

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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### AIR ROUTE TRAFFIC CONTROL

By

Art Johnson, Chief  
Airways Operations Division

Perhaps the most important problem facing aviation today is how to keep aircraft separated and moving expeditiously in the en route areas. Associated problems lie in the areas of navigation and terminal control but we have answers to these - for the time being at least. Reasonably accurate navigation can be provided by any one of several systems such as VOR/DME, TACAN, NAVARHO, etc. The terminal problem can be handled pretty well by means of ILS, surveillance and precision radar, high intensity approach and runway lights, excellent communications as well as surface features themselves. For example, dual runways increase the landing and take-off capacity of the airport. Lead-off taxiways properly located for slow and fast aircraft will assist the terminal controller to a major extent in clearing the runway. Properly designed warm-up pads will serve well to clear up congestion among departing aircraft. But a good answer in the en route area is lacking.

Air route controllers today are using the same tools they started with back in 1935. These tools were worn out long ago. Flying techniques as well as the airplane itself have moved forward while control has practically stood still. This must not be construed as a reflection on the controllers; they have done a commendable job under extreme odds. We cannot expect them to develop a new system in their spare time; that is a job for research and development agencies. It is encouraging to know that these agencies are at last working earnestly to develop new tools. Progress is being made toward an ultimate system but as yet we do not even know what it is supposed to look like.

In general, there are two schools of thought regarding the ultimate. One conceives a ground controlled system which will permit the controller, by means of electronic computers and rapid communications to keep one aircraft out of the airspace of another or warn pilots when aircraft are in dangerous proximity. The other contemplates an airborne electronic gadget which will cause the autopilot to take evasive action when two aircraft are on a collision course. We have a long way to go before either of these systems can be in every day use.

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Meanwhile the traffic increases and the control problem becomes more complex. At today's speeds, two aircraft flying a head-on collision course are closing the gap between them at the rate of 1100 or 1200 MPH. Tomorrow it will be 2500 MPH and so on. We cannot just sit and wait for the ultimate. Something's got to be done now.

There are two sharp tools that the en route controller can use to advantage during this interim period - long range surveillance radar supplemented by the radar safety beacon for identification, and direct communication with the pilot. These tools are within reach but they carry a high price tag. A wise decision a short time ago puts procurement of these tools at the top of the priority list. This was done in spite of the cost as it is realized that no further time can be lost in improving a highly undesirable and unsatisfactory situation. CAA's new 5-year program for Federal Airways involving over 1/4 billion dollars will go a long way toward providing radar coverage and direct communications for the critically congested areas of the United States. Military is willing to help. They will permit us to use their radars so long as we do not interfere with their mission. We want to take advantage of their offer provided their radar will serve our purpose - because it will cost the taxpayer less. Where military and civil requirements are incompatible, CAA will have to establish its own radar. Studies of various locations in the region have been in progress for the past two years and sufficient information is available to allow us to proceed with installations programmed for FY-57. These studies will be accelerated during the next few months to prepare for the expanded program ahead.

We are putting our chips on radar and direct controller-pilot communications to tide us over the few years which must elapse before the day the ultimate system is here. That will be the millenium!

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#### AUTOMATIC WEATHER BROADCAST

All of us have heard a great deal about this equipment. Soon we will be able to observe and evaluate it in actual operation, since the transcribed or automatic broadcast feature will shortly be commissioned at the Los Angeles Station. Broadcast will be continuous on the Los Angeles LF range.

Broadcast material will consist of current forecasts, winds aloft, pilot reports, notices to airmen and other aviation information of a general nature plus nine sequence weather reports selected to give best area and route weather coverage. As material is superseded by later reports or by specials, the new material is recorded and placed in position for broadcasting.

When one transmission is completed, the broadcast starts over at the beginning and the cycle is repeated. How is all this done? Well, that's a long story, but essentially the equipment consists of a voice recorder with play-back feature and a rack housing 12 tape units. Broadcast material is prepared on the recorder, the tape unit played back for checking, then plugged into its proper position in the rack and it's ready to go. When the material on one tape ends or the voice-actuated relay in the equipment encounters "no voice" for a period of more than three seconds, the equipment automatically shifts to broadcast the next tape in line.

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Tapes are of different lengths depending on the type of material to be broadcast. A sequence weather report, for example, may be recorded on a 15-second tape whereas a long forecast might require one 240 seconds in length.

As presently planned the broadcast cycle will require from eight to nine minutes. This period may, of course, be increased by inserting additional material or decreased if it becomes apparent that certain programmed items are not actually required.

It will assist us in our evaluation of this equipment if pilots proposing flight in the area are requested to listen to this new feature and make any comments concerning it to the Chief, Los Angeles Station.

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### FIFTEEN MORE CASH IN ON AWARDS !!!

People are still cashing in on new ideas which the agency has adopted. Those individuals who have been 'flashing' a smile when they go to the grocery store include:

EDWARD J. BALL, Electronic Specialist at Phoenix received \$50 for a new procedure to calibrate DME Pulse Counter Circuit. This procedure was an improvement over the one which was published for National use. According to the time estimates, some evaluators feel that a technician could reduce the amount of work involved by as much as an hour a week over the procedure set forth previously. Since there are 57 of these facilities in Region IV alone, this represents quite a bit of time saved.

WILSON B. BARTLETT, AOS (Comm.), Helena, Montana got \$200 when he suggested a procedural change involving the filing of flight plans by military pilots. Under the old procedures a military pilot could become overdue with no search or rescue action being initiated should the flight plan message fail to reach the appropriate military flight service center. By implementing Mr. Bartlett's idea, such incidents are avoided. It was adopted nationally.

HAROLD T. BEAN, District Airport Engineer at Phoenix received \$50 for submitting an idea suggesting that the coolant from engine-generators in full-time operation be used for heating radio equipment rooms. His idea was adopted at the Wendover, Utah, Rome, Oregon VOR and at the Sod House, Nevada VOR.

ERNEST W. CALKINS, Electronic Specialist (Relief) at Salt Lake City was granted an additional \$25 award for prescribing that the Coppus air filter felt medium be replaced with spun glass air filters. He received \$25 previously and the Washington Committee boosted the award another \$25.

GEORGE M. DAVIS, Miscellaneous Duplicating Equipment Operator, Los Angeles. His suggestion concerned a better way to prepare ACA Form 2092.1, Inventory and Requirements report, for which he is \$10 richer.

GEORGE DREWES, Electro-Mechanical Technician at Oakland is happy about his \$100 check. He suggested that we use Scotchkote electrical coating rather than to contract outside firms to make the repairs on plastic antenna domes.

ROBERT L. HORTON of the Paso Robles INSACS is \$250 better off. He designed a small locking device for key switches in the CA-2993 switching cabinet. Mr. Horton fabricated this small gadget because of the great difficulty that he and others had encountered

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with the push-buttons on this equipment. This idea has contributed a great deal in increasing the standard of service on the "B" circuits. -

JOHN P. JOHNSON, SES, Belmont Station received \$10 for a percentage chart on fixed radio communications circuits. This chart has been publicized throughout the various regions for optional use.

AKIKO MIKAMI, Clerk-Stenographer at Boeing Field, Seattle. This idea paid off \$10 for using an empty self-spreader mucilage bottle. The Washington Incentive Awards Committee also granted her another \$15 for her idea on the use of a paper fastener as a notebook holder clip.

ROBERT L. SLOCUM, Relief Electronic Specialist at Los Angeles was awarded \$50 for his suggestion concerning the installation of multi-channel UHF transmitters. In this suggestion he commented that these transmitters are now being installed on the right-hand end of the racks of equipment. He suggested that this equipment be installed in the left end of the set of racks, thus making them much more accessible for servicing and necessary repairs.

EDWARD R. SMITH, Factory Agent at the Lockheed Plant was granted \$15. He suggested that a proficiency training program for factory agents be established. As a result, tours of industrial plants dealing with aviation are scheduled.

HARRY A. SUFFRON, Senior Controller in the Salt Lake City Center had an idea about a sealed type rapid calculator strip for flight progress boards. His idea has been adopted at Salt Lake City and we forwarded it on to the Washington office. His idea so far has paid off \$15.

KENNETH L. WILLITS, SES, Phoenix received \$10 for suggesting that we save insulated mailing bags (jiffy bags) for reuse. He advocated that these bags be collected until he had a sufficient quantity and then returned to the Regional Office where they could be reused.

KENNETH M. BARG, formerly of the CAA Hangar. His suggestion concerned a particular brand of sealer to be used for permanently sealing all CAA aircraft windshields. The Regional Incentive Awards Committee awarded him \$25 and have forwarded it on to Washington for further evaluation.

SIGURD R. GILBERTSON, formerly an Electronics Technician, was granted \$25 for his suggestion concerning the installation of additional cables at ILS facilities.

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#### SUGGESTION TIPS!

Phil Nicoletti of the Facilities Establishment Branch recently suggested that users of saws can inexpensively construct a saw-guard. Nicoletti fabricated such a guard from a wooden dowel. Apparently he was tired of injuring his hand as the saw slipped or seeing the saw itself becoming dull and damaged as it was jolted around. He decided to do something about it and then went into action.

You can also get the same results by using a small length of heavy rubber hose instead of a wood dowel. Try it and see how it works for you --- it works real well for Nicoletti.



## REGIONAL ADMINISTRATOR'S COLUMN

The other day, as I was trying to think of some subjects for this column which might possibly interest you, somebody suggested that I answer a question he had heard from several sources:-

"What kind of a guy is this man, Plett, anyway?"

My first reaction was completely negative. After all, I thought, it would be presumptuous to think that employees are any more interested in reading about me than they would about Johnny Doakes in the X tower or the pretty girl down the hall. Then it was put to me that it is perfectly natural for employees to be curious about a new Regional Administrator. What does he believe in? Is he easy or tough? Is he going to make a lot of changes? Et cetera, et cetera, et cetera.

I was also reminded that we have around 3,000 employees in our region, headquartered in over 125 different locations, and spread out over more than 40% of the country's geographical area. Try as hard as I could and visit as much as I would like, it would be a long, long time before I could even just say "hello" and shake hands with all of you.

So - - while I don't intend to write a lot of stuff in this column of a purely personal nature, I will discuss with you from time to time some of the beliefs and philosophies of this particular Regional Administrator. I'd like to do it in an informal, maybe even in a rambling fashion. I wonder if we could make a two way street out of it? If you disagree with me, let me know. If you think a point should be developed further, advise me. If there are special subjects in which you believe there is general employee interest and on which you think the Regional Administrator should comment - why not help me out in my search for subjects for this column?

To get the project started, I'll merely mention briefly in this column some beliefs I hold and try to remember in my job. Then, from time to time - not every month - I'll let down some of what hair I have left (see above left corner) on one or more of these:-

1. The most essential and the most important C.A.A. work and people are not in Washington or Los Angeles. Those in Washington and Los Angeles can merely lead, plan for, and support those who must get the job done.
2. The public we serve and which helps pay our salaries is entitled to courteous reception and consideration at all times. This refers to common, ordinary, genuine courtesy = not subservience.
3. I believe in delegation of authority not only as a management theory but as a matter of necessity. Even if he wanted to, no Regional Administrator could make all decisions for a Division, solve all its problems, or approve all its instructions. The Division and Branch Chiefs are given programs to implement. They are expected to run their shows and run them well. They are to be judged primarily by the over

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all result. At the same time, they are expected to show common sense and judgement and keep the Regional Administrator informed of their progress, and of those problems which require help or which could be of concern to higher authority. (If I'm sitting on a keg of dynamite - big or little - I'd like to know about it!)

The above concept applies throughout the entire chain of command. Chiefs, at whatever grade, should be Chiefs. They should be given encouragement to act as such to the limit of our discretion within the rules and judgement which, of necessity, must temper all delegations of authority. Chiefs, in turn, must be willing to act as Chiefs, not as people who want to protect themselves by getting somebody else to solve all their problems or make their decisions for them.

4. The great majority of our people are conscientious, decent and are anxious to earn their salaries. I do not believe in surrounding them with a lot of rules and "don'ts" to protect ourselves from the few inevitable lemons that get into any organization. Enough restrictions are imposed beyond our control without our thinking up many new ones ourselves.

With this belief goes another one: be tough on the ones who abuse or take advantage of trust - often at the expense of others. I will support as much as I possibly can any employee who is doing his best. I have little use for the one who tries to see what he can get by with or the one who has talent but doesn't use it.

5. So called "rank" and channels are essential if we are to get our job done in any orderly fashion at all. These have to be respected as a matter of common sense. I don't believe, however, that rank should be thrown around or channels looked upon as something absolutely sacred. Along the same lines, I like people who take their responsibility and their work seriously but without assuming the same importance for themselves personally.
6. This is a good region. It was a good region before it got a new Regional Administrator. There is no need for sweeping changes. There will be changes, of course, as we go along. There would be, regardless of who is Regional Administrator. Aviation is too dynamic a business for C.A.A. to stand still. As far as I am concerned, however, changes should be based on need, not merely for the sake of change.

There are more subjects I could list, but that's enough for now. No item on the list is earth shaking; after all, basic management principles do not change with each new official. One individual's views on and his application of principles may vary from another's, however. I'll say more on these particular ones - plus others you may suggest - in subsequent columns.

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#### WINNEMUCCA, NEVADA

COMMUNICATIONS STATION: Perhaps we'd better start this out by telling you 'all where we are. We're 47 nautical miles northwest of Battle Mountain and 60 nautical miles northeast of Lovelock (everybody knows where they are - they're on the airway.) We aren't on any airway but we do have Highways 40 and 95 running through town. This little location description is prompted by the oft-repeated and frustrating experience of having aircraft blithely circle the field, oblivious to our repeated calls on all available frequencies with wind and landing information, then when the pilot strolls in and we ask him if he called us, he replies with a surprised look - "I didn't know there was a communication station here." The crowning blow was the arrival of an executive of an airline company in his private aircraft who failed to call or answer calls, and when queried after landing stated he was advised by the tower at his point of departure that it would be necessary to close his flight plan with Lovelock! So, for those of you who feel overworked, this is the other side of the story. We feel neglected. Maybe that's why you see so many cars around here with a front plate that reads "We're from Winnemucca - the real West."

But all in all a surprising number of private aircraft pass through here - due probably to our fueling facilities - provided through the courtesy of the Co-operative Winnemucca Flying Club - self service - here's the key, the gas pits over yonder.

Effective the first of May, the Weather Bureau inaugurated RawinSonde observations at Winnemucca. On May 19, Armed Forces Day, the Air force held a public dedication of their Radar site located atop nearby Mt. Winnemucca.

For those of you who recall the Rome, Oregon INSACS, which was decommissioned in November 1950, all of the houses have been moved and the omni-range operates unattended and without voice. The motor-generators use Propane gas. The Maintenance personnel at Winnemucca provide regular servicing of the site which requires a 125 mile drive each way. That is, of course, in addition to the Sod House VOR which is only 45 miles away and a couple of airway beacons south which are 50 - 75 miles.

Our Phase V UHF equipment was installed and ready for operation April 10th, but like others we are awaiting commissioning instructions. Its very sad hearing aircraft reporting over SDO and REO to other stations while we remain unable to gather in those contacts which we feel are rightfully ours.

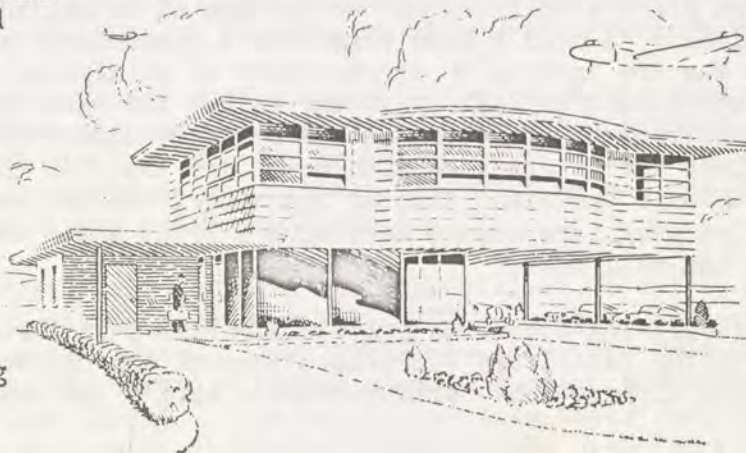
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EPHRATA, WASHINGTON

COMMUNICATIONS STATION: On April 25, 1956 Ephrata's new airport terminal building was officially dedicated at a Chamber of Commerce sponsored luncheon, attended by civic and aviation leaders from California and the northwest. Our Deputy Division Chief, Bill Larsen and Operations Supervisor Gordon Pascoe were featured speakers on this program.

Relocation of the Ephrata Communications Station into the new building was completed on the same day as the dedication ceremonies.

The CAA now occupies spacious quarters on the second floor of Ephrata's modern brick, glass and steel terminal building. The arrangement of the operations room, equipment room, SES office, chief's office, etc., represents one of the most functional designs yet achieved for an INSACS. All runways are visible from the oval shaped tinted glass view windows, which extend the entire length of the operations room. Weather instruments are located at the end of a steel walk-way, located on a roof at the second floor level, which permits convenient access. A standard console arrangement is utilized in the tiled room. Eight foot fixtures with panels furnish excellent lighting. controlled heating is out the installation of PHASE V UHF will finish



console arrange-  
in the  
tiled  
room.  
fluorescent  
plastic  
excellent  
Thermostatically  
Electromode  
used through-  
building.  
of refrigerated  
and completion  
this month  
this project.

As a part of the dedication ceremonies an "open house" was held on April 29th in honor of the new airport terminal building. The celebration began with a fly in breakfast attended by nearly 500, most of whom flew in in some 100 aircraft. Pilots from Washington, Oregon, Idaho and Montana were represented.

An estimated 5,000 people were at the airport during the day. On display were C-124's; F-86's; RF84-F's; a C-119 and four F-94's. Flyovers of B-52's; F9F6's and numerous other military aircraft were also programmed. The CAP simulated air rescue supply drops over the field; NAS at Seattle sent over a van radar display. Helicopters and gliders were also displayed. West Coast Airlines operated two DC-3's on scenic flights during the day. They handled more passengers for this type of program than they had ever served before. At the end of the day we were well "dedicated."

It is understandable that all personnel at Ephrata are more than pleased with their new quarters. So, the next time you are in the vicinity of this desert oasis, stop and see us!

Winnemucca, Nevada - Communications Station Continued from Page 7.

Johnson, SES; Junkins, WB MIC and Bennick WB Maintenance just straggled through with a nice mess of trout whipped out of one of our roaring (?) mountain streams a few miles south of the station. S'help me I don't see how a trout can get up one of these creeks out here without wearing all the tread off his stomach, but they do. Guess I'll have to go home and dig out that old beat up reel and rod and head down the gravel road.

BLYTHE, CALIFORNIA

COMMUNICATIONS STATION: Temperatures rising, coolers humming, activity "acting up" and the desert denizens appearing in profusion. Everything strictly routine and normal. An occasional lost aircraft or lost communicator but nothing startling. We even, almost have, a full personnel complement.

Our most recent aircraft incident went something like this:

"BLYTHE, BLYTHE RADIO, THIS IS BONANZA SO AND SO. I AM OUT OF GAS, WHERE CAN I LAND? --- short pause --- NEVER MIND BLYTHE, I HAVE YOUR FIELD IN SIGHT; THINK I CAN MAKE IT" HE DID!

We have just finished playing host to A. V. Dimmick and his crew. They dressed up the station with a little paint here and there, made repairs where necessary including cutting doors in the briefing counter cabinet, providing a wee bit more of badly needed storage space. So, they leave us, a gleaming oasis amidst the drab buildings of an old Army Air Base, ready for the summer months. Our sincere thanks to them.

Local flying activities have picked up considerably lately. The Civil Air Patrol is again quite active and a local flying club has been organized, instigated by one of our own ambitious communicators. Delivery of the newly purchased airplane is expected in the near future.

So far as is known, this station has no reputation for establishing any new records. But, speaking of summer, desert sands, snakes, etc., we hereby and now issue a challenge to anyone, including our friends in Texas, to come forth with a set of rattle snake rattles which will top the set we have on display - 3 inches long by nearly 1 inch wide, with 14 rattles. Good fishing in these parts too, they tell me!

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Civil Aeronautics Administration flight inspectors are beginning to think the buzzards have declared war on them. Bob Hunt collided with a buzzard while flight-checking the CAA instrument landing system at Baton Rouge, La., and Dave Bailey, who operates out of Orlando, Florida, had a wing tip of his aircraft damaged by a buzzard.

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## QUESTION BOX?



- Q. Does the statement in Standard Practice 3431.52 "N/D will not be paid during a period of leave unless total leave taken during the pay period including both day and night hours, is less than 8 hours", mean that if less than 8 hours of leave is taken during a Pay Period, full N/D will be paid even though night leave was taken?

For example: Shift 1600 - 2400. Leave 2200 - 2400.  
What N/D is he entitled to?

- A. 6 hours N/D, providing that the total leave taken for the Pay Period is less than 8 hours.
- Q. The license plates on my C.A.A. vehicle are barely legible due to deterioration of the paint on the numerals and letters. Is it satisfactory to repaint the license?
- A. Yes, providing plates are touched up with a reasonably close match on color. New plates are issued only if plates are badly bent or corroded. Request for new plates should be made by submission of a Survey Form CD-51.
- Q. What is a "lost" time and attendance report?
- A. It is one that is being held at the reporting level, misrouted, or not even prepared.

Many locations can complete their SF-1130's on a Friday (last work day of the pay period)—all can finish them the first thing Monday after close of the pay period and mail them.

We have fast payroll cutoffs at the Treasury Department (Disbursing Office) in order to get checks back by second Tuesday for mailing on Wednesday and Thursday before pay day. To post leave records and prepare journals takes time—and to go through the operation several times as straggling T&A's arrive creates an unbearable workload. As usual, this discussion is directed to a minority of groups who delay their paper work. In the majority of cases throughout CAA, Region 4, an excellent reporting job is being done since the February question and answer on the same subject.

- Q. What is the Region's authority to make cash awards under the Incentive Awards Program?
- A. For adopted suggestions, the Incentive Awards Committee in the Region can pay as high as \$250. Any awards above that amount must be referred to the Washington Committee.

For Superior Performance cash awards, the Region is authorized only to pay cash when an individual has an Outstanding Performance Rating. In those cases, the minimum amount is \$100, and the ceiling is the equivalent of one periodic pay increase if the individual's salary is in the bracket where a step increase exceeds \$100.

On all other types of awards, authority is vested either in the CAA Committee in Washington or the Awards Board in the Commerce Department.

FROM THE NEW BOND CHAIRMAN

Sometime within the next two or three weeks you will be offered an opportunity to improve your savings plan and help yourself by subscribing to payroll deduction bond procurement.

This is not a sales campaign and is not a contribution campaign. You are not being asked to give something and you are not being asked to buy something which you may never have a chance to use. You are being asked to help yourself by an investment in the most secure financial organization in the world - the United States Government. The exact starting date for the region's campaign has not yet been determined although it has been determined that the campaign will not last more than one week. (It has already started in Washington which explains why some of the literature sent out from Washington refers to the "first week in May.") One of your friends at your field location will be appointed to contact you and ask, "Do you desire to sign up for payroll deduction bond procurement or don't you?" If your answer is affirmative, these are some of the benefits which you may derive:

1. You are benefiting yourself by forcing yourself to save a certain amount regularly which in the long run will contribute materially to supporting the national economy and reducing the national debt. This is every American's privilege and opportunity.
2. You are making a purchase which is never worth less than the purchase price and which earns three per cent interest compounded semiannually when held to maturity. The semiannual increase in value has now been speeded up as bonds mature in nine years and eight months rather than ten years as formerly.
3. You are making a purchase which is guaranteed both in interest and in principal repayment by the U. S. Government. No bankruptcy, business boom, or other catastrophe can ever affect your savings.
4. You are making a purchase which represents the only possible way an employee of the U. S. Government can save money by payroll deduction. Everyone acknowledges that the payroll deduction method is the most painless method of saving because of the fact that money you never see is being saved for you with no effort whatever on your part, except for the initial authorization.
5. You are saving as you earn and are not placing yourself in a position where good intentions can eventually let you down and result in financial insecurity. By payroll deduction, you can't forget to save! It is done for you automatically.
6. You are making a purchase which represents the safest investment in the world because no matter what happens to your bonds they will always be replaced with duplicates by the Treasury Department, if ever accidentally lost or destroyed.
7. You are putting money in an account which is always available to you for withdrawal in case of any emergency, "bonds redeemable after 60 days from date of purchase."
8. You are participating in the most effective method of providing funds for education, purchase of homes, retirement, or other projects which require funds.

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9. You are participating in a program which proves that you have the basis for building success. Some of our best minds tell us that success depends on the decision to start. After payroll savings are started, continuation is painless as it takes no effort whatever on your part to continue.
10. You are participating in the only plan now available which allows you to earn income which does not require payment of tax for a period which can amount to 19 years and 8 months from the date of your initial bond purchase. This comes about because of the fact bonds at maturity can be converted to additional bonds which can then run themselves to maturity before income tax need be figured on the actual cashed increase. Most of us under this procedure can purchase bonds during our earning period when our income is high and pay the income tax on the earning after we have retired, when our income is low; thus placing us in a much lower income bracket at the time we actually have to declare the income.

We are encouraged, when purchasing bonds, to make the purchase in biweekly allotments which will result in even numbers of pay periods required for bond purchase. It is very good business to purchase bonds in the largest denomination which you can handle - preferably in the \$100.00 size. Bonds of this size are much easier to handle, represent the largest possible conversion amount when actually cashed and as much interest within a very few cents the first year as do the smaller bonds. Below is tabulated a list of bond allotment amounts which you may make and the number of pay periods which must run before bond purchase will be completed. Look this chart over, consider how much you want to help yourself, and when the bond solicitor contacts you, sign up for whatever amount you can handle.

BOND ALLOTMENT TABLE

Biweekly Allotments		Number of Allotments Required to Purchase Bonds					
		\$25.00 Bond		\$50.00 Bond		\$100 Bond	
Amount	No. Bonds	No. Allots	No. Bonds	No. Allots	No. Bonds	No. Allots	
\$ 3.75	1	5	1	*10	1	*20	
6.25	1	3	1	*6	1	*12	
7.50			1	*5	1	*10	
12.50			1	3	1	*6	
15.00			2	5	1	*5	
18.75			1	2	1	4	
25.00			2	3	1	3	
30.00					2	3	
37.50			1	1	1	2	
45.00					3	5	
50.00					2	3	
60.00					4	5	
75.00					1	1	

\*Bonds to be dated as of the 1st of the month in which one half of purchase price accumulates to the credit of the employee. Other combinations or multiples of the foregoing rates may be made where necessary.

V. M. Clayton - LA-361  
Bond Chairman

## CAA TOASTMASTER ACTIVITIES

CAA Toastmaster Club No. 1004 continues its big objective to develop more and better speakers. At the last few meetings there has been additional stress on parliamentary procedures. Any person who has acted as a chairman before a large group where business is conducted well realizes the value of knowing parliamentary procedures.

If you found yourself as chairman before a large group, what would you do under the following situations?:

1. Just after a motion had been presented and recorded someone rises and states, "Mr. Chairman, I object to the consideration of this motion."
2. After ruling on an issue someone rises and states, "I appeal from the decision of the Chair."

The above are two examples of the many situations you may have to face, if you were acting as chairman. In many groups you will find some who enjoy testing the ability of a chairman.

Parliamentary procedure is also valuable if you are merely attending a meeting. For example, if you were in attendance at a meeting and wished to delay consideration of an important motion until you had time to prepare material to be used in opposition to passage of the motion, would you know the proper action to take?

CAA Toastmaster Club 1004, as other Toastmaster Clubs, in various ways is actually a class for self-improvement. This is surprising to many who visit a Toastmaster Club for the first time.

The CAA Toastmaster Club meets every other Wednesday (Wednesday following pay day) 5:00 PM at Kim's Restaurant at the corner of Centinella and La Brea. You are welcome to attend and you are assured that it will be both enjoyable and instructive.

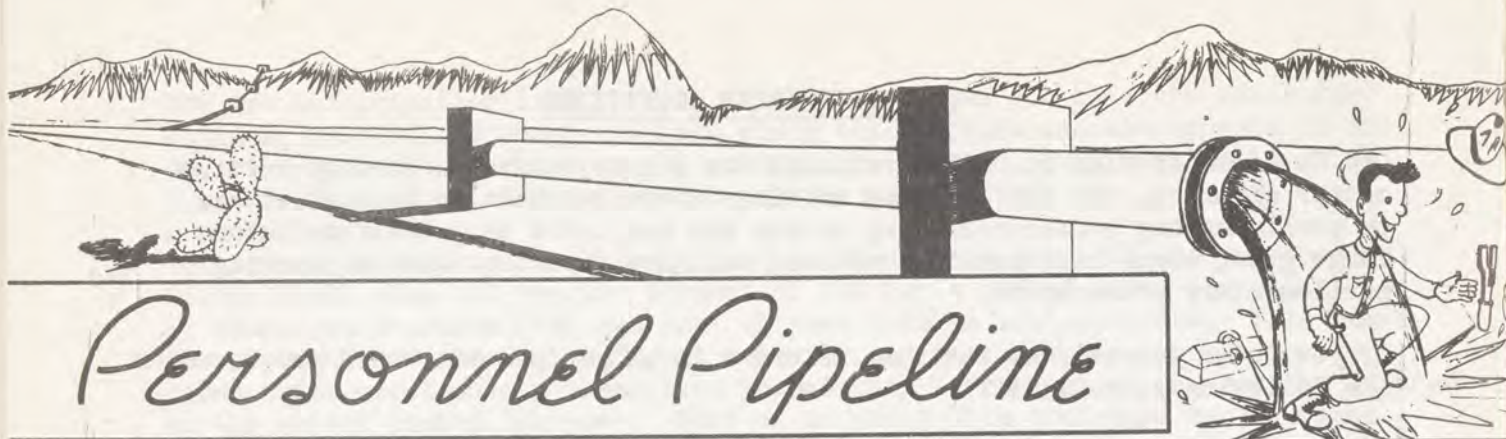
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### TIME MARCHES ON ???

The following pilot to passenger comments were overheard aboard a Continental Air Lines CV440 en route from Denver to Albuquerque, New Mexico. The pilot was a CAL old-timer, Ivan "Ole" Olson hired by CAL in February 1938 and who flew for years prior to that time.

As we passed over the old town of Taos, New Mexico, Captain Olson pointed it out with several pertinent remarks concerning it and closed his remarks with — "Now just to show you folks how much progress we are making in the field of transportation I would like to call to your attention the fact that forty years ago it took an Indian five days to travel from Taos to Santa Fe by horseback. Now-a-days, it still takes an Indian five days to travel from Taos to Santa Fe by horseback!"

(Above submitted by - Les Saucke, Aviation Safety Agent, Denver.)



### S.O.S. for Federal Airways Vacancies.

The need for Airways Operations Specialists and Electronic Specialists is reaching the critical stage. With the new fiscal year coming up, we will have many more vacancies than we can fill through our regular recruitment procedures. We will be compelled to double our efforts to get anywhere close to meeting our staffing quotas in these two very important areas.

We still hear comments from some field sources like, "Why didn't you tell us that we were so desperately in need of candidates? I know of a fellow that used to be a pilot that was out here the other day looking for a job."

We haven't lowered our employment standards for these categories of jobs. We may need to relax in some way, but right now we're keeping our fingers crossed that we won't need to. With all of us working together to line up the "right kind" of person, we may fill the bill.

The Personnel Branch contemplates hiring one more recruiter whose sole mission will be to contact every available source where there may be a chance of obtaining qualified specialists. A concentrated program through the press, radio and TV is planned. We're convinced that all of this will be needed and more. Every field man can help to publicize our needs.

Be on the lookout for persons who have had an aviation background. Each field facility Chief has been provided with the qualifications for our Federal Airways jobs. In Operations, we're hiring directly into Centers and Towers at GS-6 and placing the people through rigorous training sessions. Since the formal appointment is made from the Civil Service Board register in the regional office, employment is on a career-conditional basis. Consistent with Civil Service regulations, all field facilities are given the green light to tell everyone about our needs. Talks before civic clubs and schools about GAA can generally be supplemented by a minute discourse on the need for people to man our federal airways system.

Seems that we're either in a feast or a famine. Right now, we're in a bad famine condition. And we may be there for quite a while!

### Reclassification of Electronic Maintenance Jobs!

After hollering "wolf" on reclassifying these positions, it looks like a certainty now for a lot of popping right after the new fiscal year. A joint conference of  
(Continued on next page)

Facilities Maintenance and Personnel Branch Chiefs is slated for the week of June 4 at Oklahoma City. As a result of this, a uniform procedure and date throughout CAA will be evolved. There'll be more about all this after the Oklahoma City sessions.

#### Designation of Beneficiary for Death Benefits.

We still get inquiries about what to do in this area. The questions are phrased like: If I should die, would my widow (or widower) receive my Federal Life insurance, pay for accumulated leave and retirement? Should I fill out a Designation of Beneficiary form if I wanted my son or daughter to receive these benefits?

The following order of precedence is automatic with no need for filling out any form:

- (1) To your widow or widower
- (2) If no spouse, to your child or children in equal shares with the share of any deceased child distributed among the descendants.
- (3) If neither of the above, to your parents in equal shares or the entire amount to the surviving parent.
- (4) If none of the above, to the executor or administrator of your estate.
- (5) If none of the above, to the next of kin as determined under the laws of the state in which domiciled.

If you are not happy with this automatic order of precedence, then you should file a Designation of Beneficiary stating the manner in which you desire the payments.

#### Prompt Reporting of Injuries.

Delay in reporting injuries continue to plague us. Recently we received reports on an injury that occurred in February. While there was no lost time, medical expense was involved. This means that payments to doctors and hospitals by the Bureau of Employees' Compensation are unduly delayed with adverse effect upon public relations. The Safety Officer, who has to make a quarterly report, has to revise his report to the Department with resulting increase in workload and the necessity of making embarrassing explanations.

There are several simple steps to follow:

1. Know the employee's rights. He, his family, and his family's welfare may be dependent upon your knowledge.
2. Report every occupational injury without delay. If others were present at the time of the accident, get their names and statements of what happened, when it happened, how it happened, results, and what could have prevented the accident in the first place.
3. Arrange first-aid treatment first. Infection is painful and costly. Don't assume that everything will be all right.
4. See that the SF-92 (3 copies) CA-1 and CA-2 are made out promptly and forwarded immediately to LA-90.
5. When in doubt contact the Personnel Branch as to what to do.

\* \* \* \*

## DIVISION HIGHLIGHTS

### AIRPORTS DIVISION

Five Grant Offers totaling approximately \$1,550,000 were issued during the month to the following: Flagstaff, Arizona, \$43,913; Orange County, California, \$46,068; Stockton, California, \$78,000; Great Falls, Montana, \$85,296; and Portland, Oregon, \$1,300,000.

Twelve Project Applications were received during the month raising total applications on hand in the Regional Office to 17. In addition, approximately 16 more applications are expected between now and the middle of June, and will be placed under Grant Agreement by the close of the Fiscal Year.

Mr. Winger attended a Division Chiefs' Conference held during the annual meeting of the American Association of Airport Executives at Cleveland, Ohio, April 22-27, 1956.

### GENERAL SAFETY DIVISION

A period of increased activity, greater than any experienced since the period immediately following World War II, appears in the offing for general aviation during the coming season. Early signs of this activity have been reported by most of the district offices. Many offices have stated that operators in their districts have more work than they can possibly handle and in some instances, are employing their personnel on an overtime basis.

An interesting comment on this increased activity comes from our Portland ASDO. Supervising Agent Gebelin says, "I have asked the pilots who come in to exchange their old-type certificates why they are doing so. It appears that some of the pilots who took training during the period 1946-1948 under the G.I. Bill have settled down, raised families, and have begun to get the urge to renew their flying activity. Now that they have good jobs and a foothold on life, they are ready to start flying again." The Oregon State Pilots' Association is continuing their active interest in accident prevention through the flight clinic method. They will sponsor a flight clinic at Troutdale, Oregon, on May 20, 1956. There is every indication that this will be one of the best flight clinics conducted in the Northwest this year.

A rather unusual percept, resulting from a vigorous program of accident prevention, was brought out recently by the Palo Alto ASDO. In an attempt to discover why a plane crash occurred for no apparent reason, to quote Supervising Agent Gull, "It appeared that physical incapacity had something to do with the cause." Agent Gossard learned of a group of boys present on the bluffs above the beach where the Bonanza was flown at low altitude seconds before the accident. Several firearms were being carried by these boys, including a 22 rifle. Juvenile officers investigating these boys found that they all have records as juvenile delinquents. If the body of the pilot, when exhumed, shows indication of gunshot wounds, it may indicate the possible cause of still another fatal accident in the area, wherein the pilot flying low, suddenly dived into the ground. Supervising Agent Gull suggests that all district offices be alerted to have the proper authorities, "Look for rifle slugs when physical incapacitation is suspected."

San Diego Junior Chamber of Commerce and the Coast Guard Auxiliary are completing their preparations for the Second Annual Flight Clinic to be sponsored by them. The outstanding success with which these two organizations conducted their clinic last year indicates that this year's clinic should continue to help in the overall accident prevention program being conducted by the San Diego ASDO.

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The Airport Manager at Pendleton, Oregon, Municipal Airport advised the Spokane ASDO that he is planning to have an aviation clinic in his area some time during the latter part of the summer. The Spokane ASDO will help in the Annual Aviation Clinic on June 17, 1956, sponsored by the Chamber of Commerce.

The Oregon State Board of Aeronautics has recently announced their sponsorship of a Governor's Trophy to be awarded to an Oregon club participating in the National Safety Program for Flying Clubs. The trophy will be awarded to the top club in the state under the rules of the National Safety Program. This is the fifth state in this region to offer a state flying club award.

Supervising Agent Doster of the Billings ASDO reports having held five safety meetings during the past month with attendance of approximately 200 pilots. The interest of the Flying Farmers of the Montana area in accident prevention is indicated by proposed sponsorship of a flight clinic next month in Harlowtown, Montana.

The Denver ASDO reports that at Grand Junction, Colorado, on April 29, 1956, an air fair type show was held at Walker Field. An estimated 20,000 persons saw the static display and unofficially, it was considered the largest audience at this type of activity in the history of the Western Slope. A temporary control tower, using two Gonset Transceivers and lightgun from the roof of the Administration Building, controlled the air traffic.

The Air Force is transferring 46 airplanes to Civil Air Patrol units in the region. All of these are to be overhauled by various civilian shops.

There is increasing interest and activity throughout in the experimental home-built field. Agent Jordan of the Salt Lake ASDO was guest speaker at several meetings of the local chapter of the Experimental Aircraft Builders' Association and was presented with an honorary membership.

There are now 24 approved repair stations in the Los Angeles district. In addition, 6 more companies have either filed applications for certification or are preparing their inspection manuals.

Ten repair station files were processed in April.

#### AIR CARRIER SAFETY DIVISION

Western Air Lines resumed normal service during this month, following suspension of operations due to a strike. Most of the personnel have returned and most shops are in full operation.

Los Angeles Air Service has continued flying the Pacific carrying cargo and/or passengers.

Great Lakes Airlines and Currey Air Transport, Ltd., are completing their military contracts in Europe and are preparing to start military contract operations in the South Pacific.

Slick Airways is continuing to use two DC-6 aircraft on military contract operations in the Pacific and Atlantic.

Agents in the Seattle Air Carrier District Office spent considerable time on the Northwest Airlines' accident investigation after the ditching in Puget Sound on April 2.

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North American Airlines has recently negotiated a contract to completely overhaul two C-54 aircraft for the Argentina (South America) Navy. Work is now in progress and will be completed within 90 days.

North American Airlines has completed all of their Atlantic contracts and are now operating in the South Pacific area. Another C-54 has been recently added to their operations; it was completely overhauled and repaired in the Burbank shops.

Bonanza Airlines appointed Mr. George Davis to be the new Superintendent of Maintenance. Mr. Davis was formerly Assistant Superintendent of Maintenance.

The maintenance agent assigned to American Airlines at San Francisco visited American Airlines Maintenance and Overhaul Base at Tulsa, Oklahoma for the purpose of coordinating activities pertaining to American's operation in the San Francisco area.

Inspections were conducted of Pierce Precision Plating Company and Aircraft Processing and Sales Company, both plating organizations in the San Francisco area. These companies are plating engine parts for various airlines and military overhaul stations.

Frontier Airlines leased the DC-3 aircraft owned by the Denver Bears Ball Club which will be operated only under Part 42 requirements until the close of the ball season at which time it will be purchased by Frontier Airlines and standardized with their fleet.

Continental Air Lines has requested DC-3 aircraft and R-2800 engine overhaul time extensions. They are also installing Janitrol heaters in all leased DC-3 aircraft. This became necessary due to inability to obtain replacement for the old steam installation. This project will slow down the radar installation program considerably.

United Air Lines have accepted delivery on eleven new aircraft this year. These include six DC-6B, three DC-6A and two DC-7 aircraft. Planned daily utilization on the various types aircraft is as follows: DC-7, 11.4 hours, DC-6 and 6B, 10.6 hours, DC-6 coach, 12.0 hours, Convair 340, 7.9 hours, DC-4 coach, 8.7 hours, and DC-3, 4.1 hours. It is anticipated that the proposed high utilization will necessitate very efficient line maintenance.

Western Air Lines announced the purchase of four additional DC-6B aircraft and nine Lockheed turbo-prop-electra aircraft. In addition, Western announced further expenditures in the form of improved shop and base facilities.

Los Angeles Air Service has indicated that they are making arrangements for a pressurized aircraft.

Several months ago United Air Lines installed, on a test basis, high rate flasher units on several of their DC-6 airplanes. As a result of favorable comments received, the operator has decided to install the high rate flashers (80 flashes per minute) on all airplanes except the DC-3 fleet.

The air carrier operators off Stapleton Field are putting into operation a gate and ramp assignment program which is hoped will relieve the congested conditions as much as possible. Each operator's assigned space will not be used by another until or unless released by the assigned operator.

Los Angeles Air Service purchased a DC-4 in Gander which had been wrecked. The aircraft has been disassembled and is being shipped across the United States on five

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flat cars to Long Beach, California. The center section will be replaced and the rest of the aircraft will be overhauled at Long Beach Airmotive.

Trans World Airlines has moved their maintenance shop and supplies to the north part of the hangar now occupied by Western Airlines at Denver, Colorado.

United Airlines graduated a class of 16 Flight Engineers in April.

California Eastern Aviation has signed a purchase contract with Lockheed Aircraft Corporation calling for the delivery of three new Lockheed Super Constellations, Model 1049-H, to be delivered in May, June and July of 1957. An option on two additional Super Constellations with delivery dates presently unspecified was taken by California Eastern Aviation.

Helicopter, Inc., of Denver has applied for a non-subsidized Cargo Only Helicopter Service route between Denver and fourteen nearby cities. If approved, at least two flights per day would be made using Bell 476's. It is expected that the volume of cargo will allow several more daily flights and that the service will cut the Air Express delivery time by as much as twenty-four hours.

Two agents of the Los Angeles District Office attended Type Certification Board meeting on the Lockheed 1649A on April 12. Lockheed estimates the first flight of the 1649A will be on or about October 12, 1956, and ready for CAA tests on or about December 13, 1956. Sales contracts call for certification on or before March 1, 1957.

Frontier Air Lines announced an order has been placed for six Fairchild F-27 twin-engined turboprop transports. The first two of the forty passenger planes are expected to be delivered sometime in 1958. The F-27 is described as having a cruising speed of 280 miles per hour and ideally suited for high altitude operations which is characteristic of most of Frontier's routes.

Effective April 29, 1956, all Bonanza flights to the Los Angeles area, including chartered aircraft, terminate at the Los Angeles International Airport instead of Burbank.

Myron W. Reynolds, Vice President of Operation, Paul Beach, System Chief Pilot, and Claude H. Ferguson, Chief Pilot Phoenix Base, of Bonanza Airlines departed for Amsterdam, Holland to fly the F-27 on April 14 and returned April 25, 1956. Bonanza Airlines personnel had nothing but the highest praise for the F-27 flight characteristics.

Election of The Flying Tiger Line, Inc., to membership in the Air Transport Association of America was announced this month in Washington by S. G. Tipton, President of ATA.

Slick Airways, Inc., has completed negotiations with Douglas Aircraft Company for the purchase of five additional DC-6A aircraft. Delivery is scheduled for early in 1958.

Slick Airways, Inc., has joined the Air Transport Association of America.

Due to an expansion program, United Air Lines is having to train pilot personnel at the various domiciles. At San Francisco, they are conducting upgrading training in DC-3 and DC-4 aircraft, and it is anticipated that there will be 20 to 25 flight tests in the next 60 days.

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The Wing Commander of the Area Warning Radar Wing located at McClellan AFB has issued a policy to his command encouraging all flight crew members to obtain their particular CAA ratings in their specialities. Five flight engineer practical examinations and two ATR type ratings were given by personnel of this Division's San Francisco District Office to McClellan based personnel during the month of April. With the encouragement given by the Wing Commander, this number will increase in the future.

Mr. Don Wilson, of Continental Air Lines has been named to direct Continental Air Lines pilot training program on Douglas DC-7, Viscount and Boeing 707 equipment now in order. Outlines of the proposed program are in the process of completion and are considered satisfactory thus far.

Continental Air Lines plans on installing a new HF communications station at Dallas, Texas. This installation was recommended by the Denver District Office over a year ago. However, since the Pioneer aircraft had no HF transmitters at the time, this recommendation was not insisted upon.

Westair anticipates participating in a major movement of up to 6,000 Mexican Nationals from El Paso, Texas, to various points in Michigan; this movement should begin about May 15.

Mr. Robert J. Smith has been elected to the presidency of Slick Airways. Mr. Smith was formerly with Pioneer Air Lines. Mr. Del Rentzel remains as Chairman of the Board.

Southwest Airways has adopted a new concept of route operation beginning April 29. In the past, all flights either originated or terminated at San Francisco and a new flight number was assigned to the flight. Now Southwest Airways is operating their flights from Los Angeles to Medford treating San Francisco as an intermediate stop. Crew changes will still be effected at San Francisco. Southwest Airways also started serving Paso Robles in place of San Luis Obispo on April 29, 1956.

The City of San Francisco and the operators concerned contacted the San Francisco District Office requesting permission to double park aircraft at the ends of concourse C and D. The terminal building is less than two years old and the ramp space has become too small to handle the increase in traffic. The request for double parking was approved by the San Francisco office provided that a walkway from the concourse to the aircraft was outlined by a tape or a chain thus preventing passengers from wandering around the ramp. Also, that no refueling or engine operation be conducted at aircraft parked at the spaces immediately adjacent to the concourse. San Francisco Public Utilities Commission is presenting a bond issue to the tax payers of San Francisco for approximately \$34 million to construct three new concourses and a satellite terminal building, as well as other airport improvements.

The U. S. Coast Guard conducted lectures, pyrotechnics demonstration and wet ditching emergency drill for California Eastern Aviation for their flight crew members and cabin attendants.

Southern Pacific Company intends to install a heliport on top of their new proposed ten story building in downtown San Francisco near the waterfront. Primary purpose of the heliport will be for the use of Southern Pacific Personnel. A policy for installation of heliports in congested areas has been requested from W-220.

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The Denver office of the U. S. Weather Bureau has begun preliminary work to relocate the ceilometer to the approach end of runway 26L on Stapleton Airfield, Denver. In conjunction with the project a Transmissometer will be installed to provide electronically controlled visibility information for this runway. This project is expected to be completed this fall and will no doubt greatly facilitate weather reporting at Stapleton Airfield.

A problem has arisen regarding the "aging" or deterioration of aviation gas during prolonged storage. One carrier proposed to store gasoline for periods of over one year and investigation revealed that the oil companies generally felt that the gasoline did deteriorate as the more volatile ends vaporized first, reducing the effective octane ratings. Also gums had a tendency to form in undisturbed gasoline. So far, our inquiries indicate that gasoline can be stored for up to six months, but that beyond six months, it should be questioned unless additional gas has been added to "freshen" it.

West Coast Airlines officials have returned from Amsterdam, Holland, where the Fokker Turbo Prop was demonstrated. They also visited the Rolls Royce factory in England where they studied the turbo prop power plant. They are all enthused as to the performance of the aircraft and feel they have a reliable power plant.

#### AIRCRAFT ENGINEERING DIVISION

The Aerocar flight test article suffered extensive damage during an emergency landing following failure of the cooling fan. The pilot, Mr. Taylor, was wearing a shoulder harness and suffered no injuries. The fan failure apparently resulted from recent changes in the cooling system which were necessitated by Lycoming's unwillingness to accept the original Aerocar configuration. The Company is going ahead with the type certification program and the Pre-Flight Type Certification Board was just completed. Several miscellaneous items need to be corrected, after which the Type Inspection Authorization will be issued.

The Boeing Model 707 project is proceeding approximately on schedule. The KC-135 static test airplane, which will be used for a considerable amount of the structural substantiation on the 707, was recently moved into the test hangar and structural tests are scheduled to begin in June. The first flight KC-135 airplane is in final assembly and is expected to be available for flight within a few weeks. "Fail safe" structural tests on the Model 707 fuselage specimen are nearly complete. "Fail safe" studies on the wing are in progress. The basic loads report has been completed and is scheduled to be submitted to the CAA in the immediate future. Boeing plans to use chemical milling in several locations on the Model 707. The prototype aircraft has accumulated over 440 hours of flight time. Boeing is paying particular attention to an anti-collision light system for this airplane. This work received additional emphasis as a result of a recent near collision between the 707 and a B-52 aircraft.

Technical data have been received from Convair regarding removal of the elevator servo tab from the Convair 340 as a result of a request from United Air Lines. A Type Inspection Authorization will be issued covering the necessary flight tests.

The flight test program on the Dominion Engineering Company's modified L-13 aircraft under CAR 3 was completed, the final Type Certification Board Meeting was held, and the Type Certificate was issued on May 15th.

The flight tests on the Douglas Model DC-7C were completed satisfactorily and the Type Certificate was issued on May 15th.

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The Preliminary Type Certification Board Meeting on the Douglas DC-8 has been held. General agreement was reached on many points; however, decisions on several major items could not be reached at this time. Typical of these items are the protection necessary against turbine wheel failure, acceptability of Douglas' speed spread criteria, the design requirements for in-flight slow down devices, flight test procedures to be used in determining stall speeds, and some portions of the primary control system.

Hiller is proceeding with the development of the UH-12D helicopter. Static tests have been conducted on the transmission planet-carrier casting which failed at 80% of the limit load. This item is being re-designed and will be re-tested.

A flight test program for the Hiller HJ-1 ram-jet helicopter covering the final phases of flight testing with the modified dual fuel system installed has been reviewed and found acceptable by the CAA. It is expected that this flight test program will be resumed in the near future.

Engineering work on the Lockheed Model 1649 is continuing. The first flight date is scheduled for October 1956. CAA flight tests are expected to begin in December 1956.

A Preliminary Type Certification Board Meeting on the Lockheed Model 188 turbo-prop transport was held. General agreement was reached on most major issues; however, several items were not resolved. Typical of these are the substantiation of Lockheed's speed brakes, an investigation of the structural liability from turbine wheel failures, the design requirements used for the birdproofing of windshields, and the protective devices in the propeller and engine control systems.

Notification has been received from Ryan of a licensing agreement with Tubular Service and Engineering Company of Houston, Texas, authorizing this Company to manufacture spare and replacement parts for Navion airplanes. It is understood the Navion Type Certificate may be transferred to Tubular at a later date.

A Production Certification Board Meeting has been held to review the production certification status of the Douglas Aircraft Company. Engineering personnel, together with Washington Manufacturing Inspection personnel, participated in this evaluation. It was found that, in general, the Douglas quality control systems were satisfactory; however, several miscellaneous minor items were called to Douglas' attention for correction. A similar Production Certification Board evaluation is scheduled for the immediate future at the Hiller plant at Palo Alto. The tentative long range program is to conduct Production Certification Boards in such a manner that each facility is reviewed approximately once every three years.

#### FACILITIES DIVISION

Charles Kohli conferred with city officials at Oakland regarding CAA space requirements in a new building that has been proposed at Oakland Airport.

Flight Inspection: N-9 was delivered to Oklahoma City by Ted Wilder for major inspection. N-52 was later furnished as a replacement.

Flight tests have been completed on the Burbank ASR; also the Yuma VOR has been restored to operation following modernization.

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## Division Highlights Continued

Establishment Branch: Murry Asilowitz joined Ed Pardee's crew at Albuquerque where they are installing 4-channel control equipment in the ARTC Center.

Fred McCauley returned to Farmington INSAC to complete the modernization of console equipment which was interrupted when he went to Tucson.

Jim Cheatham was joined by Sam Rosenfeld at Otto INSAC where they are modernizing the console equipment.

George Martin completed installation of a C-845/U control unit in the CS/T at Colorado Springs for ground control of USAF emergency vehicles on the Colorado Springs airport. While there he also installed pin-point lights over the teletype equipment, and elevated the roof-mounted anemometer 8 feet in an attempt to secure more accurate wind speed and direction readings.

A series of three delta antenna structures has been completed by Frank Dettmer, Construction Superintendent, in New Mexico and Colorado. Frank has now transferred his activities to Albuquerque where he is in charge of the installation of a VHF link transmitter building with antenna structure.

Dave Domaskin, Civil Engineer, has completed the air conditioning system for the ARTCC and installed an electric hoist on the Los Angeles Control Tower; he is now at the Bryce Canyon, Utah quarters expanding the sanitary system.

Paul Allee, with his crew of the Preator brothers, Tommy Bracken, Tom Carrington, Udell Larsen, and Lloyd Allen, have completed the separation and relocation of the Sacramento Tower and INSAC. Udell and Tommy have moved to Stockton to modernize the INSAC. Paul, with the remainder of the crew, are at Oakland installing VHF air/ground communications at the Center.

Under the direction of Ralph Crouse, the exchange of a standby engine generator, construction of antenna supports, and related work, have been accomplished at the Ephrata INSAC, located in the new City Administration Building.

Earl Jobe, with Jimmy Carr and Clyde Olson, have completed the relocation of the Ephrata INSAC to the new Administration Building. Their next assignment is the major modernization of the Walla Walla, Washington INSAC.

Bob Payne with Max Harvey and Hank Scribner have modernized the Spokane INSAC and have started the modifications of the tower at the same location.

Howard Pyle and John Elwood are doing miscellaneous INSAC electronic work. They have completed Crescent City and Arcata and have moved on to Eugene, Oregon.

Fred Yandell has completed the construction work involved in the separation and relocation of the Sacramento Tower and INSAC, together with the contract for the UHF remote site. He has moved to Toledo, Washington where he is supervising the enlargement of the INSAC.

We wish to welcome Civil Engineers Parker Negus and Stanley Erickson, and Electronic Technicians Robert Stevenson and Kenneth Van Dyke who have recently joined our ranks. Parker is presently working in the R.O. Stanley has already completed his first field assignment, participating in the site selection for relocation of the Crystal Fan Marker. He is now occupied with the field survey of the Lompoc Consolan.

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We expect Bob Stevenson's first assignment will be to assist with the equipment replacement at the Hayfield Lake "H" facility. Ken Van Dyke has been assigned to the Albuquerque RAPCON project.

Marion Duncan completed his VOR survey work and is now supervising road improvement at the Utah Lake VOR. We expect his next assignment will be the relocation of the Crystal, Nevada Fan Marker to Logandale, Nevada.

V. O. Vick remains at Whidbey Island where he is supervising construction of a military VOR. We expect he will have a short job constructing a fence at the Seattle L/MF range and will then head south toward drier country where he will supervise construction of the Lompoc Consolan.

Tom Tarpo has completed the construction phase of the Red Bluff VOR modernization. He also filled in a low area around the Modesto VOR which has troubled our Maintenance Branch for some time. His next assignment will be supervision of the construction phase of the Blythe VOR modernization.

Maynard Hegland has completed his assignment with the VOR survey crew and is now at San Jose where he is supervising additional grading operations at the Coyote Peak VOR site.

Glenn Kassing and Nick Smokey completed VOR modernization of the Roswell facility. Glenn is now taking some well-earned leave while Nick has gone to Thurman where he is starting modernization of that facility. We hear rumors that there has been an addition to the Nick Smokey family. What is the scoop, Nick?

Mike Domitrovich, Roger Baker, and Don Robb completed modernization of the Casper VOR and the Billings VOR. Roger and Don attempted to start modernization of the Mullan Pass VOR but found too much snow remaining at this late date. This project will be deferred for about 30 days to give the access road a chance to open up. We expect Mike and Roger will start modernization of the Salt Lake City VOR in the meantime. Don will backtrack to Thurman where he will assist with modernization of that VOR.

Chuck Daggy is back on the job after a month's vacation and is now modernizing the Ontario VOR. Al Calloway assisted with the Phoenix VOR modernization while Chuck was on leave and has now joined Chuck at Ontario.

John Rathjen, assisted by Harold Dickenson and Al Calloway, completed modernization of the Phoenix VOR. John, assisted by Harold Dickenson and Mr. Sergio M. Ferreira (International Region trainee, of Brazil), are now modernizing the Tucson VOR. Upon completion of this project, John will take over supervision of our Electronics Shop, Mr. Ferreira will join one of our radar crews and Harold Dickenson will assist the VOR crew most in need of help at the time.

Emmett Whitney's many friends throughout the region will be shocked to hear that Mrs. Whitney was seriously injured in a combined trailer-auto accident just as she was leaving Yuma. We all wish her a speedy recovery. Bob Crookshank is taking over VOR modernization of the Red Bluff VOR until such time as Emmett can rejoin the crew.

Boyd Preece, Glenn Shoop, and Archie Millhollon completed modernization of the Cochise VOR. This crew then started modernization of the Modesto VOR; however, Archie left the crew to assist John Williams with the relocation of the Ontario, Oregon "H" facility.

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Chuck Dickow, assisted by Erwin Clark and A. C. Beard, completed VOR surveys at Fallon, Nevada and Lovelock, and are preparing additional surveys in the San Jose area. We wish to welcome A. C. Beard to our VOR survey team. He recently transferred to this position from the Maintenance Branch.

Contract was let on May 26 for the construction of the Salt Lake City UHF/DF antenna tower.

The new ILS plastic shelters at Pocatello, Idaho; Pendleton, Oregon; and Yakima, Washington are being installed to protect the course monitors at the localizer sites. Bids are being requested for additional shelters, 28 in number, which are to be installed at 14 sites.

The Long Beach ASR radar tent and flight data desk being constructed by Vestey Co., under the direction of Harry Mellen, will be completed approximately June 1. In addition, Harry has completed the installation of ground check markers on the Long Beach ILS. Upon completion at Long Beach, he will proceed to Colorado Springs to supervise the relocation of the glide path site on the existing ILS.

Bids are being requested for the construction of a tower to be placed on the control tower of the Seattle/Tacoma Airport which will support the new air surface detection equipment. This is one of the two sites selected in the United States for installation of such equipment.

The emergency cable replacement at the Bakersfield ILS was completed in record time under the direction of Earl Trejbal. Preliminary surveys and plans have been completed by Earl for the construction of a HIALL at Los Angeles.

The ASR-2 reflectors at the Seattle/Tacoma Airport are being installed by Gene Newman. The Billings, Montana ILS relocation is his next assignment; the Lowe Construction Company is the contractor for this project.

John Franklin has completed the ILS field survey at Spokane. His next assignment, in which he will be joined by Earl Trejbal, is to make an ILS survey at the Monterey, California Airport.

Electronic Engineer Paul Watkins commenced work on the Kirtland AFB RAPCON installation at Albuquerque this past month. He is being assisted by Rafael Lopez, Steve Smith, Kenneth Van Dyke, Clyde Harrell and Oliver Crawford. This project encompasses an entire RAPCON installation, including all radar and communication equipment associated with a standard RAPCON facility.

The civil frequency installation at Hill AFB RAPCON have been proceeding on schedule under the supervision of M. L. Stracke, Liaison Engineer. Mr. Stracke is being assisted in this project by Darol Hafner and Vic Beacken. This RAPCON went into fixed GCA operation during the latter part of May and is scheduled to go into manual approach control operation during the month of June.

The Grand Junction ILS modernization is proceeding smoothly with Engineer Frank Beauchamp, assisted by "Red" Pedri and Damon Capps doing the "surgery". Estimated completion date is June 1.

Bob Faul has returned from Rome, New York weighted down with knowledge gleaned from his participation in the installation and evaluation of ASDE at the Griffiss AFB. We hope he does not break down before he reinstalls the equipment at Seattle/Tacoma Airport.

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Rex Brown has completed the ASR-3 installation at Burbank and about all that remains for commissioning is 198 data (a major project in itself). Rafael Lopez and Clyde Harrell, who gave Rex their able assistance, are now at Albuquerque.

The Long Beach ASR-3 installation has commenced, at a slow rate, to be sure, due to lack of "bodies," but Rex Brown is adroitly handling the situation. Norman Carlberg has just been assigned to this project.

UHF Progress: Len LaFornara recently made the final inspection at Eagle, Colorado and is currently supervising construction of UHF facilities at Sandia Crest near Albuquerque, New Mexico.

Ted Kurth and Bob Nicholls made the final inspections at Pocatello, Idaho; Baker, Walla Walla and Ellensburg, Washington; Livingston and Lewistown, Montana.

Bob Dahms has completed construction at Lewistown, Montana and is now starting work at Dillon, Montana.

Dave Evans has completed construction at Pocatello, Idaho and is presently finishing up Dubois, Idaho engine generator work.

Clyde Lee completed construction at Daggett, California. He is currently starting work on engine generator installations in New Mexico.

Jim Pace returned from leave, repaired fire damage at Casper, Wyoming, and is currently supervising construction at Reno, Nevada.

Jack Coogan completed the UHF installation at Livingston. He is currently supervising construction at The Dalles, Oregon.

Jack Riebe completed engine generator installations at Gooding, Burley and Malad City, Idaho. He is working on engine generator installations at Eugene and North Bend, Oregon.

Harry Romanishin completed construction at Baker, Oregon. He conducted final inspection at Hoquiam, Washington engine generator site, and is now supervising construction of an engine generator project at Yakima, Washington.

Ed Alfonso and his contract crew completed UHF installation at Rawlins, Wyoming and are estimating completion of Whitehall, Montana this month. Livingston, Montana will be their next project.

Orion Betz has taken over the contract crew formerly under Al Marsden, and they are now at Ukiah, California. Red Bluff, California is their next project.

Wayne Brown completed his annual leave and returned just in time to hold final inspection on his contract crew's work at Akron, Colorado. He is presently at Eagle, Colorado completing the remote control and Federal landline link to the mountain top site. We hope that travel will be possible to Salt Lake City's Coon Peak by completion date at Eagle, Colorado.

Phil Nicoletti and our only remaining UHF CAA crew, consisting of Jim Barnes, Bob Betz and Myron Gaulke, completed the Yakima, Washington UHF and estimate completion

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of Pocatello, Idaho by the end of the month. Imperial, California is their next project. Hurry up boys, it's starting to get warm down there.

Carl Weidert and his contract crew are installing new control equipment and Phase V UHF at the Santa Monica, California Tower.

Maintenance Branch: One of the items of major interest to all Maintenance Branch employees this month is postponement for the second time of our ATDS conference. The conference was postponed the first time so that we would have budget information available to discuss with the District Supervisors. This time it has been necessary to postpone the conference because of a superseding conference called by the Washington office at Oklahoma City to convene June 4. Our ATDS conference will now convene on June 19 and, while the delays may be irritating so some of the conferees, we assure you that Messrs. Melville and Mackie will be able to pick up information at Oklahoma City which will make the postponement worthwhile. The Washington-called conference at Oklahoma City is a departure from previous years' conferences in that it involves the Division Chiefs and all the Branch Chiefs of the Facilities Division.

Maintenance reclassification is another item which has been postponed from time to time. Latest information places the actual reclassification sometime during June. We hope that Mr. Melville will be able to pick up exact information on the date and method of implementation of the program to present to conferees during the ATDS conference. Budget information which has been received up to this point is quite encouraging and leads us to believe that Maintenance personnel will shortly be recognized in positions much more nearly equal to equivalent positions in private industry as soon as the reclassification does take place.

If all the facilities proposed for construction during Fiscal Year 1957 are completed, it will be necessary for us to add a considerable number of technical personnel to our field Maintenance staff. There is a probability that some five or more additional sectors may be required to handle these additional facilities. Of course, construction of the facilities is dependent upon procurement of equipment and availability of personnel to accomplish the installations. We, therefore, should not look for their completion overnight.

The RAPCON program is proceeding very rapidly and if our present information is not changed, we will be very hard up for radar technicians in the immediate future. Most of these RAPCON facilities are located at desirable living points; therefore, we suggest that any technicians interested in getting into radar should consider doing it now. The correct procedure would be to advise your ATDS, through your SES, that you desire to be considered for a RAPCON position. This information will be forwarded by the ATDS to our Manpower Training Coordinator, Harry McConnel, who will see to sending screening examinations to the interested parties and scheduling attendance at Radar school. Our class quotas for the Radar classes have been increased appreciably this year; therefore, we will be looking for all the candidates possible in the immediate future.

During the past month Hubert H. Huber, Electronic Engineer in the Radar group, completed a trip to the Rome Air Development Center at Rome, New York, after which he proceeded to Washington, New York and Chicago before returning to the Region.

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Also becoming familiar with the equipment at Rome Air Development Center were Mr. Porten, Radar Technician at Seattle sector, and Mr. Faul of the Establishment Branch. The purpose of the trip was to become familiar with the maintenance and installation problems involved in the British built DECCA radar system which will be installed in the immediate future at the Seattle/Tacoma Airport. A short portion of Mr. Huber's trip report will probably be of interest to all readers and is quoted below:

"The ASDE to be installed at Seattle/Tacoma Airport is manufactured in Great Britain by DECCA, Ltd. This equipment was temporarily installed and operating at RADC. The ASDE manufactured by Airborne Instruments Laboratories was also being set up for operation, and both equipments were to be operated at the same time for a brief period of comparative evaluation. The AIL equipment is to be installed at the Idlewild Airport for a similar evaluation.

"There is a vast difference in fabrication and packaging of the two equipments. The British equipment is much simpler and thus supposedly much less costly as a total unit. It will be our purpose to determine whether or not it will satisfactorily accomplish its purpose as a taxi radar under the conditions which such service is required at an airport, and also whether such simplification in fabrication will present unusual or unacceptable maintenance problems. It operates in the Q Band of the frequency spectrum, namely 34,000 mcs.

"The definition and resolution capabilities of such a radar is in sharp contrast to that obtainable from our ASR and PAR radars to which we are presently accustomed. It should be impressive to the reader, as it was to us, to see jet aircraft upon landing letting out and trailing their parachutes, and later drop the parachutes on the taxiway. Each individual runway light could be observed. Roadways as narrow as approximately ten feet were discernible.

"The trip to Washington and TDC was made to discuss various aspects of the ASDE evaluation at Seattle and problems concerning our present radar equipment. Several of the evaluation projects being conducted at Rome were observed and much information concerning them obtained. During the return trip to Los Angeles the writer was able to visit the Chicago ARTC Center and observe the TSAR installation there and discuss a few of the problems that the Region has encountered in readying the equipment for use."

Other travellers of the Branch made trips within the Region in spite of the budget work which has kept most of us tied tight to our desks. Henry Jenkins, ILS Specialist, managed to make a trip to Yakima where plastic shelters were being installed on ILS field detectors and Ken Doolittle has visited several stations in Arizona, promoting increased accuracy in VOR field ground checking and monitoring. Ken can give a convincing demonstration of how a VOR can be maintained within 1° error by use of ground check procedures. Of course the trick then is to convince the VOR that it should remain in this happy condition. We understand that Ken is working up procedures now which may accomplish this end.

The flood situation is still not completely settled in the Portland area, nor for that matter at other locations in the Pacific northwest. C. C. Barrett and Carl Anderson at Portland have worked up a battle plan in case the Columbia River overflows and threatens their facilities. Although we are hopeful that this plan will not have to be placed in effect, we are assured that, come flood or high water, as many of our facilities as can possibly remain in service will be kept that way by our field staff.

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During the last two issues we have given some publicity to our Grounds and Structures crews and believe that possibly this month's issue should be devoted to another crew of that same group. Some of us do not realize that roads and trails required to get to our thousands of facilities do not maintain themselves and quite frequently, because of weather and traffic conditions, become impassable. For several years we maintained road crews who travelled from sector to sector for the prime purpose of continually maintaining these roads and trails. Shortly after the consolidation, for economy and other reasons, these road crews were eliminated with what some technicians have described as disastrous results. Two crews have now been reestablished and consist of Bill Emmett and Edgar Paden, headquartered at San Mateo, and Calvin McColl and Bert Bybee, headquartered at Denver. The general idea is that Emmett and his crew will maintain the roads and trails west of the Rocky Mountains and that McColl and Bybee will maintain those east of the Rocky Mountains. While this may seem to be an extremely large territory for four men, we hasten to point out that each of our seven Grounds and Structures crews have equipment for light maintenance of roads, leaving only the heavy or major maintenance to the travelling road crews. From all reports our roads and trails are rapidly returning to satisfactory status, although we realize that some technicians may have noticed no difference in their particular roads. Emmett and his crew, during this month, have covered access roads and trails from Los Angeles to Yuma to Needles to Las Vegas, and when last heard of were around Cedar City, Utah. McColl and his crew had to bypass a lot of the Colorado roads because of snow and ice conditions and were working in southern New Mexico and Arizona during this month. They expect to arrive back in Colorado by the time the frost is well out of the mountain soil. One thing these road crew people are unable to accomplish, apparently, is construction of roads which can accommodate access to the various facilities at speeds of 60 mph and more. Perhaps some of the field technicians can come up with suggestions which might help them out on this point.

Our travelling schoolroom, under the field direction of Floyd Corpus, has completed classes in Salt Lake City, Reno and Oakland during the last month. As two classes will be conducted in Oakland, he will probably be there through the remainder of the month, after which the entire layout will pick up and proceed to Medford for one class, then on up the coast. If nothing else, we imagine that this school assignment will give Floyd Corpus, the instructor, a very good idea of the territory covered by Region 4.

Our plans at the present time are to activate another travelling classroom as soon as it can be put on the road. This second school will be conducted along the same general lines as is the present one, although it will cover instructions on Model 28 teletype-writers rather than on UHF equipment. Present planning indicates that the teacher will be Mr. Pierson, a new member of our Regional organization, who has had former experience in the old Chicago Region. Mr. Pierson will be working under the direction of Art Herbert, Regional Office Specialist in charge of Teletype activities.

Friends of Sheldon Fogg will be sorry to hear that he is currently holding down a hospital bed at the Letterman General Hospital in the Bay Area. We hope it is nothing serious. Sheldon has been up there for several weeks now and, from what we hear, will be there for several additional weeks. He will probably be interested in hearing from friends throughout the Region.

In addition to those listed in last month's issue of the News who are currently attending classes at Oklahoma City are: Joseph E. Arriza of Grand Junction, Leo Zaborsky of Seattle and Robert Buckler of Los Angeles, who are attending the Communications Equipment Class until approximately the middle of August. (Highlights continued next page)

## AIRWAYS OPERATIONS DIVISION

Art Johnson made a routine field visit to all facilities in New Mexico except Farmington, Las Vegas and Santa Fe. These three will be included in the Colorado visit next month.

Stephens and DeArce spent the first two weeks of May at Indianapolis, along with personnel of the Oakland Center and Tower and San Francisco Tower, participating in the simulation of San Francisco Bay area traffic control problems. This study has not yet been completed.

Wright and Hela participated with Facilities Division and Washington Office personnel in evaluating the operation of the Fort Bridger Communication Station as a satellite under remote control from Rock Springs.

Our national policy now requires that CAA must be reimbursed for expenses associated with temporary control tower services, etc. We are in the process of developing a schedule of charges for the use of mobile towers.

On May 9 Mr. Wetzel of Bendix Aviation presented a 15 minute sound film on the British Decca navigation system which includes a continuous visual position display in the cockpit. Bendix is the U.S. outlet for the Decca Navigator. They hope to install the system in the New York area and possibly later in Los Angeles for evaluation.

During the month Gene Schmidt, Chief of Las Vegas CS/T; Bill Crooks, Chief of Lewistown Station; Davis Bussey, Chief of Albuquerque Station; and John Munds, Chief of Miramar RATCC were on detail to the regional office to assist the Division in budgetary programs, radar, San Diego Airport study, and to relieve Tony DeAndrea so he can attend the Oklahoma City two weeks ATC course. We hope we will be able to bring in some more of our Facility Chiefs in the months to come so that they may become better acquainted with our work and also to permit us to become better acquainted with them.

We have recently been able to advertise a few tower and center vacancies for Communications personnel. If personnel conditions continue to improve at the Communications Stations, we hope to be in a position in the near future to open more tower and center vacancies to bidders from communications.

The control tower and communication station were established as separate facilities in the new Terminal Building at Sacramento May 8, 1956.

A final survey for long range radar in the Seattle, Oakland, and Los Angeles areas is being made by a Washington and regional appraisal team during the period May 28 to June 8, 1956. Representing the region on this team are C. A. Church from Airways Operations and J. A. Orr from the Facilities Divisions. A regional flight crew will also be assisting. The team is to make final determination as to whether ADC radar is suitable for traffic control purposes, or if CAA radar will be required.

ADLO Firebaugh visited Winnipeg and Edmonton to discuss AMIS operations with Canadian Centers.

Len Middlekauff attended a briefing in the Washington Office on a proposed Airspace Use Panel hearing to be held in San Diego about June 27. While in the East he also observed the operation of long range radar in the Washington, New York and Chicago

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ARTC Centers. Information gained by observing actual control of air traffic by means of long range radar will be of great assistance planning radar centers in this region.

A study is being made to determine the most practical layout for each Center in the region, based on new space criteria contained in FA-304 dated May 3, 1956. Under these criteria it will be necessary to enlarge or relocate all centers to accommodate radar. The minimum requirements for the smallest center will be approximately 7000 sq. feet.

Washington has made an allotment of 24 new tower light guns to this region for replacement of old ones. This first allotment will permit replacement at only 11 locations, two guns being retained in the warehouse for repair and exchange purposes. Assignment of these light guns is being made to the facilities most needing replacement.

On April 25 and 26 Hugh Shaw traveled to San Diego in company with Charlie Kohli of the Facilities Division, Joe Brant of the Aviation Safety Division and Fred Wild of the Airports Division, to make preliminary surveys of four airport sites being considered for an air carrier terminal in San Diego.

Voice communication on the Williams, California VOR by remote control from Marysville was commissioned April 23, 1956.

A conference was held at the regional office on May 14, 1956 to examine results of flight tests conducted during the previous week to determine on the practicability of joint radar operations in the Los Angeles, Long Beach, and Burbank areas. Those attending, in addition to the Air Force plant representatives, were Dave Earley, Erwin Stentz of the Facilities Division; Don Himes of the Los Angeles Tower, and Sparky Wright of the Airways Operations Division. Representatives from the El Toro GCA and Los Alamitos GCA operations also attended.

Several meetings were held with Western Union officials in an effort to improve teleprinter line services in trouble spots in the region.

Leased wire orders for interphone services in the Phoenix Center have been completed.

A total of 228 leased wire orders were prepared during the month.

27th ADD (ADLO) initiated action in state of California to delete from State Civil Defense Plan all aeronautical matters which should be under the SCATER Plan and administered by Federal rather than State Government.

ADLO Swanson has been detailed from McChord AFB to Boston to assist in a technical development evaluation program at the Lincoln Laboratory.

\* \* \* \*

C. A. A. REGION FOUR  
FEDERAL CREDIT UNION

ARE YOU A STATISTIC?

If you are represented in the following figures which are quoted from the April 30 report of your Credit Union, you are fortunate. If you are not included, it is so easy to join the crowd and benefit from the dividends your shares will earn or, if you need money, to negotiate a loan which will ease your worries and, at the same time, will improve your financial standing.

As of April 30, 1956, your Credit Union had in force:

1594 loans totalling	--	--	\$1,565,228.95
Total assets	--	--	1,628,472.70
Savings Accounts (3102)			1,561,625.74

It is also interesting to know the following:

Number of loans made since organization	-	7615
Amount " " " " " "	-	6,597,177.36

Your Credit Union has, in every respect, grown consistently, month by month, since its organization. This is the direct result of sound management policy and personnel. Whole hearted support by you and your fellow employees of CAA, 4th Region - a select group - is responsible for the creation of such an organization.

BE A STATISTIC - fill out the form and send it in.

-----  
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.

V. P. P. NOTES

We were all sorry to hear of the death of Lee E. Bishop, Flight Operations Inspector, Air Carrier Safety Division, Los Angeles, California, who passed away on May 22, 1956. Mr. Bishop is survived by his wife and 2 children. He was a member of VPP and a check for \$2500.00 was forwarded to Mrs. Bishop on May 22nd. The remaining balance of approximately \$5,000.00 will be forwarded at the expiration date of the repledge grace period which is midnight June 6, 1956.

Quoted is a letter of appreciation from Mrs. Norma M. Moore, which makes us realize how worthwhile our VPP plan is:

"G. W. Hammond, Chairman  
Voluntary Pledge Plan

"Dear Mr. Hammond:

"Will you please extend my sincerest thanks and gratitude to all who sent their sympathy and help when my husband Loren passed away. It helped so very much to know I wasn't alone and everyone has been just wonderful.

"May I say a word in greatest praise of your Voluntary Pledge Plan? One of the first questions my boys ask was, "Mommy, does this mean you have to go to work and leave us?" Because of the Pledge Plan money I could assure them and promise to stay home and that meant a great deal to them as Loren was a wonderful Daddy and very close to his boys. They will miss him more and more and I hope to help them over their loss.

"I wanted you to know how very much this has helped us and my deepest thanks.

Sincerely,

Mrs. Norma M. Moore"

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