REGION 4 NEWS

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THE PROGRESS of the HELICOPTER

By

Paul C. Thornbury
Los Angeles Air Carrier District Office

It has been stated that the true definition of the helicpter is, "A machine that flies with a coordinated combination of rotors, and carries its own airport."

History has recorded that the basic concept of the helicopter originated in the 15th century by the master artist and inventor Leonardo da Vinci, and was demonstrated by his famous "Chinese Top" theory. This historical fact has further been substantiated in the last decade by nearly every writer, speaker, and technical forum in the helicopter field.

From the year 1784 through the 19th century, history recorded several weird looking air carriage contraptions which were conceived by "highly inspired" inventors of that time. During the years 1908 to 1910, Mr, Igor Ivan Sikorsky successfully built a helicopter at Kiev, Russia which actually became airborne and supported its weight a few inches above the ground. It was reported that the 25 h.p. Anzani engine did not have sufficient power to lift the additional weight of a pilot.

Although several important developments were made in the helicopter field by both Juan de la Cierva of Spain in 1923, and the Focke-Wulf Company of Germany in 1937, possibly the greatest individual accomplishment was made by Igor Ivan Sikorsky at Stratford, Connecticut on May 6, 1941 when a Sikorsky helicopter (VS-300) established a world endurance record of 1 hour, 32 minutes and 49 seconds. This flight was, in reality, a stupendous event in the helicopter field. The potential characteristics of the helicopter were officially recognized at this time which, in turn, initiated a new industry. Shortly thereafter both the army and navy ordered a limited number of helicopters to be used for versatile assignments and service evaluation. During the latter years of the Second World War, the production of helicopters was rather limited, however, several service squadrons were put into operation.

On June 2, 1947 the Civil Aeronautics Board certificated the Los Angeles Airways, Inc. to transport mail and cargo in the Los Angeles area. THIS WAS THE FIRST SCHEDULED HELICOPTER OPERATION IN THE WORLD TO BE AUTHORIZED FOR THIS TYPE OF SERVICE.

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Quite naturally, this new service encountered many trials and tribulations during the first few years of its operation. The problems were accentuated by the complete lack of precedence or historical background usable as guidelines in evaluating the new transportation concept.

During the pioneering period of this operation when many qualities and characteristics of the helicopter were largely unknown, three fatal accidents occurred in which four pilots lost their lives, one of whom was Wyman Ellis, a CAA Air Carrier Agent who was killed in a crash near the Ontario Airport while on an enroute inspection. As a result of this pioneering period, plus an admirable and tenacious effort for near perfection, tremendous advancement of the helicopter art has been realized by the military, the manufacturers, and operators who have used and benefited from the fruits of this endeavor. During the early period of Los Angeles Airways' development, this office has had many prominent vistors from foreign countries who wished to study and familiarize themselves with this new type of transportation. As a result, many of these countries now have helicopter operations and others are still in the process of completing their operations.

"Lest we forget", it is with a high degree of satisfaction that the following list of "first" accomplishments can be submitted in conjunction with Los Angeles Airways operation:

1. Recommended and obtained approval for "Omissions and Modifications of the Civil Air Regulations" for helicopter operation.

2. Approved the "first" operation of helicopters over a complete system of municipally furnished heliports.
   (a) To use "Scotchlite" type reflectors as heliport boundary lights.
   (b) To use railroad type fuses as a heliport lighting and navigation aid.

3. Fostered and approved the "first" complete maintenance system for scheduled helicopter operation which established overhaul periods on the powerplant and various component assemblies.

4. Fostered and approved the "first" complete scheduled helicopter training program for pilots.

5. Approved the "first" basic scheduled helicopter limitations and operating specifications in the helicopter field and now being used in the Los Angeles area. This requirement constituted a considerable number of proving flights and various demonstrations necessary to substantiate the entire route system.

6. Approved the "first" helicopter operation from a downtown rooftop heliport. To date approximately 51,000 landings and takeoffs have been conducted from the Terminal Annex Post Office Building.

7. Approved the "first" helicopter for limited instrument flight, the flight techniques involved, and the additional equipment considered necessary for this type of operation. This approval encompassed an entirely new phase of instrument flight for evaluation. Consequently, it was necessary to conduct a comprehensive program of experimental flying in conjunction with this certification.

8. Approved the "first" scheduled night helicopter operation with associated equipment such as landing lights, cockpit lighting, and various cockpit controls and switches.

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In conjunction with the above "first" phase of the helicopter program, there were innumerable minor developments, equipment improvements and detailed refinements, too detailed to mention, but which contributed considerably in the development of the helicopter and the progress of the art.

At this time it might be appropriate, in order to place the helicopter in its proper perspective, to list below the operating statistics of Los Angeles Airways for the calendar year 1955.

Air Mail - pounds carried	6,015,842
Air Express - pounds carried	1,505,174
Passengers enplaned	5,183
Scheduled miles	478,406
Revenue miles	423,600
Performance factor	88.54%
Daily route miles flown	1,950

In further explanation of the statistics, it may be of interest to know that Los Angeles Airways is one of the largest individual carriers of our mail operating into the Los Angeles International Airport. The passenger phase of this service is rapidly increasing, and at this time approximately 75 passengers are being transported each day, although less than half of the total system heliports are being used for this part of the service. On April 28, 1955, the Administrator, while addressing the American Helicopter Society, forecast 1,333,000 passengers a year for helicopters within the next ten years, merely traveling between New York City and Washington, D. C. metropolitan areas. It has been reliably reported that the Civil Aeronautics Board has on file 63 applications, originating in nearly each large city in the United States, from helicopter operators and groups wishing to organize a scheduled helicopter service.

The potentialities of the helicopter at this time are almost unlimited in the short haul transportation field. However, it must be kept in mind that the present day transport type helicopter will not be conomically acceptable in public transportation until it can be operated without being fully subsidized by the government. Accordingly, helicopter manufacturers should strive to produce machines with reasonable operating costs so that this new type of transportation can be expanded to the public. In the last six years, most of the new helicopter designs have been predicated upon the requirements of the military services without due consideration for civil aviation. At this time there are several helicopter companies in the process of modifying and trying to certificate helicopters for civil operation. This is a left-handed approach to the actual problem at hand, and the net result is unsatisfactory for alleviating the actual subsidy condition and encouraging the CAB to authorize expansion of scheduled air carrier helicopter operation. A partial solution to this is suggested by the following:

1. First, we must have an economically feasible helicopter service, which means that a scheduled operation with a reasonable load factor will be able to absorb the major portion of the expenses and will not be depending entirely upon government subsidy.

2. Second, to accomplish this end, the helicopter should have the size and the potential payload capacity to make this condition possible. It is estimated that a satisfactory machine would probably be of the 20-30 passenger class, with adequate cargo space available.

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3. The individual trip liability of a scheduled air carrier is a highly important factor. Los Angeles Airways operation, in reality, is filling the role of a feeder service to the trunk carriers, as a number of helicopter schedules are coordinated with arriving and departing airline flights.

   Operating experience has revealed that weather, with low ceilings and fog, is the largest barrier to trip reliability in this area. Therefore, it is necessary to conduct an IFR operation with twin-engine equipment (with single engine performance) for coordination with airline schedules.

4. Although there has been considerable experimentation in helicopters regarding instrument flight and the evaluation of navigation aids, it is believed that if every scheduled helicopter service is to attain its proper position in the transportation field, an adequate and fully dependable instrument operation will be a necessity. It is felt that with present day instrumentation and navigational aids, instrument flights would be feasible if a suitable helicopter were available with good flight characteristics, including a reasonable measure of stability, together with a highly satisfactory cockpit arrangement for the pilots.

5. As previously mentioned, in the last several years, the larger type helicopters have been designed and equipped in accordance with military needs and requirements. After military needs have been partially supplied, these machines are sometimes offered by the manufacturer to the commercial aviation market. In most cases such helicopters are not designed in accordance with CAA requirements and usually major modifications are required to obtain certification. Over the past few years the military services have been large off-the-shelf purchasers of certificated transport-type aircraft such as DC-4s, DC-6s, Constellations, etc. Therefore, it is felt that the military should reflect the above procedure and purchase transport type helicopters that comply with CAA requirements so that at a future date these machines, if suitable, may be utilized in civil aviation with only very minor accessory changes.

6. One of the principal topics of the day is Civil Defense. The scope of this subject is far reaching in every respect. Every mature individual living in a large city should have some interest in the possibility of some catastrophic act of destruction. In such an event a small fleet of transport type helicopters, whose pilots are thoroughly familiar with city operation, may be the only means of transportation usable under the circumstances. This thought is partially borne out by the helicopter rescue squadrons in the Korean War, where thousands of military personnel owe their very existence to this type of service. In the last two years there have been many outstanding rescue operations, such as the flood disasters of New England, Tampico, Mexico, and the recent Northern California flood.

One of the latest aids to forecasting local weather is now being supplied by Los Angeles Airways. Recordings are taken of temperature and dewpoint at each 100 foot level up to approximately 3000 feet, over certain portions of their route. The dewpoint is obtained by Los Angeles Airways personnel from the copilot's seat of their helicopters,

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Regional Administrator's Column

Most of you will recall about a year ago that newspapers devoted considerable space to a General Accounting Office report dealing with the abuse of sick leave as found in several large government offices. As a result of this survey, the Bureau of the Budget directed all the executive departments of government to make self-audits in the whole area of leave administration to help determine the problem areas and do something about it. These self-audits have been directed primarily at absenteeism resulting from the abuse of sick leave privileges. The proper use of leave is an integral part of the responsibility of every supervisor. He should be aware of the leave practices of his employees, encourage good attendance, discuss leave problems with individuals and finally take or initiate appropriate disciplinary actions in cases of violation of leave and attendance regulations.

The audits which have been made by the Personnel Office generally indicate that we have a conscientious group of employees who are fully aware of the importance of conserving their sick leave. For instance, in 1955--571 employees carried over into 1956--1000 or more hours of sick leave. During the same period 487 employees took no sick leave. While it might appear that these employees were fortunate to enjoy exceptionally good health, I am sure that there may have been occasions when many of them felt indisposed and found it difficult to stay on their job and attend to their usual duties. They deserve to be commended for setting such a fine example for all of us. The results of the audit just completed (which covered pay periods 15-16) indicated that of the 2856 employees counted, 46.1% of the sick leave earned was used during this same period. This is an increase over the percentage of 35.5 reported during a test period in 1955. While the Regional percentage is still below the Departmental average, I think we can do better. The organizational range of the various offices is listed below:

Air Carrier Division	28.7%	General Safety Division	40.3%
Airways Operations Division	41.8%	Regional Administrator and Staff	46.3%
Facilities Division	48.7%	Airports Division	71.0%
Aircraft Engineering Division	77.9%	Business Administration and other Staff Offices	81.6%

The survey developed some interesting information. For example, in the Business Administration group including the Hangar, Interfunctional and Project Audit, there is a much larger percentage of women employees than male employees. We'll have to take our hats off to the ladies. They used 74.8% of leave earned while the poor men used 94.5% during the period.

It is a pleasure to single out Airways Engineer Frank Klos. Frank has been employed with CAA over 26 years and has not used more than four days of sick leave. That's a commendable record.

All personnel are urged to evaluate their own sick leave record to insure that they are getting the maximum benefits and in return are giving to their employer their maximum efforts. Sick leave benefits are a form of free health insurance. As such

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using a Sling Psychometer. These recordings are of particular importance to weather forecasters in Los Angeles due to the almost constant temperature inversion, together with the ever-present possibility of severe fog conditions in the Los Angeles Basin. This accurate weather data is made available to the Weather Bureau, the air lines, and the Air Pollution Control District, who highly praise the service and consider it a great assistance in the prediction of local fog and stratus conditions.

Although there are many other outstanding events and industrial accomplishments in the different phases of helicopter operations, paramount at this time is the practical development of a transport type helicopter which can economically unlock the door of Progress and cross the threshold into that boundless dimension of the Golden Age.

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C.A.A. TOASTMASTERS

If you were asked to make a fifteen minute talk before a group of executives next week, could you do it? Would you know how to go about organizing your material, and would you feel confident that you could stand on your feet and do a commendable job?

Most of us in CAA have to do a certain amount of speaking before groups. Do you feel your speaking does justice to yourself and your organization? Naturally, some can do better than others but every one of us has room for improvement. Over the past few years it has been interesting to watch the improvement of various speakers within the CAA Toastmasters Club. Some who didn't think "they could do it", have become good speakers. Regardless of your previous speaking ability, Toastmasters will help you to improve. Many outstanding speakers of our country, states and cities are enthusiastic about Toastmasters Clubs. Are you taking advantageof the opportunity offered within your own organization? CAA Toastmasters Club 1004 was organized to help all CAA employees regardless of your place of duty. (Naturally this includes all field offices.) You will find the members friendly and helpful.

A limit is placed on the membership of any one Club, this is by direction of Toastmaster International. The limit is set so that no club will become too large and members lose the opportunity to speak frequently, take part in programs, and hold the various offices.

The CAA Toastmasters Club still has approximately four vacancies. Why not grasp one of these vacancies before the quota is filled. After the quota is filled it will be necessary to go on a waiting list.

For further information, contact any member, or call the new President, Mr. Harold Smith, LA-355, Extension 383.

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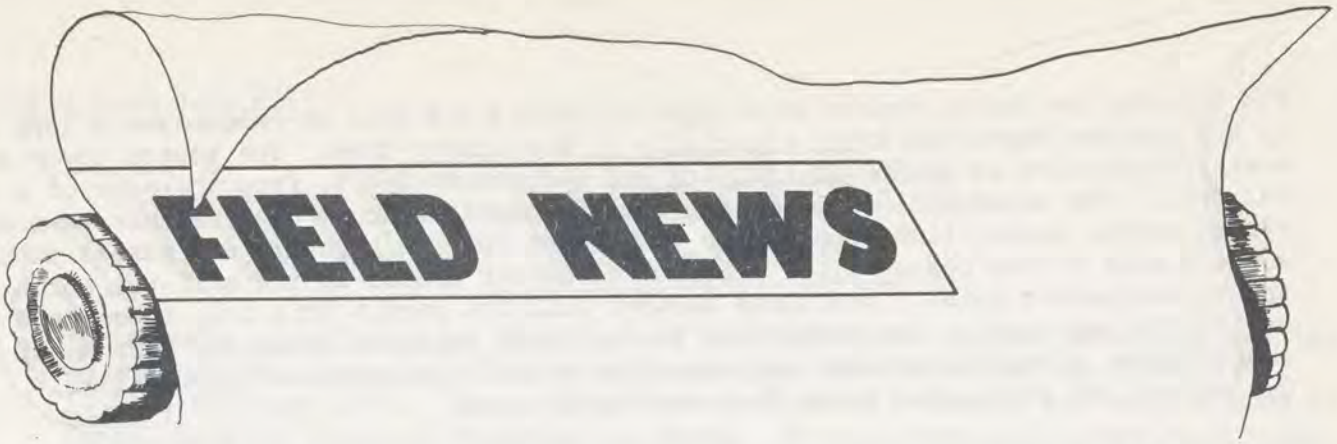

LOVELOCK, NEVADA

COMMUNICATIONS STATION: Greetings from the New, Bigger and Better Lovelock INSACS. Our operating quarters are again on the ground floor and have been newly decorated and insulated. Improvements include new floor covering, lights, air conditioning, and automatic electric hot water heater. New equipment consists of the 28 type printers and the FRXD-3 reperforators and control panel and Phase V transmitters and receivers. 243.0 Mc has not been commissioned.

We wish to thank the following personnel for the nice manner in which the installations were made with a minimum of service interruptions:- Messrs. Carlberg and Baker for installation of the new console; A.V.Dimick and crew for new paint job (inside and out) and new floors and roof; Frank Dittmer for air conditioner, ceiling and wall tile, and new lighting; Claude Herold for installing our new hot water heater.

We had the pleasure of having Mr. Bill Larsen and Mr. Houghton Miller drop in for a short visit during the past month, and Mr. Art Johnson this month.

Annual leave is in progress with our SES George R. McKinnis being absent, with able relief being furnished by C. D. Barton.

We wish to extend an invitation to one and all to stop off and see us whenever you are in the Lovelock vicinity.

KREMMLING, COLORADO

SECTOR 61 Supervisory Electronic Specialist: Hello again from the highest office in the CAA, Sector 61, 9332 ft. MSL, situated on a mountain top southwest of Kremmling, Colorado, at the junction of the Blue and Colorado Rivers. The Sector extends on the east to the Corona Beacon on top of the Continental Divide and on the south to the Blue Ridge Beacon near the Green Mountain Reservoir. The VOR is controlled via an FM link from the INSACS at Eagle, Colorado. The DME is scheduled for installation this summer. A second building serves as the SES office and radio communications is maintained with the Control Station.

During the summer months these sites are visited by jeep, using 4-wheel drive and low gear, for the last few miles of travel. Then when the snows come, transportation is via the Fran-Dee Sno-Shu. This is a crawler type of vehicle similar to a caterpillar tractor with an enclosed cab to keep out the -40 degree wind and snow. There is 40 square feet of track on the snow surface, which puts a pressure of 1/2 pound to the square inch on the snow and is more than enough to support the Sno-Shu and its passengers. (Continued on next page)

The trip to the Corona Beacon is a sight to behold and will be remembered a long time by any one who makes the trip, especially in the winter time. The beacon tower and shelter house are at 12,500 ft. MSL and set back about 25 ft. from the edge of a 1,000 ft. drop. The abandoned Denver & Salt Lake RR, Moffett Routt Road bed has been converted into a summer time scenic auto trail (not road or highway) and passes within about a mile of the beacon site. There are shelter houses at the half-way point and the three-quarter point. Sometimes weather will not permit this trip to be made in one day by jeep and in the wintertime two or three days are necessary because of the short number of daylight hours and obstacles on the road such as fallen trees, avalanches and steep snow banks that must be crossed.

The trip to the Blue Ridge Beacon is similar to the one just described except it is only 10,864 ft. MSL and not as long. An old logging trail is followed most of the way and there are no shelter houses between the highway turn-out and the beacon site. Both sites must be stocked before Winter sets in, with dry provisions and some canned goods that freezing will not hurt. These trips are never made alone because of the numerous risks encountered. The traveling companion is the EMT from the Control Station at Eagle or any able volunteers that want to do something different. Are there any volunteers? There are berthing accommodations for two at the shelter houses. Both Beacons are powered by commercial power and every Fall the lines are overhauled and brushed-out and any trees too close or leaning toward the lines are removed.

There is a 5,000 ft. black-topped runway at Kremmling, but very little local flying. Most of the landings are made by flying tourists and sportsmen visiting the area on vacation for hunting and fishing.

PRESCOTT, ARIZONA

COMMUNICATION STATION: Already considered a desirable duty station, the Prescott INSAC will become more popular as the present plans for the development of the Prescott Municipal Airport are completed. Under construction now, for play late this summer, are the first nine holes of the Airport's 18-hole golf course -- the first phase of a planned expansion program that will eventually see the airport surrounded by a country club atmosphere of landscaped and turfed fairways, scenic lakes, a skeet club, driving range, putting greens, and a residential area among the fairways that will be known as Antelope Hills.

Prescott City officials hope to develop the Airport as a sportsman's club for northern Arizona with golfers flying in for tournaments and skeet shooting. Plans call for expanded restaurant facilities and an airport lodge for housing guests. This phase of the development is tied into broader plans for the entire Prescott area that include resort hotels, boating and fishing lakes and improved parks and picnic sites throughout the area.

Not overlooked in the expansion, was an industrial area of more than 200 acres being acquired on the northeast side of the airport for industrial use. Development of the Airport's recreational facilities are expected to increase the air traffic and to add to the growing pains that are already plaguing the rest of Arizona and the southwest. Already the air space in Arizona's Valley of the Sun around Phoenix has reached such a state of near saturation that the USAF bases at Williams Field and Luke Field have moved their instrument flight training off of the Phoenix range and now send their jet flights to Prescott to practice range orientation and range letdown procedures.

(Field News cont'd. next page)

Structures & Grounds Maintenance Crew
Area 6 - Missoula, Montana
By
R. H. Peterson

It is quite a challenge in this part of the country to get out and fight and try to conquer the elements. This sector was down to a skeleton from November 1, 1955 to February 1956. Brown (Painter) reported in February and was followed by Kendal Neustel (General Mechanic) in March. We now have a full crew except for one painter. At present we have the personnel of becoming not possibly the best crew but as good as the best in Region Four.

At the present time Brown is painting the interior of living quarters at Drummond, Montana. Peterson, Skavland and Neustel are on road maintenance along with routine maintenance. So far this month we maintained roads to Stoney Point, Hauser Lake and Toston Beacons and VHF road at Helena. Right now we are opening and shaping up 12 miles of road to the Strawberry Butte Beacon out of Bozeman. We plan to get all access roads from Miles City back to Missoula and down to Dubois, Idaho, by May 15, 1956. Then the big jobs west of Missoula - Mullan Pass possibly the biggest - where they have had around 17 feet of snow the past winter. It looks as though we will definitely have two seasons this year - July and Winter - or it could be August and Winter.

We are handicapped, that other sectors do not experience, in the fact that we have to really make it pay with outside work when the weather is nice, and hold inside work for winter months.

This sort of gives you a brief summary of happenings from this Sector.

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Aircraft "Save" by Douglas, Wyoming A.O.S. April 10, 1956.

1824M. ANG00000, an F-51, contacted on VHF. Pilot advised he was hopelessly lost. Altitude 10500. Had been following radio compass but just realized it was not operating properly. Low frequency receiver also inoperative. Fuel on board less than 1 hour. Pilot was contemplating bailing out account of approach of darkness.

1846M. Pilot was unable to recognize any landmarks communicator mentioned. Saw 3 light beacons in straight line, the center one located near a town. Communicator suggested town might be Wheatland, Wyoming. Landmarks in that area agreed with pilot's checks. Douglas, Wyoming field lights helped make check of position. Other known towns and lights made position definite.

1912M. Pilot's destination Casper, Wyoming and course given him for flight.

1930M. Aircraft landed Casper.

NOTE: If original fuel estimate was correct, pilot had less than 12 minutes fuel at touch down. Aircraft value of an F-51 is approximately $200,000.00.

AOS on duty was Michael N. Perrotti.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Agents of the Los Angeles District Office attended a general meeting from March 5 through 9 in Washington for the purpose of discussing proposed helicopter operating rules. Civil Air Regulation Draft Release No. 52-2 and No. 56-3 were discussed, and as a result many changes were incorporated in the recommendations that were submitted to the CAB. The experience gained through the operation of Los Angeles Airways was reflected in these recommended changes which represent the Civil Aeronautics Administration's stand on the helicopter operating rules.

Western Air Lines resumed scheduled operations on March 22 following suspension of service since January 9 caused by a strike. It is understood that all segments of the employees are covered by contracts covering two years assuring labor free troubles for that period.

Great Lakes Airlines and Currey Air Transport are operating two DC-4s over the North Atlantic. They expect to be operating in the Pacific during the month of May. They have sold the DC-3 that was on Trans Alaskan Airlines certificate and which was operating on the Burbank-Oakland shuttle.

North American Airlines, after two months of military contract flights over the North Atlantic, is now operating in the Pacific. They will operate 24 round trips between Travis AFB and Tokyo, Japan. Three C-54s will be used in the Pacific. The balance of their fleet including the DC-6Bs are in use domestically.

Slick Airways has sold four C-46 aircraft to AAXICO and two have been delivered. The other two will be delivered in the future. They have purchased five C-54s. These will be received from several of the larger scheduled air carriers. The first has been delivered and is a Western Air Lines ship which was received by American Airlines at El Paso, Texas, where Slick is taking delivery from American.

American Airlines conducted their semi-annual pilots meeting in San Francisco on March 27 and 29. Assigned personnel of the San Francisco District Office attended the meeting.

Agents assigned to Southwest Airways attended a quarterly meeting of the station managers at Bakersfield, California, during the month of March.

Investigation of West Coast Airlines accident involving DC-3 N-62374 near Pullman-Moscow Airport, February 26, was continued by personnel of the Seattle District Office.

The assigned agent to Western Air Lines along with the aid of other agents based at points where Western Air Lines have pilot domiciles monitored the carrier's program for qualifying their crews following the prolonged strike. A satisfactory program of ground, link and flight training was provided each pilot. A representative number of en route inspections were made on Western's flights following resumption of service on March 22. Full schedules will be effective on April 1.

The Civil Aeronautics Board has advised Bonanza Airlines that effective April 29, Burbank will be dropped as one of the company terminals for the Los Angeles area. This action resulted from the lack of traffic generated at this station. As a result, all flights for the Los Angeles area will originate and terminate at the Los Angeles International Airport.

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On March 29, Frontier Airlines inaugurated scheduled operations over their newly authorized route between Albuquerque and Silver City, New Mexico. At present one daily flight each way is scheduled as an extension of the Tucson-Silver City schedule. No proving run was required.

Several conferences were held with Frontier Airlines officials pertaining to company teletype communications. A survey by the telephone company indicates communications can be substantially improved by division of stations on four separate circuits with a central message relay center at Denver headquarters. Since the cost of installation and operation of such a system is moderate, it is believed the company will give the proposals favorable consideration.

Trans World Airlines have completed the last of the Lockheed 749 conversions to coach type cabins. This program, accomplished by Lockheed Aircraft Service, was monitored by agents of the Los Angeles Office.

The Seattle Office reports continued increase in Flight Engineer applicants and examinations.

Western Air Lines completed the flight tests which compared the performance of their CV-240s equipped with the Hamilton Standard hollow steel propeller against the solid aluminum alloy blade. These tests were satisfactory and it is anticipated that Western Air Lines will proceed to install the solid blade on all their CV-240 aircraft.

California Eastern announced earnings in the Airways Division in excess of $6,500,000. Complete management change was made. The air line operator out of Oakland is to be known as California Eastern Airways, Division of California Eastern Aviation, Incorporated and it will be commonly known as the Airways Division.

Continental Air Lines has completed the RADAR installations in their three CV-440 aircraft and they are now in service. The installation is being made on the CV-340 as fast as work load permits.

The Allison Engine Company, in conjunction with the General Motors "Motorama", presented a two-hour lecture on the turbo prop engine which will be used on the Lockheed Electra. A complete cut-away engine and an excellent technical lecture to accompany was provided. Agents from the Los Angeles Office along with representatives from the airlines attended this lecture and demonstration.

The concrete aprons and floor for American Airlines' new maintenance base has been completed. The structural steel is on the location and should be taking shape shortly. This installation is scheduled for completion in October of this year.

Slick Airways is applying for non-stop west to east cargo flights with their DC-6a aircraft under the provisions of Special Regulation 410. They also plan to utilize one DC-6A and one C-54 aircraft on 22 trips in the Pacific and one DC-6A on 11 trips in the Atlantic area during the month of April.

Flight Operations and Maintenance Departments of the Flying Tiger Line are busy with plans for training crews and mechanics on the Lockheed Super Constellation in preparation for operation of this equipment on delivery early in 1957.

(Division Highlights cont'd. next page)

GENERAL SAFETY DIVISION

The tempo of aviation activity throughout the districts in this region continues to increase. The improved weather of the past month has increased the demand work of most of the district offices. There is every indication of a season of aviation activity greater than any evidenced during the past several years.

Many agricultural operators are busy preparing their equipment for what they believe will be the greatest agricultural aviation season in the history of the industry. Wyoming alone is planning to spray approximately 304,000 acres of federal and state land in order to control grasshopper infestation, according to the district office at Cheyenne. Boise ASDO reports that approximately 500,000 acres of the Idaho National Forest will be sprayed during the season. Already, some of the fixed base agricultural operators in the area are applying fertilizer, seed, and some insecticides.

The Sacramento ASDO is working closely with the Junior Chamber of Commerce, local airport managers, and representatives of the various air bases in the vicinity in order to determine ways and means of preventing possible mid-air collisions. "Jet aircraft are becoming more and more prominent in this area, and greatly increase the air traffic hazard, especially when the primary areas involved are those used for instrument approach training. In some cases, these areas are adjacent to the traffic patterns of the nearby military fields," states Supervising Agent Waage. Each military base has been asked to present the ASDO with a description of those military areas most hazardous to private aircraft. The ASDO plans to place this information on a single chart and distribute it to all airports in the vicinity.

According to the Palo Alto ASDO, the California State Board of Education recently sent representatives to the district office to discuss possibilities of establishing an approved helicopter flying school. Hiller Helicopter is interested in establishing such a school for verteran training, and the district office agents are working closely with both groups in an effort to assist in the starting of this school.

Agent Doster of the Billings ASDO reports a pretty hot uranium strike in the Pryor Mountains, thirty miles south of Billings, and describes his resulting headaches very graphically, as follows: "A great number of the pilots in this area have gone 'uranium crazy'. You can see any type of underpowered aircraft flying in this area prospecting for uranium under conditions in which a competent commercial pilot would not attempt to fly. The bright prospects of a quick fortune in uranium are causing a great number of pilots to do things that I consider quite dangerous. However, there is very little that I seem to be able to do to dampen their spirits and to keep them out of the mountains with their underpowered equipment. Since prospecting for uranium is like the gold fever, I find that it is very hard to find out who is prospecting, where they are prospecting, and when they expect to be back. Everyone is very close-mouthed and doesn't want the other fellow to find out where he is searching."

Aircraft overhaul, repair, modification, and certification work continues to be very heavy and increasing. This is also the trend in sales of aircraft. There are numerous four-place, 1956 models, and especially noticeable in travelling throughout the region, are the many new twin-engine aircraft, such as Cessnas, Beeches, Pipers, etc. Interesting in the executive aircraft field is the addition of a new Convair to the Cities Service Oil Company fleet. It is now being outfitted by AiResearch Aviation Service Company in Los Angeles. Three new Aero Commanders, 560-A, are permanently based at Bakersfield, California in the Fresno district. (Continued on next page)

Forney Manufacturing Company, Fort Collins, Colorado, has completed and successfully flight tested a new 850 pound, all-metal, two passenger Ercoupe. Five more are on the assembly line, and a number of sub-assemblies have been completed. The plane is expected to prove popular with farmers, ranchers, salesmen, and business people.

The Van Nuys district now has a total of thirty-four approved repair stations, the largest number located in any district office area in the entire CAA.

AIRCRAFT ENGINEERING DIVISION

Evaluation of the Aircraft Engineering Foundation's C-46 modification program under SR 406A has been completed and Supplemental Type Certificate No. SA4-33 was issued on April 6th. The maximum take-off weight is 47,100 lbs. Foundation personnel are considering substantiating further slight increases in this weight which may be realized if they are able to obtain increased power from a slightly modified engine installation.

Miscellaneous technical inquiries and policy questions are being resolved on the Boeing Model 707 project. Oxygen design requirements, lower cargo compartment Class D substantiation, and thermal ice protection are typical of the problems being evaluated. On April 20th a meeting was held with Boeing engineers to discuss the approval of their wing anti-icing system. On the basis of information presented to date, Boeing personnel were advised that the system, as proposed, without a crossover duct was not acceptable under CAR 4b.606. This matter is being studied further.

This Division has consulted with the Air Carrier Safety Division in analyzing the ditching accident experienced by a Northwest Airlines B-377 airplane following take-off from Seattle-Tacoma Airport on April 2, 1956. Although the CAB Hearing has not yet been held, and the cause officially determined, it appears likely the accident occurred as a result of taking off with the cowl flaps on all four engines in the wide open position. The CAA Approved Flight Manual limits the cowl flap opening to a maximum 3 inches in flight. Although it is felt that the Airplane Flight Manual coverage is adequate, this Division collaborated with the Air Carrier Safety Division in preparing a proposed Alert Bulletin to remind Boeing 377 flight crews of this possibly hazardous condition.

Investigations with Convair toward solution of the carburetor "transport setting" problem on 240, 340, and 440 aircraft are continuing. Convair has conducted a flight test program in co-ordination with Pratt & Whitney to evaluate the characteristics of the PR-58E5-17 carburetor on CB16/17 engines. Tests on both a Model 340 and a Model 440 airplane were conducted. The results of these tests are being evaluated by P&W and final results are not available; however, informal discussions indicate that P&W now hopes to obtain a carburetor setting which will insure 100% engine power at the maximum continuous power setting without the need for manual leaning of the mixture control or the installation of a ground adjustable position for the auto-rich setting.

The Pre-Flight Type Certification Board Meeting was held on the Dominion Engineering Company's modified L-13 aircraft under CAR 3. Several items need to be corrected before issuance of a Type Inspection Authorization. One of these items is revision of the flap actuating mechanism to provide mechanical inter-connection.

Flight tests on the Douglas Model DC-7C are continuing. Three airplanes are in flight status. The No. 1 airplane has been primarily used for performance, accelerate stop, and braking tests. The No. 2 airplane is being used in the autopilot malfunction

(Continued on next page)

program. The No. 3 airplane is being used for systems functional tests and Freon contamination tests. Flight test personnel estimate approximately 85% of the flight tests may have been completed. The 3-engine climb tests, stability tests, and low speed buffet investigation remain to be completed, in addition to miscellaneous items. In order to expedite the introduction of this model into service, Pan American plans to accept experimentally certificated aircraft for use in pilot training. The feasibility of conducting proving runs on experimentally certificated aircraft or aircraft certificated under CAR 8 has been briefly discussed with Douglas personnel. Neither of these methods appear practicable.

The Douglas DC-8 configuration is being finalized according to Douglas. The Preliminary Type Certification Board meeting now is scheduled for 16, 17, and 18 of May.

The evaluation of a modification to the configuration of the Fletcher FU-24 to include a Frise type aileron has been completed satisfactorily and approval has been granted. Provisions for carrying passengers in the hopper area are being evaluated.

Flight testing of the Hiller UH-12C helicopter with a McCulloch VS-57 super-charger kit installed has been completed satisfactorily and this configuration has been included under the type certificate.

Hiller have submitted a proposed program for continuation of the type certification evaluation and flight test of their model HJ-1 ram-jet helicopter. Hiller engineers are in the process of developing an emergency fuel system to preclude the possibility of simultaneous engine failure because of fuel system malfunction. Technical data regarding this configuration are being evaluated. Hiller also have investigated some methods for controlling cockpit contamination in this helicopter. Preliminary indications are that a satisfactory solution to this problem may be possible. CAA flight testing is expected to be resumed in the near future.

Lear advise they plan to modernize their present Learstar design. The modifications will include further clean-up of the engine installation and an increase in the outer wing fuel tank capacity. Lear personnel indicate the additional fuel is desired since the present take-off gross weight approval of 24,000 lbs. allows a pay load which is greater than that which can be conveniently carried in the present configuration.

Examination of the structural design criteria and basic loads report for the Lockheed Model 1649A is continuing; however, the CAA review has progressed to the point that comments on discrepancies in these data have been given to Lockheed. The Preliminary Type Certification Board on this model was held April 12th. Lockheed personnel estimate that the first flight on the prototype airplane will occur in October 1956. The CAA flight tests are expected to begin not later than December 1956. Lockheed's delivery program is based on completion of the type certification program by March 31, 1957.

Preliminary engineering evaluations of the Lockheed Model 188 turbo-prop transport are going ahead. "Fail safe" structural tests of cabin windows and other structural components are being conducted. Lockheed has developed and presently is operating their own windshield bird gun. Several tests have been completed to date at impact speeds up to 380 knots. Policy decisions regarding the acceptability of some of these tests need to be reviewed because of possible damage to the crew at impact due to flying glass particles inside the cockpit even though the bird does not penetrate the windshield. The Preliminary Type Certification Board on this model is scheduled for 11 through 15th of May. (Division Highlights Cont'd. next page)

Division Highlights Cont'd.

AIRPORTS DIVISION

Grant Offers totaling approximately $800,000 were issued during the month to the following: Los Angeles International Airport, $344,779; San Fernando Valley Airport, $379,330; Modesto Municipal Airport, $29,805; and Billings Municipal Airport, $42,720. This raises the total Grants issued this Fiscal Year to sixteen.

Approximately 34 more Grant Offers are expected to be made between now and June 30, 1956. Ten formal Project Applications are on hand and are being processed in the Regional Office. Grant Offers covering these will be issued in the near future. Applications covering the remaining projects are being processed at the District Office level and are being transmitted daily to the Regional Office.

The Region 4 1957 Federal-aid Airport Program, as recommended by the District Airport Engineers, was reviewed during a District Airport Engineer Conference in the Regional Office March 24 - 29. The recommended Program was forwarded to Washington and reviewed during a Division Chiefs' meeting on April 4 - 9. It is expected that the approved 1957 Program will be released the early part of May.

AIRWAYS OPERATIONS DIVISION

Operations Supervisors de Arce and Stephens, together with Washington office and Indianapolis Technical Development personnel, met at Oakland to obtain preliminary information for the simulation study of Bay area air traffic control problems to be made at Indianapolis beginning May 30.

Herb Hela and "Sparky" Wright are in Rock Springs, with representatives of the Washington office, evaluating satellite operation of the Fort Bridger communications station. This evaluation will cover operational and technical aspects and costs.

Several of our regional office personnel have attended the two-week course in ATC indoctrination at Oklahoma City. They report this course is very helpful in promoting a better understanding of ATC problems.

It is expected that the Sacramento Station and Tower will be ready to begin operation as separate facilities about May 1. It is also expected that Hill RAPCON will be ready for commissioning June 1; Fairchild RAPCON on July 1; and March RAPCON about January of next year.

Facilities and Operations Divisions' personnel have been conducting experiments in voice transmission on radio teletype circuits between San Francisco and Honolulu. Operation thus far is not satisfactory for air traffic control purposes.

CAA, Civil Defense, city officials, air carriers, and others are making preliminary plans for evacuation of aircraft from the Portland Airport in the event of flood. Control may be established temporarily at Salem. The communication station can be moved to higher ground in the vicinity of Portland.

Facility Operations Branch has a new air route operations supervisor, Mr. Grover Fulkerson, who will assume his new duties May 1. Center districts will be rearranged as follows:

District No. 1 (Supervisor W. A. Stephens)
Oakland and Los Angeles Centers, March RAPCON, and Miramar RATCC

(Continued next page)

District No. 2 (Supervisor Chester A. Church)
Albuquerque, Denver, Salt Lake City, and
Phoenix Centers

District No. 3 (Supervisor Grover J. Fulkerson)
Seattle and Great Falls Centers;
McChord, Fairchild, and Great Falls RAPCONS

Representatives of the various CAA offices in the Seattle area met with ATA on April 2 to study the problems arising from the proposed Seattle-Tacoma Airport runway extension and to make recommendations concerning the arrangement of terminal navigation aids in the Seattle area. It was the concensus of the group that the terminal aids be arranged in such a manner that the flow of traffic to and from Boeing Field and the Seattle-Tacoma Airport would be generally from north to south.

Radar at Seattle-Tacoma Tower and McChord RAPCON were instrumental in vectoring search and rescue craft to the scene of NWA-2 crash in Puget Sound April 2.

On April 21 ADLO Claar of the 27th ADD conducted a meeting with various California Airport Managers and Aviation Directors to discuss the operation and responsibility of control airports and the use of aircraft for civil defense in the State of California. This was one of the most constructive meetings yet held on this problem. The Transportation Officer for State Civil Defense from Sacramento was also in attendance.

A simulated SCATER Test was implemented by the 29th ADD on April 6, 1956. Results of this test were satisfactory.

ADLO Firebaugh of the 29th ADD made a liaison visit to Minneapolis ARTC Center and the 31st Air Division (Defense) Headquarters at Minneapolis on April 24. The Winnipeg and Edmonton ARTC Centers were also visited on this trip.

ADLO Simonson participated in briefing representatives of the California Association of Airport Executives April 4. This briefing was held at 28th ADD Headquarters. Others participating included General MacCloskey, and George Chandler of FCDA.

Orders have been prepared to the telephone company to remove non-government users on all long line interphone circuits from CAA contracts, effective July 1. Hereafter airline moves on circuits will not require CAA approval or orders.

Interference has been reported on various radar frequencies. Northrup and CAA personnel will run tests in order to clear up the difficulties.

113 leased wire orders have been prepared this month.

Preliminary work has been started on the San Diego Airport problem in anticipation of Airport USE Panel meeting tentatively scheduled for the month of May. Our studies deal with traffic handling capacities of various airports and interference factors.

A master plan of airway route structure for Region Four, using criteria contained in Airways Planning Staff Report "Air Navigation Requirements for 1965" has been completed by the Technical Services & Planning Branch.

(Continued on next page)

Survey of operational requirements for long range radar for FY-57 and FY-58 is approximately 50% complete.

Numerous UHF radio installations have been made during the past year but not commissioned due to lack of maintenance funds. Washington has recently been able to authorize us to commission 25 of these channels at once. This will by no means fulfill our needs but it will relieve some of the problem areas requiring UHF communications. We hope the remainder can be commissioned by July 1.

Detailed plans were reviewed for proposed construction of a new Portland Tower and IFR Room, a San Jose Tower, a Santa Fe Tower, and for station space in the new Billings Administration Building to be built some time in the future.

The following personnel have been detailed for three months to Oklahoma City to act as ATC instructors:

Lynn Hink from the Denver Center
Allen Carter, Los Angeles Center
Gerald Bechler, Seattle Center
Norman Andreason, Salt Lake City Tower
George Rabel, McChord RAPCON

Bill Larsen is representing the Regional Administrator at the dedication of the new Airport Terminal, Ephrata, Washington. He is on a routine field trip visiting CAA field facilities in eastern Oregon and western Idaho.

Art Johnson visited all facilities in Nevada plus Wendover, Utah during the month.

FACILITIES DIVISION

Flight Inspection Branch - Flight evaluation of ILS portable test equipment at Monterey has been completed. Results of these tests were satisfactory for permanent installation.

Following modernization, the Bakersfield and Carlsbad VORs have been restored to operation.

Stanley Compton has recuperated and is back on the job again at Seattle.

Jack Webb has been assigned to Oklahoma City for a period of 60 days.

John McCormick has just completed a 15 day active duty tour with the Air Force Reserve at Long Beach.

Establishment Branch - Space requirements for numerous locations were coordinated with those concerned in the Regional Office, as well as the Weather Bureau, and the information was furnished to the Airports Division. Studies were made and data compiled for the information of the City of Oakland so that they might be aware of our requirements and can plan for the possible construction of a building on the Oakland Airport to house our various activities as well as those of the Weather Bureau.

Plans have been received for the new Administration Building at Portland, Oregon, and coordination of space requirements and details of installation are being reviewed.

A study was made and report will be furnished regarding a reversal of the Seattle-Tacoma instrument landing system.

(Continued on next page)

Ed Pardee, George Martin and Carl Duncan started the installation of 4-channel control equipment in the Albuquerque ARTC Center as a part of the Sandia Mountain remote transmitter/receiver facility.

Jim Cheatham completed the installation of an additional sector desk in the Albuquerque ARTC Center. He also completed the installation of a TV-3 VHF transmitter and an auxiliary operating position at the air/ground console at Truth or Consequences INSAC. He started modification of air/ground console equipment at Otto INSAC.

Dave Hegland completed the installation of a C-845/U control unit in the Long Beach Tower for ground control of USAF emergency vehicles on the Long Beach Airport.

Norm Carlberg, Fred McCauley and Sam Rosenfeld completed the installation of temporary equipment to provide a second operating position at Tucson INSAC.

Perfect comfort should be the lot of Los Angeles ARTC Center personnel when Dave Domaskin completes the 18-ton air conditioning system being installed at the Center. This fully automatic unit provides ventilation, heating and refrigerated air-cooling on a 24-hour basis for our colleagues in back of the main CAA office.

Frank Dettmer is supervising the construction of a series of three delta antenna structures at CAA Communication Stations located in Truth or Consequences and Zuni, New Mexico, and Trinidad, Colorado.

Robert Payne, Max Harvey and Hank Scribner put the final touches on the INSAC modernization at Spokane, Washington. Modernization was completed on April 20.

Joint Acceptance and Inspection for the INSAC modernization at Crescent City was held on April 23. This job was accomplished by Howard Pyle and John Elwood. This duo then proceeded to Arcata, California for another INSAC modernization job.

Bill Beekman has had a variety of assignments during the month wherein he checked prospective Consolan sites in the Point Reyes area, selected a site for a VOR to be established at Fallon, Nevada, selected a site for relocation of the Crystal, Nevada Fan Marker to Logandale, Nevada and selected a tentative site for a VOR to be established at Pinion, New Mexico.

V.O. Vick completed a short assignment at the San Diego TVOR and then completed the access road and grading for a VOR mountain-top test near San Jose. He is now at Whidbey Island where he is supervising construction of a military VOR.

Tom Tarpo has completed the construction phase of the Modesto VOR modernization and is now engaged in a similar project at the Red Bluff VOR.

Maynard Hegland completed the construction phase of the Yuma VOR modernization and had joined the VOR test crew for surveys at San Jose and Fallon. He will next go to Blythe where he will supervise the construction phase of modernization at that facility.

Glenn Kassing and Nick Smokey completed VOR modernization at Hobbs and Carlsbad, and they are now working over the Roswell facility. Don Robb assisted at Hobbs and Carlsbad and has now joined Mike Domitrovich at Casper.

Mike Domitrovich and Roger Baker completed the Bakersfield VOR modernization and are now hard at work at Casper on a similar project. They will next modernize Billings VOR. We are sure Mike is happy to be back in his home territory.

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Chuck Daggy and Al Calloway completed modernization of the Hassayampa VOR and started modernization of the Phoenix facility. Chuck then took an early vacation and is spending most of the month at his home in Crestline. Al Calloway tells us there is a new addition to his crew -- Leslie Allen, born February 19, 1956. Great news, Al. We'll put him on the payroll in about 20 years.

We wish to welcome John Rathjen and Harold Dickenson to the VOR modernization program. They have taken over modernization of the Phoenix VOR and will go on to Tucson for modernization of that facility after Phoenix VOR is back on the air.

Emmett Whitney is supervising electronic installation at the San Diego TVOR, San Diego MH, and Yuma VOR. Takes long legs, doesn't it, Emmett? He is being assisted at San Diego by John Williams and at Yuma by Bob Crookshank.

Boyd Preece, Glenn Shoop, and Archie Millhollon are finishing modernization of the Cochise VOR. Their next assignment will be modernization of the Modesto facility.

Erwin Clark has the VOR survey rig on the road again and has seen completion of the VOR survey at Salinas and is ready for one at San Jose. On these two surveys, he has been alone and has managed to drive both vehicles which make up the test rig. Sure rough to be so shorthanded, isn't it Erwin? His next assignment will be to move the test rig over to Fallon, Nevada for a VOR survey in that area.

Joe Shukal continues to modify the VOR monitors as fast as they come in from the field.

We wish to welcome Mr. Sergio M. Ferreira of Brazil to the Region, where he will participate in a number of field assignments. He will first join us at Phoenix, Arizona where he will work with John Rathjen during modernization of the VOR. We welcome the opportunity to pass on to him a few techniques of which we are quite proud.

Site survey, using portable ILS equipment, has been successfully completed at Monterey, California. Nice courses were obtained by Jim Cole, assisted by Bob Faul, Darol Hafner and "Red" Pedri.

Bob Faul of the Establishment Branch, and Hubert Huber and Edward Porten of the Maintenance Branch, are at Griffiss Air Force Base, Rome, New York, on a Decca ASDE equipment familiarization. This equipment is being evaluated by the Air Force and the Air Navigation Development Board staff at Rome. A similar installation will be made at Seattle ATCT in June for further evaluation.

Frank Beauchamp and Damon Capps have completed the VHF/DF survey at Long Beach and Portland and now proceed to Grand Junction, Colorado for installation of the TUS glide slope equipment. They will be joined at a later date by vacationing "Red" Pedri.

Paul Watkins spent a couple of weeks in the Regional Office assisting on engineering phases of the RAPCON program. He seemed glad to get back to Albuquerque!

Bids are being called for and it is anticipated that notice to proceed will be issued shortly for the construction of the Billings, Montana ILS glide path and localizer installation.

Plans are being revised on the Los Angeles HIALL, Configuration "A", to conform to the criteria issued by Washington, and it is anticipated that preliminary planning will be completed approximately May 1. (Continued on next page)

Harry Mellen will supervise construction of Long Beach, California ASR radar tent and flight data desk, contract for which has been awarded to the Vestey Company. Harry also has been placing localizer check markers and repairing some equipment at the Long Beach ASR site.

The Bakersfield, California ILS glide path power cable is being replaced by Earl Trejbal.

The Tanner sign at the Los Angeles Airport is being moved to a new location on the Los Angeles Airport Garage, under the dirction of Harry Mellen. The sign in the old location caused interference with ASR reception.

Plans and specifications are completed for the installation of the HIALL's for Portland and Seattle/Tacoma airports and funds are being requested from Washington for their construction.

Salome, Arizona and Promontory Point, Utah ILF's have been declared surplus by the Washington Air Coordinating Committee and, upon receipt of authorization from the Administrator, these fields and their equipment will be declared surplus.

Plans and specifications have been completed and bids are being issued for the construction of the Colorado Springs, Colorado ILS.

Don Hughes has completed all work relative to the ASR-3 installation at Los Angeles. He is now working in the Regional Office on the Kirtland Air Force Base RAPCON drawings.

A welcome is extended to Jim Cole as the newest addition to the Regional Office engineering force. He will carry on his duties in the Navigational Aids No. 2 Section of the Establishment Branch. Welcome Aboard, Jim!

UHF Progress

Robert Dahms completed construction of the UHF facilities at Montague, California. He is currently supervising the Lewistown, Montana project.

Dave Evans is still at Pocatello, Idaho but expects to be leaving shortly to supervise construction at Dubois, Idaho.

Clyde Lee is supervising construction of UHF facilities at Daggett, California.

Jim Pace completed construction at Rock Springs and Rawlins, Wyoming. He is presently on Annual Leave and will report back to work at Casper, Wyoming where he has been instructed to repair fire damage to the engine generator room.

Jack Coogan completed UHF construction at Ellensburg and Walla Walla, Washington. His present assignment is supervising construction at Livingston, Montana.

Bill Murray recently departed the Regional Office to supervise construction at Eagle, Colorado.

Jack Riebe completed construction at Marysville and Red Bluff, California. He is currently supervising engine generator construction at Gooding, Burley and Malad City, Idaho.

Harry Romanishin is currently supervising construction at Baker, Oregon.

Marion Duncan completed construction of UHF facilities at Whitehall, Montana.

(Continued on next page)

Ed Alfonso and his contract crew completed installation of UHF facilities at Sheridan and Rock Springs, Wyoming and are presently at Rawlins, Wyoming.

Orion Betz, Carl Weidert and a contract crew are completing the San Diego installation. Carl is to take over the crew and perform the Santa Monica Tower installation.

Wayne Brown and a contract crew are at Akron, Colorado, and upon completion they hope to be able to reach the Coon Peak site at Salt Lake City, Utah.

Phil Nicoletti and a CAA crew, composed of Jim Barnes, Bob Betz and Myron Gaulke, completed the Ogden, Utah INSAC and are presently working for completion of the Yakima and Pocatello installations. Imperial, California is their next project.

Al Marsden and a contract crew completed Wendover, Utah and are working on the Marysville California installation. Al has accepted a Maintenance position at Ellensburg, Washington and Orion Betz will replace him as Crew Chief upon completion of San Diego, California. Olin Heikkola will act as a temporary relief until Mr. Betz arrives.

Maintenance Branch

Maintenance Branch activities have been progressing rather feverishly this month due to our preparation of our budget estimates. We have this same problem every year. It appears to be an inseparable part of our operation. Field Supervisors have been very prompt this year in submitting their budget information, for which we are duly grateful.

Maintenance Branch travelers this month have not been as active as during previous months, although several important trips have been conducted. Art Herbert, Chief of the Communications and Landlines Section, attended a conference held by Frank Horn in Great Falls as the Branch representative, after which he made visits to all stations in Montana. This is Herb's first trip to the Montana area since the consolidation and we know that he obtained a great deal of useful information and hope that he was able to pass on to Technicians some useful Regional Office information.

Jim Van Voorhis, our Regional Office DME Specialist , has completed a trip to the Rome Air Force Evaluation Center in New York for the purpose of obtaining available information on the FPS-8 radar equipment. As Rome, New York, is fairly close to the new Idlewild Radar Center, Van was able to spend some time there and reports that the facility appears to have great potential even though it was not yet in full swing during his visit. Van Also visited the Washington office and worked with the Radar group in solving mutual problems. Enroute back to Los Angeles, he stopped at Chicago and conferred with Maintenance people there on radar problems such as we expect to encounter at our San Diego and other Radar Control Centers. Since his return to Los Angeles, Van has made several trips to San Diego for the purpose of assisting in the establishment of the Miramar RATCC facility. The radar program in general is proceeding so fast that we will probably hear a great deal more of the activities of the radar group in the next few months.

Our UHF Communications School is proceeding according to schedule and all reports received to this date indicate that it is very much appreciated by field technicians. As was reported in our last issue, the school was conducted at Denver during the early part of the month and has since completed classes at Casper, Wyoming, and at Salt Lake City. A second class is now being conducted at Salt Lake City which will continue until approximately May 10. We would appreciate receiving further comments on this

(Continued on next page)

Division Highlights Continued

school as it represents a radical departure from previous training methods employed by the CAA.

Friends of Pearl Ray will be sorry to hear that she is still on the sick list and is not expected to return to work for sometime. We all wish her a speedy recovery.

Our former Administrative Assistant, Margaret O'Neil, who was well known to a large number of our field people, stopped in at the R.O. while on a business and vacation trip to Southern California. Margaret asked us to send her greeting to all of her friends in the Region.

One of our groups which travels out of the Regional Office throughout the Region and which we hear very little about is our Mobile Machine Shop Crew. Field technicians are always happy to see Walt Gilbert and Fred King show up at their sectors with their Mobile Machine Shop equipment as it generally means that their engine generators and other mechanical equipment will receive a major overhaul. Walt and his crew have been at Hanksville for the last month or so overhauling our diesel engines at that point. It appears that they may be there for sometime more as tearing down these engines represents a large amount of work.

Mr. Dimick's article on his Grounds and Structures crew activities, which appeared in last month's issue under Field News was very well received. He has since submitted some interesting additional information. However, we would like to give space to each of the crews. Mr. Peterson who is in charge of the Grounds and Structures crew at Missoula has sent in an interesting report which will be found in the Field News section of this issue. We would very much appreciate hearing from the other Grounds and Structures crews for future issues.

Graduates from the Aeronautical Center during the past month are: James R. Hall of Colorado Springs, Dale Whittaker of Denver and Alfred Grabau of Bakersfield (ASR/PAR Class #109). Those currently attending are: Wayne Richardson of Hobbs, New Mexico, James Gibson of Ontario, California, and Keith Hunter of Great Falls (DME Class #114); Henry Kester and Claud Eldridge of San Francisco (ILS/VOR Class #115); Joseph Covington of Long Beach, Edgar Durbin of Denver, Edgar Sorenson of San Francisco, Walter Garrison of Oakland, E. Devont Stowell of Spokane, Albert Lipman of Seattle, and William Preston of Denver (ASR/PAR Class #110).

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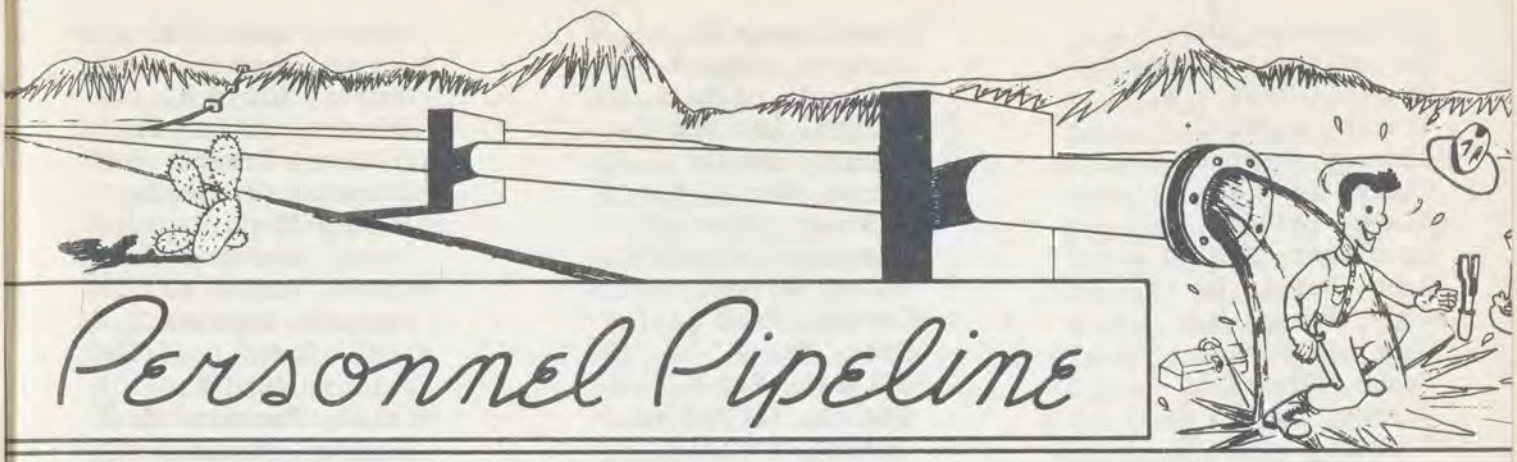
Regional Administrator's Column Continued from page 5.

they should be conserved for the "unexpected rainy day." On the other hand, they should be used freely when necessary as a preventive measure to avoid more serious complications or the contamination of fellow workers. Penalties are available for flagrant misuse of sick leave privileges, but more seriously is adverse public opinion which may result in curtailment of existing benefits.

On this general subject, I am informed that approximately 200 employees of this Region forfeited some portion of their annual leave accrued last year. I would like to again remind all of you that it is the policy of the Administration to encourage all employees to take one vacation each year of at least ten consecutive working days. I would suggest that all employees consult with their supervisors and arrange their affairs to take advantage of this needed rest period. I know it is a natural tendency to save a few days for "emergencies" or for the Christmas Season. Your plans for Christmas Season leave should be freely discussed with your supervisors to prevent the necessity of management having to deny leave in order to keep essential functions operational.

Concluding my comments on this subject may I say: "Continued Good Health to all of you, and a Happy Vacation also."



Personnel Pipeline

MEMBERSHIP 1,000 HOUR CLUB

As we indicated in the last issue of the Region Four News, the leave records of all employees have been reviewed particularly in relation to the use (also abuse) of sick leave. The names of 398 employees having 1,000 —1,099 hours of sick leave to their credit at the beginning of 1956 are listed below. 104 in this group used no sick leave in 1955. They earned 41,392 hours sick leave in 1955, while using 7,043 hours or a percentage of 17% of leave used to leave earned. Combining the figures of the 1,000 group with the 1,100 hour group, we find that 571 or approximately 20.8% of all the employees in the Region have accumulated sick leave in excess of 1,000 hours. This group earned 59,384 hours and used 7,775 hours or a percentage of used to earned of 13.1%. 487 employees took no sick leave in 1955. This is 17.7% of the total average employment of 2,750.

The name of Louis E. Wright, Jr., was inadvertently omitted from the membership in the 1,100 group. Thanks for calling it to our attention.

*No sick leave used 1955.

*Abelein, Bruce B.
Adamson, Charles A.
*Agee, Byron W.
Albertson, Forest C.
*Allen, Wallace D.
Allison, A. Inman
*Ames, George L.
Anderson, Carl E.
*Anderson, Floyd M.
Anderson, Paul F.
Anderson, Roy C.
Andreason, Norman B.
Arbuckle, Thomas B.
Arlt, Joseph Jr.
Arriza, Joseph E.
Ashby, Arthur J.
*Barclay, Charles F.
Barina, Paul J.
Barr, Samuel L.
Barry, Wallace K.
Bartlett, Wilson B.
Basinger, Herman A.
Bass, Elvie J.
Batie, Morris R.
*Bean, Harold T.
Beavers, Wayne W.
Behrens, Milton H.
Bellivean, Standly J.
Bergen, Benjamin P.
Bergey, Harry L.
Berry, Curtis C.
Beymer, Kenneth R.
Bezouska, Milton
Bishop, John R.
Blanton, Lowell D.
Blanton, Orray W.
Boberg, Alfred W.
Boerstler, C. George
Boldt, Louis J.
*Bollinger, Ted A.
Bondy, Ranor R.
*Bower, William A.
Boyd, Joseph L.
Braillier, Grant H.
*Breasher, Luther C.
Breniman, William A.
Brian, Robert C.
Broadhurst, Edgar H.
Bronner, Emory C.
Brower, William E.
Brown, Rex R.
*Brown, Ray J.
Buck, William F.
Buckley, Carl
*Burris, Joe Jr.
Bush, Alfred B.
Butler, Elmer C.
*Caber, Woodrow W.
*Caldwell, James R.
*Calkins, Ernest W.
Carlock, Orville A.
Carter, Allen D.
Cazier, Frank W.
*Chambers, Elmer W.
Chase, Charles D.
Chaves, Wilfred H.

(Continued on next page)

Christenson, Carl J.
Christiansen, Raymond J.
Church, Chester A.
Church, James D.
*Cimmery, Vern C. Jr.
Clark, John E.
*Clark, Peter J.
Cloninger, Merlin L.
Cobb, Harold L.
*Cody, Perman R.
Cole, Patrick
Combs, Edward L.
Conrey, Donald R.
*Cordano, Dante H.
Cordon, R. Douglas
Cossey, Joseph H. Jr.
Cox, John G. Jr.
Cutting, Ward A.
Darling, Harold C.
Darton, James
Davey, Woodrow W.
Davis, Don N.
Davis, Kent G.
Day, George A.
De Andrea, Frank A.
De Friend, Joseph H.
Demaree, Charles M.
*Denner, Herman G.
D'Estout, Henri G.
*Dickes, Ernest J.
Dilatush, Stanley W.
Domogalla, Vern F.
*Donato, Dewey
Dowell, Clarence W.
Downing, Darrel E.
*Duncan, Marion L.
*Duncan, Samuel W.
Dunkerley, Luke T.
Duy, Lewis
Edens, Fred W.
Eggers, Earl L.
Elam, James R.
Ells, James V.
Essley, Glenn E.
*Eungard, Paul
Falbo, Joseph A.
Falk, Julian B.
Feldman, Joseph
*Feten, Lewis C.
*Firebaugh, J. Howard
Fisk, James A.
*Fitch, Ralph L.
*Fitzgerald, Anthony J.
*Flener, Wm. M.
Flink, Francis L.
Fogg, Sheldon F.
Foos, Louis R.
Forsyth, John N.
Fostvedt, John A.
*Galard, Matthew J.
*Gannon, Harold J.
Garde, Harold E.
Gardner, Sylvia I.
Garrison, Walter H.
Gates, Edward
*Gerdes, Fred A.
Gibb, Wm. N.
Gilbert, Fay E.
Graban, Alfred W.
Graham, David P.
*Grandstoff, Robert
Griffith, Merrill H.
Griswold, Lawrence R.
Grosh, Charles G.
Groth, Wilbur H.
Grove, Earle L.
Haggart, Wayne L.
*Hall, Arthur S.
Hall, Glendon C.
*Hammond, Joseph C.
Hammond, Orville E.
Hardy, Harold G.
Harman, Chester B.
Harper, Donald N.
Harrison, Sharkey W.
Harritt, Mahlon A.
Harritt, Perry W.
Harvey, Charles H.
Haugan, Harry M.
Hays, Harding C.
*Hazleton, Ralph L.
Heath, Bennie E.
*Hender, Wm. H.
Herbert, Arthur D.
Hess, Robert F.
Hill, Joseph C.
*Hoit, Warren
Holmes, Theodore J.
Hopfenbeck, Theodore Z.
Hornor, Kenneth W.
Hosler, Virgil L.
Hough, Cecil L.
Howard, Rollie J.
*Howell, Harley L.
Huber, Hubert H.
Hughey, Leland P.
*Hunsaker, George L.
Hursey, Glenn H.
Isham, Hollis W.
*Jarrell, Wm. W. Jr.
*Jauss, George E.
Jemison, Philip E.
Jensen, Harold W.
*Jensen, Robert J.
Jenson, Lloyd E.
Johnson, Arthur F.
Johnson, Francis H.
*Johnson, George R.
*Jones, Glenn E.
Jones, Laurence C.
*Jones, Vernal E.
Jorenby, Raymond L.
*Juhl, Ira C.
Julius, John M.
*Kelso, Theodore W.
Kennedy, Nathaniel H.
Knute, Elmer L.
Koven, Bruno D.
Kruke, Norman C.
*Kulisek, Louis C.
*Lane, Thomas M.
*Langer, Wm.
Larrabee, Jack W.
Lary, Wm. J.
Latimer, Don L.
*Latusek, Bernard J.
*Laverdure, Joseph A.
Leach, Edward S.
Lehr, Cody H.
*Leonard, Lowell H.
*Lesko, Frank J.
Lewis, Robert H.
Liersch, Leah S.
Lindberg, David J.
Lindberg, John M.
*Liss, Florian I.
*Lizenbery, Gerald H.
Logan, Harold W.
*Lottridge, W. Walter
Love, E. Russell
Lowrey, Edwin W.
Lusienski, Edward J.
McCarthy, George E.
*McClain, Carl L.
*McCrory, Theodore R.
McCulloch, Dale S.
McDougall, Vance E.
McElroy, Roy G.
McGeorge, Herbert C.
*McGowan, Charles R.
McGrath, Milton J.
*McIntosh, Wm. K.
McNamara, Wm. J.
*Magill, Wm. A.
*Majerus, Melvin S.
Mallory, Raymond W.
*Marks, Fred M. Jr.
*Marsden, Elwood R.

(Continued on next page)

*Martin, Otis A.
Mathews, Eugene
Maw, John E.
Mayhugh, Benjamin F.
Mee, Walton F.
Meschko, Michael, Jr.
Metzger, Lucien G.
Miklos, Edward A.
Millar, Jule
Millholland, Clayson V.
Milligan, George E.
Minko, Nicholas C.
Monson, Donald C.
Monteith, Benjamin F.
Moorhead, Albert E. Jr.
Nelson, David R.
Newman, Gene J.
Newton, DeEstaing R.
Nicholson, John R.
Nicholson, Wm. I.
Nicolai, Edwin G. Jr.
Nunn, Harry
Ober, Carl N.
Ogg, Frank
*Olsen, Merlin C.
Olson, Emil W.
Oppen, Chester C.
Ovitz, Esther A.
Palmer, Jabez R.
Pardee, Edwin L.
Parks, Edward C.
Parks, Elmer M.
*Pascoe, Gordon H.
*Parsons, Frederick O.
Pasek, Grant E.
Pavel, John J.
Payne, Lawrence H.
Pedri, Wm. L.
Perry, Kenneth S.
Petersen, Ralph R.
Peterson, David L.
Peterson, Torgny C.
Pfrimmer, Jack
Pierce, Maxwell C.
Pierce, Rex E.
Pond, Wm. B.
Porter, Walter S.
Post, Roy I.
Potter, Frederick C.
Powers, Wm. L.
Pratt, John M.
Preston, Wm. H.
*Pulscher, Johnnie D.
Quillman, King C.
Rainey, Paul Jr.
Ramsey, Arthur W.
*Rathjen, John C.
*Rea, Hugh E.
*Reed, Hanford
*Renfroe, John T.
*Renz, Herbert V.
Richards, Albert
Richmond, Lloyd V.
Riddle, Nathaniel T.
*Rider, Dudley R.
Riley, Curtis D.
Riley, Glyndon M.
Robbins, Royce W.
Roberts, Wm. H. Jr.
Robinson, George G.
Robinson, Lester W.
*Rody, Frank A.
Roesch, Francis A.
Rognlie, Verdi B.
Rose, Claude M.
Rose, Leslie P.
Roseborough, Russell W.
Russell, Erwin A.
Sampsell, Samuel E.
Sargent, George H.
Saunders, Ward E.
Scally, Sarah
Schmidt, Edgar G.
Schmidt, Paul A.
Shaw, John L.
Shepard, Francis D.
*Sheridan, Charles S.
*Shire, Raymond E.
Smith, Earle H.
Smith, George Ingle
Smith, Homer H.
*Smith, Howard T.
*Smith, Richard T.
*Smith, Theodore J.
*Sourk, Wm. M.
*Spencer, Virgil C.
Spenks, Delphus M.
Staods, Wm. A.
Staples, Junius
Stinson, Orville R.
*Story, Herman W.
Streit, John A.
Stuhff, Edgar F.
Stymus, Edwin E.
*Swainson, Norman T.
Swanson, Carl A. Jr.
Swanson, Walter B.
Teatsorth, Jack J.
Tharp, John H.
Thompson, Bert B.
Thompson, Claude L.
*Tillery, John F. Jr.
Tone, Clarence W.
Tonkin, Jerome L.
Townsend, Fred F.
Townsend, John L.
*Trafton, Robert M.
Travis, Lloyd O.
Triplett, Wm. R.
Tripp, Ray N.
Tucker, Wm. J.
Tunis, John W.
*Twyeffort, Benjamin K.
Unger, Otto R.
Van Camp, John T.
*Van Hook, Fred C.
Van Horn, Robert R.
*Van Horne, Clyde V.
Van Note, Russell L.
Van Vorst, Earl L.
Van Zweden, Eugene
*Vea, Arthur P.
*Vidlock, Gerald W.
Voeste, Fred J. Jr.
*Von Hartman, Vadim V.
Wallace, Louis A.
Ward, Daniel A. Jr.
Ward, Leland C.
Ware, Everette L.
Watson, Harry W.
Weeks, George W.
*Welch, Clyde E.
Welchko, Charles L.
Wheeler, Arthur
*White, Theresa S.
Whitney, Emmett M.
Wieser, George C.
Wilcox, Dorothy L.
Wild, Fred J.
*Williams, Gerald R.
Winder, Jay
*Wing, Edson P.
Winger, Charles J.
*Witter, Alfred G.
*Witter, Harry B.
Wojtasek, Bolek S.
Wood, Robert M.
Wood, Wayne E.
*Woodford, Ralph A.
Woods, Marguerite M.
Wray, Johnston H. Jr.
Youppi, Wm.
Yuckert, Leo A.
Zents, Chester C.

(Personnel Pipeline cont'd. next page)

Personnel Pipeline Continued

A bill was recently introduced in the Senate providing for the continuance of life insurance coverage under our group life insurance program in the case of employees receiving disability benefits under the Compensation Act. If enacted, this Bill provides that insurance coverage will be in effect for the entire period when a person is disabled. Under the present Act, an individual is only covered for the first 12 months while in a non-pay status resulting from an injury.

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The Civil Service Commission has boosted the salaries of Engineers at grade GS-5 and GS-7 to the top regular step of the grade, $4480 and $5335, respectively. All Engineers now serving in those grades below that salary rate will also be automatically "upped" to these pay rates. The Commission is now considering what should be done for GS-9's. The Region favored an increase for the GS-9 level partly on the basis of a recent Los Angeles survey in industry which clearly showed that the average non-supervisory Civil, Electrical and Electronic Engineer was receiving a $500 to $550 monthly salary range.

Our need for Electronic and Civil Engineers is still urgent. We have had some relief but need a lot more. Recently the Personnel Branch issued some news bulletins in which the names of CAA Engineers in the area were mentioned as contact points. This evidently helped since we have a lot of nibbles and have employed a few Engineers who responded to the publicity. Now-a-days Engineers are sorta like they used to say about gold ... "You never know where it'll be - its just where you happen to find it." We know that we have some interesting jobs with good careers. Every CAA person is urged to keep his eyes and ears open and report any possibilities to the Personnel Office at once. If there is any delay in doing this, chances are the prospect will get other employment and we've lost 'em!

- - -

The Old Timers' ceremony for this year is just around the corner. We're referring to the annual service awards presentation. This time there are 16 eligible for 30 year pins, 61 for the 20 year pins, and 157 for the 10 year pins.

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We recently issued a blue sheet calling your attention to the new Federal Service Entrance Examination (FSEE). While the announcement pointed up that this examination provided an avenue through which young people with a college education or equivalent may begin a career in the Federal Government, this was not intended to infer that present government employees were excluded from applying. The objective of this examination is to fill entrance level positions (GS-5 and GS-7) of an administrative or technical nature with persons possessing ability and potential to progress into future supervisory and top managerial positions. All persons possessing the required education or experience are eligible and urged to apply. Many individuals serving in clerical and stenographic jobs have been placed in administrative positions as a result of qualifying in this examination. The examination is open until further notice. If you desire more of the details the Personnel Office will be glad to help you.

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There is now legislation pending in Congress to permit outside Government training of federal workers. This proposal is sponsored by the Administration and, if approved, special training could be obtained for certain types of people outside of the Federal Government.

(Personnel Pipeline cont'd. next page)

The Supervisor's Role in the Incentive Awards Program

If you're a supervisor you have a special stake and special responsibility to push this program. Your job success depends on results you get through people. By demonstrating that you want ideas for improving operations, by encouraging employee participation, and by recognizing good suggestions and superior accomplishments --- you gain the respect and confidence of the people whose work you supervise. At the same time, you reap extra benefits that come from more efficient operations, improved working conditions, reduced waste, increased production, and better employee morale and employee-supervisor relations --- all the things that contribute to a well-run organization and reflect credit upon the supervisor. In the end, CAA is the winner and you will be happy for the part that you contributed in remembering that the ideas of your people need not be new, or bring about radical changes. The real test is whether the idea will improve operations.

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V. P. P. NOTES

Loren D. (Dale) Moore, 46, Airways Operations Specialist OFACS, San Francisco, California, passed away April 10, 1956, of a heart attack. Mr. Moore is survived by his widow, Mrs. Norma Marie Moore, and three children. A check for $2500 was forwarded Mrs. Moore on April 10, 1956, and the remainder of approximately $5,000 will be forwarded at the expiration of the grace period for repledges which is midnight April 25, 1956.

Please forward Credit Union pass book and list of members when forwarding repledges. Also please be sure and show what happens to members who do not repledge, i.e. transfer, resignation, retirement, etc.

A review of cards indicates that a number of employees have listed their survivors as follows:

1 -- Wife	1st beneficiary
2 -- Child	2nd "
3 -- Child	3rd "
4 -- Child	4th "

With this type of designation the first named child would receive the total pledge in the event the widow does not survive the member. It is suggested that those members who desire their children to share equally in the total pledge, file a new card, listing the name of each child and stating share equally. An example is as follows:

1 -- Wife	1st beneficiary	
2 -- John Doe - son	)	share
Jane Doe - daughter	)	equally
Well Doe - son	)	

* * * * * *

Report on Fourth Annual Conference
SUGGESTION PLANS ASSOCIATION
by
W. O. Johnson
Airport Operations Officer

It was my pleasure to serve as one of the CAA Fourth Region representatives at the recent Fourth Annual Conference of the Suggestion Plans Association. This Association is national in scope and its membership is composed of industrial and governmental organizations that are operating or are interested in installing incentive awards programs. There were many interesting phases of incentive awards programs discussed at the conference; matters pertaining to problems, procedures and policies. Although these discussions were important, I was more impressed with the apparent influence private industry employees have, through their suggestions in the formulation of company policies and in the planning and developing of production methods.

Normally business concerns are only interested in those functional activities that are profitable. One of the conference speakers stated, "any company activity is a business venture and must show a business return". Incentive awards programs are in operation in hundreds of companies and, because they do show important business returns, they have acquired stature along with other management activities. Many companies have administrative units, with top echelon personnel in charge, which devote full time to their suggestion programs.

Many companies average better than one suggestion per employee per year with an adoption rate of from 30 to 40%. In 1955, Eastman Kodak Company's 40,350 employees submitted 46,784 suggestions of which 34.8% were put into operation. In the same year, the Owens-Illinois Glass Company adopted 42% of the 21,000 ideas contributed by their 25,000 employees. Incidentally, companies are quite liberal in awarding cash for adopted ideas. The Douglas Aircraft Company recently awarded $5,000 to one of its employees for developing an improved method for assembling and installing electronic wiring systems in aircraft. In 1954, Douglas adopted 3,491 of the 11,786 suggestions turned in by the employees and paid out $57,584 in awards. Boeing Aircraft Company estimates that it saved $1,250,000 in 1955 by utilizing the suggestions submitted by its personnel. The suggestors were liberally rewarded for their ingenuity and initiative.

Although the Federal Government's incentive awards programs are being fully supported by top management, including the President, there is still much to be done. The number of suggestions received in government per capita is far below that in industry. If employee suggestions are worthwhile in industry as a means of increasing business returns, they must be equally important in the Federal Government - - the greatest business of all - - either in terms of increased service to the public or in terms of increased efficiency and decreased operational costs. Support your leaders in their efforts to improve operations. Toss a few suggestions in the hopper. You may be a winner. Remember, Uncle Sam will pay liberally - up to $25,000 - for good solid ideas that will improve service, increase efficiency, and reduce operational costs.

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TIPS TO THE DICTATORS

The following comments have been received from two persons who prefer to remain anonymous:

Most stenographers take dictation and do numerous chores for two, three, and in some cases four "bosses." It is suggested that you organize your work before calling her. You only waste her time and cut down the amount of work she can do for you if you call her to your desk and then peruse the material at hand and develop your ideas while she is waiting.

Enunciate each word, especially the small words, so that there will be no doubt in her mind as to what you have said. Remember, the noise level in our building is high, so this is important.

When dictating, turn your head towards her - not away, so that your voice will carry in her direction rather than away from her. She wants to do a good job for you, but she can't if she isn't able to hear or understand what you are saying. Help yourself by helping her in this way.

Don't be a beard, cigarette, cigar or pipe mumbler! A sensible letter cannot be transcribed if your dictation sounds like a lot of mumber or double talk.

If you feel you may have to make changes in your dictation, ask her to prepare a rough draft first - it will save time in the long run.

And, finally, if your stenographer turns out a good job for you, don't keep it a big, dark secret, but let her know you appreciate it and give her a well-deserved compliment once in a while. She'll try that much harder to please you.

TIPS TO STENOGRAPHERS

Secretaries could be more cautious to conserve franked envelopes. If, for some reason, a franked envelope is addressed but not used, place a white gummed label (Item No. 53-L-1252, Size 3-3/4" x 1-1/8") over the address. By doing this the government saves the cost of the frank and the envelope. Some secretaries have been doing it consistently - others might start as suggested by one fellow employee.

* * * * * *

Wise Men Say ... A man should never be ashamed to own he has been in the wrong, which is but saying in other words that he is wiser today than he was yesterday. - Swift.

QUESTION BOX?

Q. Should Warehouse catalog numbers be shown for items on Forms ACA-419, ACA-2069 and correspondence from the Field?

A. Yes, whenever possible, if item in question is listed in Warehouse catalog show catalog number in addition to other description.

Q. What can be done to obtain help in loading or unloading heavy equipment at a field station?

A. Special equipment such as a crane or a cherry picker can be obtained on Form 44 or by use of Imprest Funds. If required, the local transfer or drayage company can be hired to assist.

Q. A. O. No. 111 indicates that warehouse catalog items should not be procured locally. Does this apply to even incidental items?

A. There has never been any objection to the occasional purchase of catalog items of incidental nature in the field when such purchase appeared justified by the circumstances. In fact, the procurement of your occasional needs by - for example - Imprest Funds is the most economical method of procurement. A word of caution however - some catalog items are under mandatory contract.

Q. What does the designation "LP" on returned requisitions mean?

A. "Local Purchase" is authorized for the item/s so marked.

Q. Recently I requested an increase in the maximum fund level of Imprest cash for my District. I thought the delay in obtaining approval was too long. Can you explain why delays were necessary?

A. In permitting agencies to utilize Imprest Funds certain controls were affixed by the General Services Administration and the Treasury Department. Approval must still channel through Treasury and then must be cleared down to Regional and local Treasury Department disbursing officials who draw the increased checks. Delays are due to the interagency coordination necessary and the filtering down to disbursing offices the changes considered necessary.

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C. A. A. REGION FOUR
FEDERAL CREDIT UNION

WHAT'S YOUR WORRY?

REASONABLE WORRY is fine and necessary—needless worry can make a wreck out of you. Everyone worries to some extent.

Worry, in an intelligent form, is responsible for savings accounts, educational endowments, life insurance, retirement funds, etc. On the other hand, needless worry can wreck your work, knife your ambitions, and make you a liability to yourself and family.

So-o-o, if you're worried about the future, why not save the credit union way—regularly each payday. No amount is too small to deposit with your credit union.

And if you're worried about the present because your bills are piling up, or some emergency has arisen which you feel you cannot cope with, why not get in touch with your treasurer or the credit committee and see what arrangements can be made for a loan!

—Fairmont Foods Buffalo Federal Credit Union

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

- -

CAA Region Four Federal Credit Union
5651 W. Manchester Avenue
Los Angeles 45, California

_____ Yes, I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

_____ Also, I wish to apply for a loan of $_____ to be repaid in _____ monthly payments.

Name _____

Address _____

NOTE: Loans up to $400 may be granted on signature alone if employed by CAA 3 years or more. Higher loans are available provided adequate collateral is furnished, such as automobile, co-signers, etc.

JAMES T. PYLE NAMED
DEPUTY CAA ADMINISTRATOR

WASHINGTON, D. C. -- James Tolman Pyle, 43, whose background includes more than 20 years of civil and military aviation experience, today was named Deputy by Charles J. Lowen, Administrator of Civil Aeronautics, U. S. Department of Commerce.

Mr. Pyle, a graduate of Groton School and Princeton University, began work with Pan American Airways in June, 1935, as a traffic representative at Miami and New York. He was successively named reservation supervisor at New York, Assistant to Special Representative for the Caribbean, Assistant to the Regional Director at Rio de Janiero, Assistant to Vice President Young, Executive Assistant to Division Manager, and Special Assistant to the Division Manager at New York.

While employed by Pan American, he took leaveof absence to complete a concentrated aircraft mechanic's course at the Casey Jones School of Aeronautics, Newark, N.J.; to obtain a commercial pilot's license; complete a course at the Daniel Guggenheim School of Aeronautics at New York University in air transportation and meteorology and a nine-month course at Columbia University in business law and accounting.

He was commissioned in the U. S. Navy in 1944, and served as Statistics Officer and Operations Officer in Naval Air Transport Service squadrons in the Pacific.

In 1946 he returned to PAA for a few months, then became president of the Air Charter Company in Denver, Colorado. Later he became president of the Denver Air Terminal Corporation in Denver.

In September of 1953 he came to Washington as Special Assistant to Assistant Secretary of the Navy for Air, a post which he held until joining the CAA. While working as Special Assistant, he was assigned to handle liaison with government agencies concerned with civil aviation, and worked closely with the CAA in connection with improvements in air traffic control for both civil and military aircraft. His work won him the Navy Department's Meritorious Civilian Service Award last September.

Mr. Pyle is married and has five children. He lives at 5314 Carvel Road in Washington, and his chief interest outside of aviation is fishing. To date he has logged more than 4,000 hours in single and multi-engine aircraft, and hopes to add an instrument rating to his commercial license in the near future.

- aviainfo - 3/20/56

(The above refers to the Washington Deputy Administrator and not the Regional Office)