasts in planning their long range flights. This action is prompted by their understanding that because of the saturated condition of nearly all of the teletype circuits which carry weather, the Weather Bureau and CAA have been showing an increasing tendency to foster the idea that spot weather reports are not essential for long range flight plans in planning non-stop flights in the Continental United States.

Continental Air Lines is moving all maintenance previously performed at Dallas, Texas, both aircraft and radio, to Denver, effective April 1, 1956.

Westair has received a notice from the Aircraft Engineering Foundation that the C-46 kits will be obtainable within the near future. Westair is currently evaluating the several conversions to determine which would give them the best service.

The first incident report from RAPCON has been forwarded via the Seattle District Office to the Agent-in-Charge of United Air Lines. This incident occurred on an IFR flight plan wherein an airline pilot diverted from his flight plan route and was observed by RAPCON and communications reestablished with the aircraft after turning him over to company and advising the pilot of his proximity to Mount Rainier.

California Central Airlines reactivated their own maintenance facilities at Lockheed Air Terminal. Another DC-3 aircraft is being rebuilt and will be put into service soon.

Standard Airways, San Diego, California, has reactivated its certificate, and Bixby Airlines has removed its aircraft from its Form 518A, and is now inactive.

The Westair Company has expanded considerably with nine or ten C-46's.

California Eastern Aviation has started on the overhaul of a C-54 recently purchased by Japan Air Lines.

Bonanza Airlines had a DC-3 going through overhaul at Ontario. This aircraft was inspected, records reviewed, and the aircraft was determined to be in satisfactory condition.

Los Angeles Air Service was actively engaged in military flights overseas. While one DC-4 was making trips to Europe, the other DC-4 was making trips to the Orient.

Western Air Lines operations remained idle this month except for a few charter trips and certain maintenance functions due to a continued strike. The engine accessory and instrument shops have continued to function on a limited scale, catching up on work backlogs. The overhaul of the Convair C-240 is continuing; however, work has stopped on the DC-4 overhaul. The corrosion elimination and painting program has continued on the DC-6s.

United Air Lines will shortly be ready to submit their DC-6 Radar Engineering Report and drawings for approval. They are continuing to work on the development of standards in regard to overhaul and maintenance of this equipment.

A re-inspection was conducted of Aero. Electronics approved radio repair station at Phoenix, Arizona, in company with the local Aircraft Agent.

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A preliminary inspection was made of the facilities of the Aircraft Processing and Sales Company who are entering into Lead Indium and Silver plating in San Carlos, California. Region Three's query on this company has been answered.

A meeting was held with Winslow Engineering and CAA engineering personnel at Winslow Engineering Company on the handling of supplemental amendments on the Winslow full flow oil filter.

Agent Quick attended the two week course on Gas Turbine Engine Development at the Aeronautical Center. The class was comprised of four CAA agents and six from the airline industry. This was the first time that industry was invited to participate in this course. The consensus of those attending was that a great deal was gained by having joint CAA-industry participation.

The work with Westair on their new communications plan and standardization of their fleet equipment is considered a major accomplishment. Westair are now subscribing to Aeronautical Radio, Inc., service on a national basis, and also to Alaska. The Company will provide multi-channel HF communications as well as additional VHF channels to use this service. All United Air Line and Delta HF channcels are authorized as well as the HF network of United Air Lines. Circuit E-457 frequencies are also required in their States-Alaska operation.

Westair are now using the A.C.T.A. nationwide teletype circuit and will have much better control over their aircraft, at a cheaper price. The standardization of their radio equipment presents considerable problems and expense.

Continental Air Lines are making the first RADAR installation in their CV-440 aircraft. The first one is to be completed by March 5, 1956.

Pacific Northern Airlines have increased the engine overhaul time on the Wright BD-1 engines used in their Lockheed 649A aircraft from 1400 to 1500 hours and have made application to increase the time from 1500 to 1600 hours as soon as additional engines are disassembled and inspected.

Slick Airways will receive the second Airwork, Ltd., DC6A from Douglas the middle of March and convert it for overseas operations.

Western Air Lines has decided to conduct the necessary tests to determine if there is any performance loss on their CV-240 aircraft with the 43E60 propeller installed. If the same performance can be maintained they will make a fleet change to this propeller.

Westair are currently requesting bids on hard top surfacing the area round their nose dock. A general improvement is noted in their shop activities.

Air Cargo Express are expanding in their office space and refurnishing their operations area. They have expanded the radio shop area and in general are cleaning up the maintenance area.

Several precautions are necessary during ground handling of aircraft equipped with weather mapping radar. It has been established that a flashbulb directing in the path of the radar beam can be set off at a distance of 30 feet. Also, refueling equipment should not be operated within 100 feet with the radar turned on.

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Slick Airways' Executive Vice-President, Gordon Bain, has resigned to accept a responsible position with Northwest Airlines. Del Rentzel, Chairman of the Board, will assume the duties of President and General Manager.

A C-54G was recently ferried to Burbank from Dover, Delaware to be completely overhauled and modified for certification. This aircraft, when completed will be added to North American Airlines' fleet, bringing the total number of C-54 aircraft in serivice to six. Another C-54, recently purchased from Western Air Lines by Sabena Airlines, is being completely overhauled and modified by North American Airlines at their Burbank shops.

Maintenance agreements have just been negotiated between North American Airlines, Allied Aircraft Maintenance at Gander and at Shannon, Ireland, and the Flying Tiger Line at Frankfurt, Germany for emergency maintenance for the duration of North American's military contracts in Europe.

Nearing completion in the steel fabrication shop at North American's Burbank base is a new Pratt & Whitney 2800 CB engine test stand. Upon completion of this test equipment North American Airlines will accomplish their own 2800 engine overhaul. All special tooling for the overhaul of this engine has been completed.

Continental Air Lines is now provisioning for the Douglas DC-7 aircraft which will be delivered early next year. They are receiving their third CV-440 aircraft March 1, 1956.

United Air Lines graduated twelve flight engineers during the month of February, 1956.

There is considerable interest among Boeing Flight Engineers to take the C.A.A. examination for Flight Engineer Certificates.

AIRCRAFT ENGINEERING DIVISION

Work on the Aircraft Engineering Foundation's C-46 modification program is rapidly approaching completion. Review of the technical data on the production configuration is nearly complete. It has been determined that additional flight tests and the completion of a production article probably will not be necessary prior to the issuance of a Supplemental Type Certificate. Mr. Snedeker plans to visit Washington in the near future to request a further extension of the April 1st deadline date for compliance with SR 406.

Mr. Baumann together with Col. Brown, who represents an organization interested in backing Baumann financially, visited this office to discuss the status of the Model B-290 project. The outstanding items covered by previous correspondence were reviewed, and the items to be completed prior to the issuance of a TIA were discussed. After type certification it is planned that the airplane components will be manufactured in Japan, with final assembly of the airplane in this country.

A flight test program is under way on the Boeing 707 prototype to determine the span load distribution under varying flight conditions. Miscellaneous technical inquiries and policy questions are being evaluated and resolved. Basic load data are scheduled to be received in the near future. Boeing's present tentative plans are to obtain type certification of the 100 and 200 Series (which presently encompass 9 different configurations) under the present Application. A new Application for Type Certificate probably will be submitted to cover the 300 Series, since these aircraft are appreciably different from the 100 and 200 Series.

An Application for Type Certificate has been received from Convair covering their Model 22 which is a 4-engine, medium range, turbo-jet transport category aircraft.

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The estimated maximum take-off weight is 175,000 lbs.; the landing weight is 115,000 lbs; and the airplane is expected to provide for between 80 and 99 passengers. Four G. E. J79 jet engines are to be installed in pods on a wing having 35° of sweep, 2000 sq. ft. of area, and a wing thickness of between 7% and 9% over the greater portion of the span. Spoilers probably will be used. No information is available as yet regarding the scheduling for this model. It undoubtedly will be necessary to extensively use engineering designees in the type certification program.

Additional discussions have occurred with Convair personnel regarding the installation of J69 engines in jet pods on the tips of 240, 340, and 440 aircraft. Present indications are that means now may be developed to permit performance benefits for this configuration without requiring compliance with all recent changes to CAR 4b. Convair is understood to be preparing a revised proposal regarding this configuration.

Evaluation of Dominion Engineering Company's substantiation of the modified L-13 aircraft under CAR 3 is approaching the Type Inspection Authorization stage. The majority of the engineering work on this model has been done by engineering designees. A Pre-Flight Type Certification Board will be scheduled in the near future.

Type Inspection Authorization has been issued covering flight tests for type certification on the Douglas Model DC-7C. Flight tests on this project are currently under way at Palm Springs and Tucson. The results of tests conducted to date have been very favorable and it appears that the flight tests on this project may be completed by the end of May, which is at least one month ahead of schedule.

Douglas personnel advise the DC-8 configuration is being finalized. Tentative arrangements are being made for the Preliminary Type Certification Board during the week of May 7. CAA flight tests are scheduled for late 1958, and the type certification target date is September 1959.

Hiller reportedly still are making modifications on their Model HJ-1 ram-jet helicopter fuel system. CAA flight tests are scheduled to be resumed on receipt of satisfactory data from Hiller regarding the changed configuration.

Review of the basic loads for the Lockheed Model 1649 is being expedited. Every effort being made to complete the CAA evaluation of basic data by April 15, as requested by Lockheed. The Preliminary Type Certification Board on this airplane is scheduled for April 12.

Lockheed reports they are rapidly completing the mock-up of their Model 188 turbo-prop transport. Miscellaneous special design problems are being evaluated and resolved. The tentative plan is to have the Preliminary Type Certification Board on this aircraft on May 11.

AIRPORTS DIVISION

Based on requests for Federal-aid received from sponsors, 120 tentative allocations were issued during the current fiscal year. Forty-five of these allocations were issued by the Regional Administrator on August 10, 1955, and 75 on February 9, 1956.

To date, 21 formal Project Applications have been received at the Regional level in response thereto, for which Grant Offers have been issued on 12 projects. One of these Offers was issued during the month of March in the amount of $210,000 to the City of Modesto, California, for construction and lighting of a new runway. The remaining Applications are in process of review and Grant Offers will be issued in the near future.

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District Airport Engineers are scheduled for a meeting in the Regional office during the latter part of this month for the purpose of reviewing their recommended 1957 Federal-aid Airport Program. Following this conference, the Regional Recommended '57 Program will be transmitted to Washington for further consideration.

AIRWAYS OPERATIONS DIVISION

Arrangements have been concluded with the Mexican Government to effect a change in frequency of the Los Mochis radiobeacon from 327 kc to 227 kc. This will relieve a case of long standing night-time interference involving the Phoenix low frequency range on 326 kc.

Arrangements have been completed with the Fifth Regional Office for use of 3380 kc at OFACS San Francisco north to Anchorage in radio teletypewriter service. This will release the 3 mc frequency 3353 kc for night-time use by Anchorage south to San Francisco.

A survey has been completed at towers and combined station/towers to determine the degree of congestion and interference on the civil aircraft frequencies 122.5 mc and 122.1 mc at multiple airport locations. Indications are that several areas may benefit by the addition of radio guards on 122.7 mc and 122.3 mc.

Frequencies 120.5 mc, 123.7 mc, and 124.3 mc have been recommended for the Fairchild RAPCON. Frequencies 120.1 mc, 121.1 mc and 124.1 mc have been selected for the Hill AFB RAPCON.

37 telecommunications orders have been prepared since the last report.

Our estimated interphone service requirements for calendar years 1956-61 were submitted to W-380. This information will also be of value to the telephone companies in reducing delays in obtaining key equipments.

The Washington Office restored service "A" and "F" communications facilities at Fort Bridger pending final outcome of recent study and recommendations.

Model 28 type printers have been received and installed at all combined facilities.

Los Angeles radar was returned to service at 0001P, March 1 with 2 ASR-3 scopes and modified ASR-1 replacing the two ASR-1 scopes which were being used when we went out of service for modification on February 1, 1955. Radar departure service which was discontinued on February 1, 1955 was reimplemented. The modified ASR-1 will normally be used to provide this service. At 0001P Monday, March 19, radar arrival service was inaugurated. This new service will be provided by approach control using the two new ASR-3 units.

Myron W. Reynolds, Vice President of Operations, Bonanza Airlines, has extended an invitation to our personnel to participate in familiarization flights on their aircraft to study first-hand their operations and procedures.

The Seattle Center Flight Data position was commissioned February 21. This position is being used to operate Service "B", copy "long-range" military flight plans and post all strips generated by these flight plans.

Representatives of the Air Force, Decca Radar Ltd., ANDB, RADC, CAA, Washington, and the Fourth Regional Office met in Seattle on February 29 through March 2 to lay plans to install and evaluate Decca Airport Surface Detection Radar.

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McChord RAPCON successfully guided four different flights to landing under adverse conditions - three had mechanical trouble with engines out and the other pilot was lost. Had any one of these crashed in the city of Tacoma it could have resulted in major disaster.

Plans were developed to improve the Victor Airway system in the Portland terminal area. If these materialize it will be possible to channelize in-bound and out-bound flights over separate routes.

Captain Jack R. Ziegler, 1816th AACS Group, Orlando, Florida visited the region to discuss the progress of the Air Force trainees who are detailed to the various centers and towers.

John Garrison, Chief, Facility Operations Branch, will represent the region at a meeting March 26 in Washington regarding area control over the Pacific.

Hugh Shaw has returned to duty in the Technical Services & Planning Branch after an assignment with the U. S. Army at Fort Huachuca. We are mighty glad to welcome him back.

A conference with regional Air Defense Liaison Officers was held in Los Angeles March 5 and 6. The meeting was quite productive and permitted us to dispose of several pressing problems. Roys C. Jones, W-396, and Jack Tighe ADLO at Air Defense Headquarters attended.

Howard Firebaugh, ADLO, 29th ADD, attended a Civil Defense meeting at Helena, Montana February 23. The meeting involved the usefulness of private aircraft during a military emergency, state fanout procedures, and search and rescue operations. Mr. Firebaugh discussed 29th Air Division SCATER Plan February 25 at a meeting of Montana Aviation Trades Association.

A procedure has been established by 29th Air Division headquarters wherein several Northwest Airline high altitude flights will be utilized by AC&W sites in checking calibration and effectiveness of air defense radar. Northwest Airlines has agreed to cooperate with the Air Division, and implementation of these procedures is set for April 1, 1956.

A plan has been proposed to modify the northern ADIZ and establish a SIZ (Security Identification Zone) within Canada. If adopted it will simplify trans-border security requirements in the Pacific Northwest.

Action is being taken to relocate the anemometer and wind vane at Colorado Springs to an area on the field between the runways. The present location gives erroneous readings.

CAA Space and equipment layout requirements have been developed for new Administration Buildings at Bakersfield and Billings.

Communications consoles for Hill AFB RAPCON have been received and interphone cut-over will start about April 1.

The Chiefs of the Albuquerque Center and Tower met with regional office personnel to develop operational and equipment requirements for the activation of the Kirtland RAPCON. Probable commissioning date September 1956. (Continued on next page)

It is probable that CAA will begin operation of the RAPCON at March AFB next summer. Bob Graner and W.A. Stephens visited March recently to determine whether modification or additions were required in the equipment installation before CAA commences operations. A report has been submitted to Washington.

C. W. Larsen made a routine field visit to all facilities in Idaho except Boise.

Art Johnson visited all facilities in northern California and southwestern Oregon during the latter part of February.

FACILITIES DIVISION

Flight Inspection

Stanley Compton is on the sick list, having been ordered by the doctor to get away from the coast for a period of 30 days. Jack Webb has been detailed to the Seattle District Office to replace Stan during his illness.

Bruce Burk of Hughes Aircraft spent a day with Joe Duncan observing the operation of our DME system.

Modernization of the Thermal and Needles VORs, from 5 to 4-loop, have been completed and ranges returned to operation.

The TVOR at Walla Walla has been flight checked and commissioned.

The Navy UHF/DF at Oakland has been flight checked and commissioned.

Establishment Branch

Plans for proposed Administration Buildings at Billings, Montana; Bakersfield, California and Santa Fe, New Mexico were reviewed and coordinated with interested sections, branches and divisions.

Space requirements for proposed improvements at Stockton, California were coordinated among those concerned.

Ed Pardee, George Martin and Carl Duncan completed the installation of 4-channel control equipment in the sector desks for A/G transmitters and receivers at Salt Lake City ARTC Center.

Jim Cheatham completed the installation of the Military Flight Service Teletypewriter Relay Station at Denver. He moved to Albuquerque and completed the installation of Service B Teletypewriter in the Albuquerque ARTC Center. He has started installation of an additional sector desk in the Center.

Frank Dettmer completed the installation of supplemental ventilation in the equipment room at Burbank.

Dave Domaskin completed a garage storeroom, Delta antenna structure, and the installation of an evaporative cooler at Otto, New Mexico. He also completed a survey of heating requirements at the Las Vegas, New Mexico INSAC.

Paul Allee, Darel and Richard Preator, Tommy Bracken, Tom Carrington, Lloyd Allen, and Udell Larsen are working on the Sacramento Combined Station/Tower separation and relocation. Dick was forced to take time out for an appendectomy and at last report is progressing nicely.

(Continued on next page)

Bob Payne, Winifred Harvey and Hank Scribner are modernizing the INSAC at Spokane, Washington.

Howard Pyle and John Elwood completed the INSAC modernization at North Bend, Oregon and are now at Crescent City, California for the INSAC modernization.

Fred Yandell is supervising the UHF construction work at Sacramento.

Bill Beekman and Erwin Clark have just finished staking the Lompoc Consolan facility in spite of the poison oak underfoot which we understand really kept them scratching.

Marion Duncan has recently completed construction of the new VOR facility near San Simon, Arizona and is enroute to his next assignment.

V. O. Vick completed construction of the MH facility near San Diego by force account.

Tom Tarpo, fresh from two weeks annual leave, is now supervising modernization of the Modesto, California VOR. Maynard Hegland is supervising modernization of the Yuma, Arizona VOR facility from a separate tower to an integral roof top counterpoise. These are the first two of approximately 48 sites in this Region to be modernized under the present program.

Glenn Kassing and Nick Smokey expect to complete the Hobbs VOR modernization shortly. Chuck Dickow is making the final inspection. They are scheduled for the Carlsbad VOR modernization next with Don Robb to assist in order to expedite completion.

Chuck Daggy and Al Calloway completed installation and commissioning of the San Francisco TVOR. They are currently putting the finishing touches on the Hassayampa VOR which they are modernizing. John Rathjen and Harold Dickenson of the UHF Section are learning the fine points of VOR tuneup. Chuck will take annual leave in April leaving John in charge of the crew. Fred Hempt is on hand for the inspection. Their next job will be the modernization of the Phoenix VOR.

Emmett Whitney and Bob Crookshank have the San Diego TVOR well under way and will start the MH facility in the next few days.

Boyd Preece and Glenn Shoop have completed the installation and commissioning of the Walla Walla TVOR. Boyd stopped at Needles where he helped Fred Hempt and John Williams complete the modernization of the VOR. The VOR was restored to normal operation. Boyd is currently at Cochise where, with Glenn Shoop and Student Trainee Millhollon, he will modernize the VOR. John Williams departed for San Diego to help Emmett Whitney and Bob Crookshank on the MH facility.

Mike Domitrovich and Roger Baker completed modernization of the Thermal VOR. After seeing the facility restored to normal operation, they proceeded to Bakersfield where they are currently modernizing the VOR. Modernization of the VOR at Caspar will be their next assignment.

Earl Trejbal completed the Burbank, California ASR cable replacement, the radar tent enclosure and the radar flight desk. He is currently assisting in some modification work at the Burbank antenna tower.

Harry Mellen completed the Salt Lake City HIALL installation and is currently at Grand Junction, Colorado replacing the glide slope facility antenna mast.

(Continued on next page)

Plans and specifications have been completed for the second phase of the Billings, Montana ILS which encompasses the glide slope, the localizer and electrical power and control cables on the airport. It is anticipated that notice to proceed will be effective approximately April 23rd.

The relocation of the localizer at Seattle, Washington is still being delayed pending favorable weather and also awaiting a decision as to whether the Port of Seattle intends to lengthen the instrument runway to 10,000 feet.

Jim Cole and Bob Faul assisted by Darol Hafner and "Red" Pedri, are engaged in making an ILS site survey at Monterey, California.

Rex Brown, Rafael Lopez and Clyde Harrell are finishing installation of radar communications at Burbank, California. Of course, flight checking the ASR-3 and preparing 198 data will involve them for a few more weeks at Burbank.

Frank Beauchamp, assisted by Damon Capps, has completed VHF/DF-1 site surveys at San Francisco and Oakland, California.

The AN/URD-4 UHF/DF installation has been completed and commissioned at Oakland, California. This project was started by Bob Faul and "Red" Pedri and completed by Frank Beauchamp and Damon Capps. Frank and Damon are now in the Los Angeles area making VHF/DF-1 site surveys at Long Beach and Burbank.

Don Hughes is still working on the Los Angeles ASR-3 pulling the loose ends together. This facility was commissioned March 1, 1956.

Paul Watkins is busily engaged in negotiations with the Air Force on preliminary planning for the Kirtland AFB RAPCON at Albuquerque, New Mexico.

Doug Brown, who has been making a preliminary installation of TUS and ILS monitor equipment at Grand Junction, Colorado, will be going over to the Maintenance Branch. His headquarters will be Albuquerque, New Mexico.

John Franklin, Civil Engineer, a newcomer to our ranks, is conducting a survey at Spokane, Washington for the relocation of the instrument landing system. Welcome Aboard, John!

Gene Newman, Construction Superintendent, anticipates the completion of the survey work for the Seattle HIALL conversion in the immediate future. A similar survey, conducted by Gene for the Portland, Oregon HIALL conversion, has been completed.

UHF Program

John Rathjen and his crew completed the Denver Tower, Center and INSAC UHF installations, after which John and Harold Dickenson went on loan to LA-355.

Al Marsden and his contract crew completed Winnemucca, Nevada and Battle Mountain. They have now started work at Wendover, Utah.

Ed Alfonso and his two contract crews completed Douglas and Laramie, Wyoming and are presently at Sheridan. They will be ready for the Rawlins and Rock Springs UHF installations about April 2.

(Continued on next page)

Orion Betz, assisted by Carl Weidert and a contract crew, are working on the San Diego, California FM Link and Soledad Mountain installation.

Wayne Brown's contract crew had bad luck at the Salt Lake City installation in that the cable car to the Coon Peak site is no longer in running order. The support cables slipped in a clamp and caused a big sag. It now looks as if we will have to wait until the road opens to finish the installation. They are now going ahead with the Salt Lake City Tower UHF installation.

Phil Nicoletti and his CAA crew of James Barnes, Bob Betz and Myron Gaulke completed Gooding, Idaho and are working on the Ogden, Utah installation at the present time. The finish of Yakima, Washington and Pocatello, Idaho are next on his crew's agenda.

Bob Chambers visited the Sacramento, California project in company with John Tunis and is presently a member of the acceptance inspection group for the Seattle-Tacoma installation.

Robert Warsing (Technical Service) completed UHF construction at Wendover, Utah.

Harry Romanishin (Technical Service) completed UHF construction at Battle Mountain, Nevada, and is currently supervising construction at Baker, Oregon.

Jack Riebe (Technical Service) completed construction at Red Bluff and Marysville, California. His next assignment will be the engine generator installations at Malad City and Burley, Idaho.

Jim Pace completed construction at Rawlins and is now supervising construction at Rock Springs, Wyoming.

Clyde Lee is currently supervising installation of engine generators at Tonopah, Nevada and Stockton and Salinas, California.

Frank Hancock (Technical Service) is supervising his first project for CAA with construction of UHF facilities at Ukiah, California.

Dave Evans completed construction of UHF facilities at Ogden, Utah and has moved over to Pocatello, Idaho.

Robert Dahms completed construction at Yakima, Washington and soon will be starting construction at Montague, California.

Jack Coogan (Technical Service) is once again in the field for CAA supervising construction of UHF facilities at Walla Walla and Ellensburg, Washington.

Maintenance Branch

Evaluation of District offices in the Facilities Maintenance organization is continuing with a visit by Mr. Melville to Albuquerque, Denver, Grand Junction, Salt Lake City and Reno. This will complete approximately two-thirds of the District evaluations and the program should be wound up well in advance of our next ATDS conference date. The evaluations are bringing up some very interesting points in relation to our District organization. (Continued on next page)

The Branch office staff has finally been augmented by one additional man to help us keep current on the "thousand to one" problems that arise from day to day in connection with operation of our field organization. Mr. Harry McConnel has been selected as Manpower and Training Coordinator, and assumed his duties immediately. Mr. McConnel's background in the CAA covers many years and practically every type of service from Aircraft Communicator to Airborne Equipment Operator. Mac has recently been DME Specialist in the Regional Office and as such has assisted materially in establishing our Maintenance procedures and standards for operation of this newest navigational aid. We are sure that Mac's vast experience will assist greatly in his new assignment.

Friends of Phil Frazelle and Kathy Galko will be very happy to learn that their marriage took place on March 10th. Probably all of you have seen signatures of these popular people in our Branch property transactions. Phil is in charge of the Material Liaison Section and Kathy is his secretary (but now she has to move). Now that they have joined in matrimony, we will be curious to know who is going to be boss at home. If Phil shows up with any knots on his head we will take it as a sign that he is not maintaining his supervisory position in the family household.

Field people this month may have noticed the absence of correspondence from Pearl Ra[illegible] our Administrative Assistant. Pearl was advised by the doctor that she must take fo[illegible] or five weeks sick leave which started February 29. We wish her a speedy recovery.

One of the least talked about, but hardest working groups in our Maintenance organization is the Structures and Grounds Maintenance Crew operating under the Lighting and Structures Section of the Branch office. At the present time we have six Structures and Grounds Maintenance areas and two road crews which are each under the supervision of a Construction Superintendent. The Construction Superintendents receive their orders directly from Steve Parker in the regional office, and are responsible for all non-routine buildings, grounds, roads and other related maintenance. As a means of becoming better acquainted with these men and the work they do, a feature article by Mr. Dimick is included under Field News.

The UHF Communications traveling classroom is currently in Denver. Classes have been completed at Phoenix and Albuquerque and from all reports the school is a great success.

One other training class is being conducted this month at the regional office. George Fischer is training some of our supervisory personnel, as well as a group of District 1 SES's in DME maintenance.

Recent graduates from Oklahoma City training classes are: M. Eugene Walker of Oakland (ILS/VOR); George Noble of Blythe, George Jones of Helena, and James G. Maddox of Burbank (DME). Those now attending the school are: James R.Hall of Colorado Springs, Dale Whittaker of Denver and Alfred Grabau of Bakersfield (ASR/PAR); Henry Kester and Claud Eldridge of San Francisco (ILS/VOR); and James Gibson of Ontario, California; Wayne Richardson of Hobbs, New Mexico; and Keith Hunter of Great Falls (DME). Harold Smith has just returned from Oklahoma City where he spent two weeks in the classroom absorbing some interesting information in the short course on Air Traffic Control.

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The Structures and Grounds Maintenance Crew
By
A. V. Dimick

Being construction and maintenance men of rather shy and retiring natures, we have been content to remain in obscurity and read about the other departments' accomplishments but, this month we take our place with the Newsletter family and so let our light shine forth.

We departed Headquarters in May of 1955 and returned to Headquarters in March of 1956, after completing an extended tour of Nevada, beginning at Beatty and extending from Donner Summit on the California line over the Sierras to Elko on the east, including the site at Rome in Southern Oregon. At Elko, snow and sub-zero weather curtailed all maintenance work in that area.

While in Nevada major projects were accomplished at Lovelock, Battle Mountain and Rome, together with all routine maintenance on CAA facilities at all sites. At Rome we had a special assignment -- dismantling all antenna structures, overhead power lines and poles at the old site and relocating the power shed and installing new power line and antenna system at the new remote receiver site. Several new tile floors were installed at various sites along our route.

Since returning to Southern California, a major project has been completed at Daggett, together with all routine maintenance. This included all major repairs to and painting of nine quarters buildings, INSAC and all other sites in that vicinity.

While at Daggett, R. E. Conrad reported for duty after an extended sick leave absence. We are happy to see Ralph in such improved health and back on the job in the capacity of Painter Leader.

Early in March the crew arrived at Headquarters to accomplish maintenance on various sites in the Los Angeles area. On arrival at Los Angeles were were pleased to welcome to our crew a newcomer to the ranks of CAA -= William J. Johnson.

(Mr. Dimick heads Structures and Grounds Maintenance Area No. 1 headquartered in Los Angeles, which covers Southern California and Nevada, and is presently composed of A. V. Dimick, William Adams, Ralph Conrad, LeRoy Huskamp, and William Johnson.)

GOODING IDAHO

COMMUNICATION STATION: We have noted that everyone eventually gets into the News, so thought it was about time we blew our little horn and got some badly needed publicity for our own little station.

Just to show what can be done, and possibly (just possibly) do a little bragging, a couple of us at the station recently got to discussing how we could further aviation

(Continued on next page)

as well as create a little more activity on the airport. (Also create more activity for the station in flight plans and contacts, but that is an ulterior motive.)

We came up with the idea of trying to get a Civil Air Patrol so we mentioned the matter to a rancher and he took the ball from there by contacting the State Wing. This happened in January of this year. Less than 30 days later we had a Wing organized locally and now have a total of 64 applications out with approximately 44 completed and 20 flight checked in our two aircraft - 1 L-5 and 1 L-16. The squadron now has a link trainer which will create additional interest among the members and with the proposed cadet program. Gooding can be justly proud of their progress in this project inasmuch as we now have the largest squadron in the State of Idaho, including the Wing in Boise.

Just to make a few of the lads jealous of our attractions here, a certain party recently fished the Snake River and came home with nine very nice trout!

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C. A. A. TOASTMASTERS

CAA Toastmasters Club 1004 held its semi-annual Installation of Officers' dinner March 28th at the Belleview French Restaurant, Santa Monica. Seventeen members, their wives and guests attended. Robert Bromley, Governor of Area 12 conducted the Installation Ceremonies.

	Officers Elected	Outgoing Officers
President	Harold Smith	Walter Blankmann
Vice President (Educational)	Dave Earley	Houghton Miller
Vice President (Administrative)	Richard Bache	Dave Earley
Secretary	John McDaniel	John McDaniel
Treasurer	Riley Harris	Kirk Barry
Sgt.-at-Arms	Hubert Huber	Riley Harris
Publicity Chairman	Harry McConnel	Merle Zeigner

Toastmaster Orville presented an interesting panel of prepared speakers. The speakers and topics were:

Kirk Barry	"Appreciation"
Al Carman	"Your Hobby - Your Life"
Carl Hand	"Miss Opportunity"
Hubert Huber	"Ten Per cent or Bust"

Kirk Barry and Hubert Huber shared honors for the best speech of the evening.

Awards were presented by Area Governor as follows:

Walter Blankmann Bronze Cup for best speaker of the evening three times.
Kirk Barry and Richard Bache Silver Cup for best speaker of the evening six times.
Allan Barr was presented a Certificate for completing his Basic Training Course.

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TIPS FOR STENOGRAPHERS

The following time-saver has been submitted by Gladys M. O'Brien, LA-353-C.

Stenographers and typists can save time and energy, when making single letter or small corrections on a number of copies, if they will adopt the following procedure:

First, erase all copies, then insert all copies into the typewriter at once; type the correction in the proper space on the first copy and remove it from the machine, then type on the second copy and remove it from the machine, and so on until all copies have been corrected. This method saves inserting each single piece of paper into the typewriter, whereas one feeding will suffice.

The next "hint" was submitted by a mere man who doesn't want his name used. Its really a good suggestion too.

Use of Multilith Masters for Better Copy

Before inserting a multilith master in the typewriter, the holding rollers should be moved to the extreme end of the bar and the card holders should be snapped down. The masters should be handled as little as possible and only in the marginal areas. Never put fingers on printing area. Do not handle masters after using hand lotions. New ribbons have a tendency to smear, therefore the master should be run through the typewriter only once. Avoid rolling master backward in the typewriter. If the holding rollers are not moved to the end of the bar they track previous typing over printed areas and cause smears that cannot be removed. If it is necessary to run a master into a typewriter after some typing has been done on it, cover previous typing with onion skin paper before inserting second time. This reduces smearing. Avoid erasures as much as possible. Erasing is quite easy with a multilith eraser, but reprinting over erased areas is inclined to blur.

TIPS TO THE DICTATORS

The above space is blank because no stenographers sent anything in. Afraid? If so, use of name is not necessary if tip is worthwhile.

C. A. A. REGION FOUR
FEDERAL CREDIT UNION

Insurance is a real asset. It has many forms. Your Credit Union provides each member with a Life Savings Policy which, in the event of death, will pay his beneficiary a sum not to exceed $1000, depending upon his age at the time his Savings Account was opened and the amount on deposit at the time of death. This is a service that is rather well known to all depositors. It is generally understood, too, that a borrower is protected to the extent that, in the event of death, the entire unpaid balance of his loan is cancelled. These two services are automatically provided to all members through the affiliation of your Credit Union with the CUNA Mutual Insurance Society. However, there is another service which is not so well known. This provision takes care of a borrower who becomes totally and permanently disabled. Upon acceptance of the necessary proof of disability, the unpaid loan balance is cancelled and any payments made since the disability was incurred, are refunded.

All of these services are provided by your Credit Union as an inducement to you, as a CAA employee, to avail yourself of an opportunity to finance your personal affairs in a confidential and business-like manner.

WHY NOT JOIN YOUR CREDIT UNION NOW?
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- -

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.

Regional Administrator's Column - Continued from page 3.

organizational change until after the Appropriations Hearings have been completed.

Most of you probably have heard of the 5-year Federal Airways plan. Generally speaking this plan is the result of the efforts of many persons to develop a program which will enable the CAA to cope with expanding civil and military needs in the period involved. It does not at this time envision "automation" to any great extent. While the details of this plan are quite voluminous and cannot be revealed in the space of this column I can assure you that if adopted the mass discontinuance of any existing facilities is out of the question. We will, however, continue to analyze the activity of individual aids and facilities and take steps to relocate and discontinue in accordance with the current Federal Airways planning standards. No effort will be made this year to discontinue L/MF ranges in large numbers as it appears that they will be required by both military and civil users until possibly 1958.

In our meeting in Denver the problem of recruitment of Traffic Control-Communications personnel and Engineers was discussed. It was generally recognized that efforts must be made to make employment in the CAA more competitive with private industry. Washington personnel present at this meeting indicated that they would pursue this problem with the Civil Service Commission and other agencies if necessary.

The brief sketch which I attempted to give you in this column, and other developments make me feel that we as an agency and as individuals are at the brink of a new era in air transportation and general economics. Many of us feel that we are only working for the dollars we receive and sometimes forget the contributions which we are making for our fellow man and for our children. I believe that a lot of moral satisfaction can be obtained by knowing that you are a part of a vital and growing industry. I agree that you cannot buy groceries with moral satisfaction and I assure you that we will do all in our power to keep our rates of compensation in line with current economic standards.

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