

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV NO. 1

JULY 1, 1956

### "TAKE 5"

By

Glyndon M. Riley

Incentive Awards Program Officer

How often have you observed something which you considered to be quite original and mused to yourself, "Now, that's a real good idea! I'd like to have thought of that myself. It might have made me rich!"

Well, maybe you could have if you would have taken "5 minutes to think." All of us could develop the "5 minutes to think" habit if we set our minds to it.

Ideas come from people—people in all walks of life, in all fields, with all types of backgrounds, who have cultivated the habit of organized thinking. Many ideas are made by people with special training in special fields. However, an idea does not have to be something stupendous to make things easier or save money. In getting ideas, people must keep their eyes, ears and minds open. They particularly have an inquisitive mind. When doing something they think how it can be done better--why it is necessary to perform an operation a certain way.

"Idea-men" just didn't happen to be that way. They trained their minds to be alert and alive, had enough drive to do something about it, and have mentally disciplined themselves to some gimmick like the "take 5 minutes" approach.

Our greatest source of ideas in CAA is from malfunctioning or poorly designed equipment. In this automation age, CAA is one federal agency that can justly claim its share of electronic gear. The majority of our ideas in CAA, submitted under our suggestion system pertain to equipment changes. About 50% of these suggestions are coming from the Facilities Maintenance Branch. This is probably for two reasons - (1) the type of person in this line of work likes to tinker with gidgets and gadgets to see what make them tick; (2) there is perhaps more opportunity to see things wrong with equipment than with operational procedures, etc.

All of us have heard over and over that Government is way behind industry on submitting ideas for improvement. This claim is partially true but we're catching up. In Region IV, the tempo of ideas submitted through formal channels is much better

(Continued on next page)

than say 3 or 4 years ago. We pay off better than we did and the government, as a whole, has created a much better climate for fostering and encouraging new ideas.

Now, any adopted idea rings the jackpot for a \$10 minimum award as compared to the former certificate of award which carried no money with it. During 1955, we received 215 formal suggestions with 16% being adopted. Neither figure is high enough. The pace for 1956 is a bit brighter. We had 88 submissions last quarter. When you realize that only one employee out of 13 submits one beneficial suggestion a year, that isn't too impressive.

You'll be interested in who some of our "idea-men" are.

Wilson Bartlett, Chief of the Helena Communications Station, can take a bow for submitting an idea that changed a National procedure. It used to be that military pilots could become overdue with no search or rescue action being taken if the flight plan message failed to reach the appropriate military flight service center. Thanks to Bartlett, search or rescue action is started immediately if a military pilot fails to reach the appropriate flight service center when he is due.

Ed Ball, Electronic Technician at Phoenix, recently was given \$50 for submitting a procedural change on the calibration of the DME Pulse Counter Circuit. Ed is always a dependable source for new ideas. He has another in the mill from which we expect real results.

George Drewes, General Mechanic in Facilities Maintenance, apparently got tired of seeing a lot of extra money being spent on repairing plastic antenna domes by outside contractors. He simply suggested a particular type of electrical coating to protect these antenna domes and presto, we began saving a lot of money.

Bob Horton of the Paso Robles Communications Station came up with one of the simplest but most practical ideas yet. Some automatic equipment at the station has several buttons to switch the equipment on and off. The operators would often unknowingly brush against the buttons and release the equipment. Horton fabricated a small locking clip to prevent this. Works like a charm at every spot in the region where this equipment is used. And what's more, Horton is \$250 richer. Simple, but a real saver.

The list could go on and on. These illustrations typify the kind of ideas we need. They are simple, effective and obvious--so obvious that everyone wonders why the ideas hadn't been thought of before.

Recently, another federal agency set aside one day of the year and labeled it as "Suggestion Day." Everyone was asked to sit down and think of one beneficial idea. This perhaps is better than not having any formalized method of soliciting the good thoughts of employees. The main drawback is the fact that people might be prone to hold that new idea back until that time of the year. Personally, the "take 5 minutes" approach is more appealing. How long has it been since you really thought how you could help Uncle Sam by thinking up a better, safer or more economical way to do something. Wanna try? Remember two things: (1) "interest is the mother of solution", and (2) "take 5 minutes."

\* \* \* \*



## REGIONAL ADMINISTRATOR'S COLUMN

One of the points in last month's column went this way:

"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."

Courteous treatment of others is such an obvious need, and is so universally accepted as a successful business practice, that I hesitate to devote an entire column to it. On the other hand, commonly accepted principles are the ones sometimes most easily overlooked, especially when work pressures and irritations build up. We are headed for a period of growth and increased responsibility, so perhaps we should remind ourselves of some of those principles we ordinarily take for granted.

Public employees were on the pan from the general public not long ago. The criticism seems to have diminished considerably in the past year or so, but still exists to a degree. There were and are several reasons for any negative reaction to "the bureaucrats." One reason, I am convinced, has to do with this courtesy business. Have you ever stood in line to fill out a form, or get a license, or get information from a city, county, state or federal official? Were you treated brusquely or pleasantly? Was the official impatient to get you moved on, or did he try to help you? Did he treat you like a client or did he act as if he thought he was doing you a favor? Did he speak condescendingly to you as if your questions were stupid or did he act as if he understood how you needed help?

However you were treated, do you remember your reaction to that official? Did you feel as a tax payer, that you were getting your money's worth from him and his office? Or were you resentful and felt like "throw the bums out?" How you felt could be a good lesson for you to remember in your own work.

You have probably heard it said that an agency (or business) is judged by its switchboard operator, or by the receptionist, or by the secretary who answers the phone. Such a generalization is too sweeping, but there is a lot to it. All it means is that often - too often maybe - a person gets an impression from his first contact and first impressions grow into opinions which are not easily dispelled. Certainly, a pleasant, courteous, helpful sounding voice at the end of a telephone wire creates a good impression. Certainly, a bad impression is created by an impatient sounding voice, or one which sounds like it wants to say condescendingly, "Who on earth are you?", or one which says "Who's calling" in a tone that implies that you have to be a big shot to get through to the boss. (By the way, have you heard this one: "A sharp tongue may cut the owner's throat.")

Sometime ago, we had a little flurry of problem cases involving public relations in small towns. Actually, our people who work in and serve the smaller communities frequently have a harder public relations job than those who work in metropolitan areas. Everybody knows everybody in smaller communities and a discourteous act - real or imagined - can be discussed and rediscussed and become more serious than if it occurred elsewhere. Our Communicators, Controllers, Safety

(Continued on next page)

Agents, and Construction Crews must keep this in mind. Whether they like it or not, it is a fact of life that a CAA representative in smaller communities has less privacy, and ordinarily has more demand on his capacity for tact, than one who can be "swallowed up" in the crowd. Supervisors in such areas have special responsibility, not only for their own conduct, but for assuring that those under their supervision understand the psychology of living in smaller communities and the extra need for courtesy, tact and diplomacy. This is important, not only for the agency's reputation, but for the happiness of the employees and their families who live there.

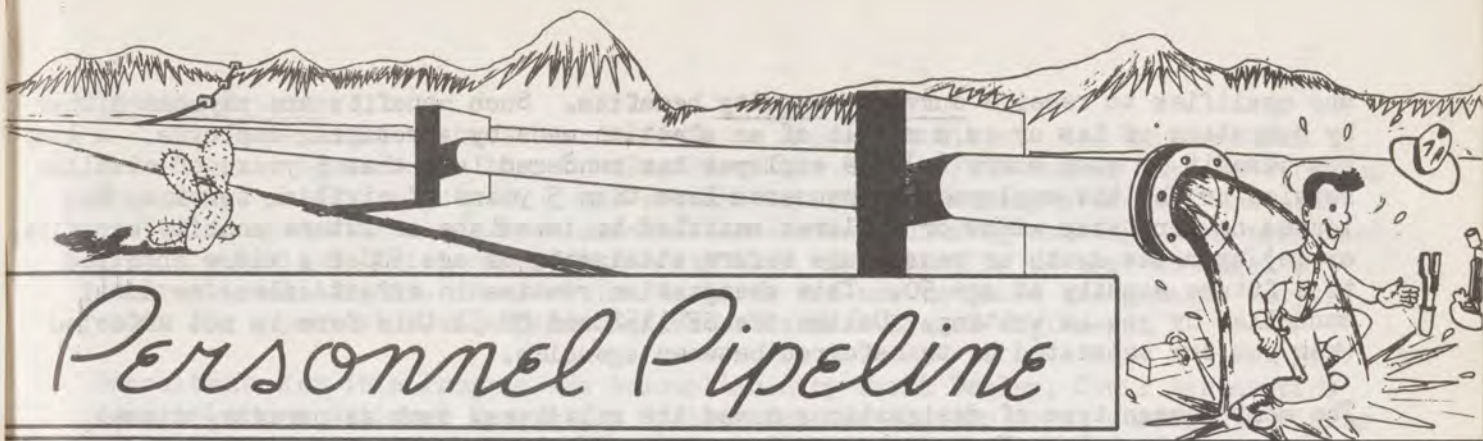
In the Aviation Safety field, we are headed toward some changes in program emphasis which will mean tighter enforcement of certain safety rules. This may be interpreted by some as moving us back toward the policeman sort of role. If the policeman is essential to safe flying, then so be it. There are policemen and policemen, however. A competent CAA Agent who knows his stuff and who knows how to handle people, can exercise the agency's authority and obtain the industry's respect, cooperation and acceptance without discourteous orders and without throwing his weight around unnecessarily. There is a big distinction between being firm or definite and being discourteous or bossy. Most Controllers and Communicators are also aware that there is a distinction between various ways of handling pilots. No pilot would feel confidence in a man at the other end of the mike who rambled on, chewing the fat, and talked loosely when the pilot was seeking information or instructions. He recognizes the need for terse, firm, and clear instructions. On the other hand he is a human being, and will naturally react unfavorably to the voice which sounds impatient because he did not hear a message clearly the first time or which sounds like it is saying "I am the big Federal Government, don't you know that?"

Now about subservience. There is nothing in Emily Post, nor in the common sense rules of conducting good business relations, that requires us to lose our self respect in dealing with anybody. The taking of unwarranted abuse or severe unfair criticism is not written into any employee's job description. If an employee is subjected to it, his supervisor should take over and handle the situation as courteously, but as firmly, as he can.

I know from actual experience that C.A.A. people, as a whole, are aware of the need for, and do practice, the basic rules of courtesy. I also know from actual experience that we human beings need reminders now and then. Please remember:-

We are neither superior nor inferior to the public we serve. We should act accordingly.

\* \* \* \* \*



# Personnel Pipeline

## Designation of Beneficiary for Death Benefits

In the last issue of the Region Four News was shown the order of precedence of persons entitled to claim your benefits (IF YOU HAVE NOT completed and filed in the Personnel Office) Designations of Beneficiary.

Change in your family status, without a corresponding change in designation or cancellation of beneficiary, may result in a settlement other than that you desire.

It is not necessary to designate a beneficiary unless you wish to name some one not stipulated in the order of precedent or to change the order. If you wish to name a beneficiary to receive all benefits due your survivors in event of your death, you should complete three forms as follows:

1. Standard Form No. 1152, Designation of Beneficiary, Unpaid Compensation of Deceased Civilian Employee - for the disposition of unpaid compensation such as salary due at death, accumulated annual leave, deductions made for savings bonds and reimbursement for travel expenses. If you are single, there is one advantage to filing this form even though you want payment made in the order shown. The regulations provide, if there is a surviving spouse or an executed Form 1152 on file, settlement of claim may be made by the fiscal office of the agency in which employed. This would expedite issue of check. Otherwise, the claim must be forwarded to the General Accounting Office for settlement, resulting in a delay of approximately 6 to 8 weeks in the issuance of the check.

This designation remains valid only as long as you are continuously employed in the same agency. In case of separation and reemployment, or transfer to another agency, a new Designation of Beneficiary should be executed.

2. Standard Form No. 54, Designation of Beneficiary, Federal Employees' Group Life Insurance Act of 1954 - for the disposition of proceeds of insurance benefits. The amount of your insurance depends on your annual basic salary. You are insured in an amount equal to your current rate of annual compensation if a multiple of \$1,000; if not a multiple of \$1,000, then you are insured to the next higher \$1,000.

This designation remains valid only as long as you are continuously employed in the same agency. In the case of separation and reemployment, transfer to another agency or separation for retirement, a new Designation of Beneficiary should be executed.

3. Standard Form No. 2808, Designation of Beneficiary, Civil Service Retirement System - for lump sum benefits consisting of the total sum credited to your individual retirement account with interest added. This form does not affect the right of any person

(Continued on next page)

who qualifies to receive survivor annuity benefits. Such benefits are payable either by operation of law or as a result of an election made by a retiring employee. A lump sum benefit is made where (a) the employee has rendered less than 5 years of civilian service or (b) the employee has rendered less than 5 years of civilian service, but leaves no surviving widow or children entitled to immediate or future annuity benefits, or (c) upon the death or remarriage before attainment of age 50 of a widow entitled to a future annuity at age 50. This designation remains in effect unless or until cancelled by you in writing. Unlike the SF 1152 and SF 54 this form is not affected when you are separated or transferred between agencies.

The most common type of designations named are relatives, such as parents, nieces, nephews, aunts, etc. However, an employee may wish to name his estate as beneficiary. This may be done by inserting "my estate" on the forms. The forms are not intended as a will, and miscellaneous provisions such as "payment of just debts", "to John if he uses the money for educational purposes" will not be recognized.

You have a right to cancel or change a Designation of Beneficiary at any time without the knowledge or consent of any previous beneficiary. However, the change must be filed with the Personnel Office in accordance with the regulations described, and last will or testament, or any other document not witnessed will have any force or effect.

The standard forms used in designating a beneficiary may be obtained from the Personnel Office and any questions in connection with their completion may be directed to the Personnel Office.

(Editor's Note: The above item, and the item appearing under the same subject in the June Issue of the Region 4 News, were taken from The Pacific Breeze issued by the 12th U.S. Civil Service Region, San Francisco, California.)

#### CSC Chairman Calls for New Approach to Pay Administration in Federal Service.

Emphasizing that he was advocating no particular plan or proposal at the present time, Philip Young, chairman of the Civil Service Commission, has called for a "thorough reexamination and reappraisal of the whole Federal pay philosophy."

Addressing members of the Society for Personnel Administration at their recent conference in Washington, D.C., Mr. Young declared that the present problem in connection with the pay aspects of the scientist and engineer shortage during the past year has only underlined the need for a new approach to the problem of adjusting salary scales under the Classification Act.

"For example," he said, "we uphold traditionally the principle of equal pay for equal work. But perhaps we need to redefine our terms. Is work of a certain level in an occupation where there is an over-supply of manpower really equal in value to work of a comparable level in an occupation where there is an acute shortage? Again I raise the question as to whether salary rates should vary from one occupation to another, and be adjusted upward or downward as labor-market conditions change. Even under a fixed ceiling, the ability to adjust salary rates within defined occupational areas might help to meet major changes in supply and demand."

Mr. Young also pointed out that the present pay structure in general does not provide sufficient career incentive. He told his audience that the Commission staff is making extensive studies of the pay question and will develop new plans and recommendations.

(Personnel Pipeline Continued on next page)

### Trainee Program

Nineteen engineering students from ten western colleges and universities have begun a three month tour of duty under the Region Four Summer Trainee Program. The group, which consists of civil and electronic engineering students, has completed an intensified one week orientation course including meetings with personnel from the various Divisions and a one day tour of facilities at the Los Angeles International Airport. Most of the trainees are now on field assignments working under the supervision of experienced Establishment Branch engineers.

Recruitment for this Program was accomplished by Frank Dailey, Civil Aeronautics Administration National Recruiting Officer for the Western area, during his visits to twenty-six western colleges this Spring. The Program is designed to make Civil Aeronautics Administration Career opportunities more generally known among college students.

### HELP - HELP - HELP

We are confronted with a terrific manpower problem. The numbers of Airways Operations Specialists, Electronic Specialists and Technicians, Electronic and Civil Engineers required to implement the Five-Year Program is a challenge to all of us. Every employee can be a recruiter. We know that in your official and social contacts you have an opportunity to meet with persons who may be qualified for a job in one of the above categories. Tell them of CAA's needs. Point out the advantages and benefits of a career with CAA.

Many of our newer employees who have come out of the armed forces recently have friends and acquaintances who may be still in the service or just separated. Drop them a note and spread the word.

Some of you belong to service clubs, and other local activities. Make it a point to bring up our needs for new people. Contact the local Employment Service Manager and give him the chance to tell applicants about the job opportunities that exist. Get the story into the hands of local publishers. (Sorry, the government cannot pay for advertising.) Think in terms of the whole CAA not just your own speciality.

There should be a copy of the CAA Board of Examiners Examination Announcements available on every facility bulletin board. If not, drop LA-90 a note and they will be furnished.

In Fiscal Year 1957 we need five to six hundred new Airways Operations Specialists alone. Between 100 to 150 Electronic Specialists will be required to install and maintain new equipment. Engineers - civil, electronic and electrical - if you find one or know of one who might be interested, let us know.

You can help. And, we need it!

\* \* \* \* \*

Wise Men Say ..... Accomplishments must be preceded by preparation.  
How you use today will determine how tomorrow will use  
you.



# QUESTION BOX ?



- Q. How well are expense vouchers being prepared?
- A. This same subject was discussed in the check list to page numbers on Standard Practice, Part 2, in July 1954, when over 10% of the vouchers required suspensions or disallowances.

During the Internal Audit of November 1954, the examiner determined that on one month's claims, 16% were wrong. We didn't believe it and ran six months of expense voucher payments (3359 claims; 719 incorrect; average 21.4% wrong.)

The Internal Auditor again visited us in June 1956 and ascertained that 152 out of 1051 vouchers in April and May 1956 were wrong—14.3%. Ninety-five out of the 152 incorrect vouchers were due to excess per diem claims and excess mileage (not explained) between locations.

We expect a lot of improvement when:

1. Standard Practice, Part 2, is brought up to date by Washington in the near future.
2. When AO 61 is incorporated into Standard Practice, Part 2, with green sheet inserts when necessary, and present Administrative Notices are made obsolete.
3. When travelers and supervisors then read, understand, and apply Standard Practice, Part 2, and Standard Government Travel Regulations.
4. When policy on travel covering less than 24 hours (AO 61) involving two days, or one day, is clarified, which will be soon.

In the meantime, please be more careful in preparing your vouchers—particularly on per diem and mileage. If you realize your speedometer readings are higher than any service station map of distances between points you traveled—take out the personal portion, or explain that you visited air navigation aids or airports, that are off the beaten path, at points "1" and "2" and "3" if that is the case.

- Q. Would a small standard loose leaf notebook (3½"x5"), issued to travelers out of the stationery room on request, with an imprint on fillers as follows, be of help to travelers and stenographers in preparing expense vouchers?

"Date: _____	Speedometer
Lv: _____	Reading: _____
Time: _____	
Arr: _____	Speedometer
Time: _____	Reading: _____
Via: _____	P/D: _____
Misc: _____	

Traveler could date and log his daily travel - then tear out sheets for preparation of voucher at end of month. (Continued on next page)

Question Box Continued

- A. We feel it would standardize and speed the preparation of expense vouchers since the imprint aligns readily with SF-1012.

What do you stenos in Aviation Safety, Airports District Offices, ATIS secretaries, and field men think about it? Drop a note to LA-110, giving us the benefit of your thoughts.

\* \* \* \*

C.A.A. TOASTMASTERS CLUB

C.A.A. Toastmasters Club 1004, is continuing its educational program under able direction of Educational Chairman, Dave Earley. June is the month to emphasize speech delivery and appropriateness of material.

On June 20th, an interesting meeting was held. The following extemporaneous speeches were handled by a speaker panel of all veteran Toastmasters in a most admirable manner:

"How to Introduce a Speaker Properly" . . . . Harold Orville

"Good Speech Construction is Essential" . . . Kirk Barry

"You can Use Effective Hand Gestures" . . . . Gordon Pascoe

"Let's Improve Our Voice Gestures" . . . . Reese Clark

Out of town guests included A.T.D.S. No. 8, Henry Bertuleit of Oakland; A.T.D.S. No. 7, Eugene Mathews of San Francisco; and Mr. Art Schmitt, in charge of Directed Study, Aeronautical Center. Mr. Schmitt is an active Toastmaster member in Oklahoma City.

\* \* \* \*

V. P. P. NOTES

We were all sorry to hear of the death of Beatrice K. Johnson, Clerk-Stenographer at the ATC Center, Great Falls, Montana, on June 24, 1956. Mrs. Johnson is survived by her husband and two daughters. Checks totaling \$2500 were forwarded to her beneficiaries on June 25th. The remaining balance of approximately \$5,000 will be forwarded at the expiration date of the repledge grace period which is midnight July 11, 1956.

All inquiries regarding the Voluntary Pledge Plan should be forwarded to LA-70.1

\* \* \* \*

## DIVISION HIGHLIGHTS

### GENERAL SAFETY DIVISION

The upswing in aviation activity noted previously this season is apparently continuing unabated. Almost without exception our offices are reporting workloads and activities substantially ahead of the same period last year.

For example, our Fresno ASDO reports that pilot training exceeds last year's figure by approximately 15%. The largest and best equipped approved school in the district reports that they have flown 30% more hours in May, 1956, than in May, 1955.

Another example of the increased interest and activity may be indicated by the fact that during 1955, the Cessna distributor in the Montana area sold a total of 26 new aircraft; and to date this year, has sold 30 new aircraft, according to Agent Moran of the Helena ASDO. In Billings, the Cessna dealer alone sold 12 new airplanes and the Piper distributor sold 14 last month.

Supervising Agent Gebelin of the Portland ASDO reports certification has jumped almost 50% during the past month. The flight clinic, sponsored by the Portland Chapter of Sportsmen Pilots of Oregon on May 20 of this year, is one of the many activities conducted in the Portland area that is, in part, responsible for the increased interest and activity in aviation. This clinic is an annual affair, and this year, was attended by approximately 275 pilots and friends.

The Wenatchee Air Service in the Yakima district reports that they plan to do some experimental forest fire control work for the Forest Service this summer, according to Agent Jacobson. It is planned to use Stearman aircraft to experiment with various types of dispensing equipment in order to spread water over burning areas. Last year, an isolated fire was brought under control by this method. This ASDO, like several others in the Northwest, believes that the work of the aerial applicator in this area will be somewhat less than in previous years. This is due primarily to the past severe winter which damaged or reduced the crop and fruit yields to the extent that many areas treated by air in the past will be treated by ground equipment this season.

John Waage of the Sacramento ASDO reports an interesting experiment regarding the location of public schools near an airport. The California Aeronautics Commission has altered their policy and has approved the location of a public school practically in the traffic pattern of Moffett Field, California. This approval has apparently been granted on an experimental basis in that the school to be built will have no windows and will have an insulated roof. This case should help to determine to what extent the noise problems associated with airport activity can be resolved.

The Seventh Annual Intercollegiate Air Meet was held at Cable-Claremont Airport in Ontario on May 6, 1956, according to the Supervising Agent of the Ontario ASDO. Students from seven colleges in the Southern California area participated in the scheduled events. Agents from the Ontario and the Long Beach ASDO's assisted in judging the events.

General aviation is gaining considerable aircraft from military surplus. The Salt Lake and Phoenix ASDO's are processing large numbers of Ferry Permits and Aircraft Record Cards (Number Assignment) for aircraft recently sold.

(Continued on next page)

Lockheed Aircraft Service, Inc. moved from the Van Nuys district to Ontario International Airport. This repair station employs approximately 124 inspection and 2,040 production personnel. Agent Outcen completed the reinspection of this facility and received a letter of appreciation from the Vice-President of Lockheed for the efficient manner in which the inspection was conducted.

Repair station activity is continuing to increase in the Los Angeles-Van Nuys area. AirResearch Aviation Service, a division of the Garrett Corporation, is moving in its new facilities on International Airport. It is believed that this repair station will be one of the largest in the country devoting its efforts to general aircraft repair.

#### AIR CARRIER SAFETY DIVISION

Slick Airways domestic and overseas operations in the Atlantic and Pacific have been on the increase. Domestic mail service on Slick cargo operation started on May 28. To meet mail delivery requirements emphasis has been placed on exact scheduled departures and arrivals.

The U. S. Supreme Court has ruled that North American Airlines must discontinue the use of this name and the company name has been changed to Trans American Airlines, Inc.

Starting in June, Trans American will be conducting daily flights to New York through Dallas and Washington, D. C. In the past they have operated three trips each week over these routes.

Great Lakes Airlines conducted seventeen trips to Tokyo during the month of May. They are staging crews at Honolulu, Wake and Tokyo.

During the previous twelve months the carriers for which the Burbank District Office has responsibility have made an average of five round trips daily in international operations.

Considerable time was spent by agents of the San Francisco District Office in reviewing the recently transferred World Airways, Inc., Part 42 Operating Certificate. This company was formerly headquartered at Teterboro, New Jersey and as of May 8, 1956, transferred their main operating and maintenance base to Oakland, California. At present, they have one DC-4 type aircraft operating in domestic CAM, however, they eventually propose to utilize two additional C-46 aircraft.

California Eastern and Resort Airlines will again participate in the Pacific military contract lift during the month of June. California Eastern will operate both cargo and passenger trips to Tokyo, Japan, while Resort will operate cargo trips between California and Honolulu only.

Rick Helicopters is actively conducting a campaign to inaugurate a scheduled helicopter service in the Bay Area. Local opinion appears to recognize a need for such service.

For four weeks during this month, the Denver District Office was host to Commander Jose<sup>1</sup> Berdichewsky from Santiago, Chile. The Commander is in this country for a year to study the methods and techniques used by the CAA, airlines, schools, factories, as well as private flyers. It is our understanding that Commander Berdichewsky (he holds an active commission in the Chilean Air Force) is studying our civil aviation in order to aid in the growing aviation industry in Chile. Agents of the Denver

(Continued on next page)

Office devoted considerable time to instructing the Commander in our methods of performing our duties. Two weeks were spent with operations agents, one week with maintenance agents and the other week with the General Safety District Office.

Frontier Airlines is planning to operate a few charter trips into Canada and has sought the advice of the Denver Office in regard to the procedures and precautions needed for such flights. Agent Lunsford was able to be of assistance as he had recently been stationed in Alaska and is familiar with the problems of Arctic and Canadian operations.

Two operations agents of the Seattle District Office were present at the Civil Aeronautics Board Hearing in Seattle May 21, 22, and 23, as a result of the Northwest Airlines B-377 ditching accident in Puget Sound on April 2.

Agents of the Los Angeles District Office completed flight-checking and processing a new TVOR approach procedure at San Diego for which an effective date of June 7, 1956, has been established.

West Coast Airlines has applied to the CAB for permission to fly non-stop between Portland and North Bend-Coos Bay, Oregon. The North Bend-Coos Bay station ranks third next to Seattle and Portland in the 44 cities served by West Coast Airlines. In addition, West Coast Airlines has applications before the Board to extend service to Salt Lake City via Ogden and to extend their routes to Reno, Nevada.

Lee Bishop, Aviation Safety Agent, age 59, of the Los Angeles Air Carrier District Office, died suddenly at home on May 22 from a heart attack. Funeral services were held at the Santa Monica Elks Lodge. He is survived by his widow, Mrs. Ferne F. Bishop; a son, Lee Bishop, Jr.; and a daughter, Ethel E. Bishop.

Agent Chandler of the Burbank District Office took a medical retirement and the month of May was his last period of duty with the CAA.

United Air Lines now is naming DC-7 aircraft after the Captains who have retired. So far airplanes have been named for Captain Harry Huking, Captain Ralph Johnson, and Captain Ragner Freng. Captain Harry Huking retires June 1, 1956, at the mandage of sixty after forty years of active flying. He started his flying career in 1917.

Western Air Lines plans to inaugurate DC-6 service between Denver and Minneapolis within the next thirty days. This service will be a continuation or connection with the present DC-6 service from San Francisco.

West Coast Airlines has recorded a 15% increase in the number of revenue passengers carried and revenue miles flown. During April they carried 17,278 passengers for the best April in the company's history. Passengers totaling 62,894 have been carried in the first four months of 1956.

Pacific Northern Airlines is doing more business than at any time in the company's history. Spring is the time of heavy travel northward; however, contrary to past operations southbound traffic is equally heavy. Pacific Northern Airlines attributes it to considerable military dependent travel from Anchorage to the States.

Agent R. T. Johnson of the Seattle District Office issued what we believe are the first jet transport ratings in the United States to A.M. (Tex) Johnson and R. L. (Dick) Loesch in the Boeing Jet Transport Model No. 707. "Tex" is Chief of Flight Test and  
(Continued on next page)

"Dick" is Senior Experimental Test Pilot for the Boeing Airplane Company. They piloted the prototype 707 on its maiden flight. Boeing has several more pilots slated for type ratings and Agent Johnson has arranged to conduct the necessary flight checks on routine aircraft performance tests that Boeing Airplane Company will be conducting on the prototype. This aircraft has flown approximately 500 hours now and is currently being re-instrumented for the next series of tests.

Western Air Lines began their San Francisco-Denver route, utilizing their new DC-6B. A second new DC-6B was received May 29, which will also be used on this route.

United Air Lines' Denver facilities and maintenance personnel (operating as a segment of San Francisco overhaul base) are at present engaged in the rework of CV-340 propeller-throttle reversing modification, radar installation, and fuselage structure rework in propeller plane area. Any items reported during inspection are being fixed. This program calls for the completion of one CV-340 each week and involves twelve aircraft. At the completion of the CV-340 program, the DC-6 program will resume again and is scheduled into 1958, completing one DC-6 each 20 days.

United Air Lines graduated a total of sixteen Flight Engineers during the month of May at Denver, Colorado.

An inspection of Transocean Air Lines' flight engineer school at Oakland, California was conducted, as they plan to reactivate their school. Assistance was given them in rewriting the outline for their curriculum.

The Flying Tiger Line, Inc., and Slick Airways, Inc., have phased out their Canadian DEW Line operation and all aircraft are being returned to domestic and international operations.

The Air Carrier Safety Division was represented on the Douglas DC-8 Type Certification Board by Agents from this Region. Reports will be submitted for the information of the Air Carrier Safety Division.

AiResearch Aviation Service Company have completed lounge installation on three American Airlines' new DC-7 coach aircraft. Two more will be completed in the month of June.

A new terminal building has been constructed and recently dedicated at Ephrata, Washington, housing West Coast Airlines and C.A.A. Communications. It is understood that approximately 5,000 persons were in attendance at the dedication. Excellent ramp space and passenger facilities are provided for West Coast Airlines' operation.

San Jose Avionics was inspected by the E/E Agent from San Francisco Air Carrier District Office in company with Agent Bollinger of the Palo Alto District Office, in regard to their application for modification of their repair station certificate to include overhaul and maintenance of ADF equipment.

Alaska Airlines Certificated an additional C-46 airplane for cargo and tanker operation in Alaska.

With the tendency for DC-3 and C-46 airworthy aircraft to command prices approaching \$200,000 in the Seattle area, a very definite trend is developing to find severely damaged aircraft of this type and rebuild them for cargo or perhaps scheduled airline use. For instance, West Coast Airlines are rebuilding the DC-3 severely damaged at Pullman, Washington last winter. General Airways are completing the rebuilding

(Continued on next page)

of a DC-3 salvaged from the bush country, and a number of C-46's that have been in long time storage have been purchased and overhauled for irregular air carrier operation. Perhaps the extreme case is Trans-Ocean at Seattle, who are overhauling and modifying several Douglas B-18's for an operator who is planning to do contract cargo hauling in Alaska.

Resort Airlines has placed an order for two L-1049-H aircraft. On the basis that several carriers have ordered or are in the process of ordering Lockheed equipment, agents assigned to these carriers will be considered for training on the R-3350 compound engines and the L-1049 aircraft.

On May 1, 1956 Trans American Airlines added the sixth DC-4 to their fleet and will add another DC-6B in December. Two more DC-6Bs will be delivered to this carrier, one in January and one in February of 1957.

Great Lakes Airlines has a definite order for two DC-6s and an option for two more.

MATS have made arrangements to use the San Francisco International Airport for their passenger operations starting the first of June. Civilian contract carriers will use this facility.

The Communications Superintendents of all airlines operating in the Seattle area are arranging to have Edison Technical School of Seattle prepare and present a training course for Electronics Maintenance Technicians and for Communications Operations personnel. The group met at the Edison School on May 24 for their monthly meeting and prepared the groundwork for this training. Edison School employs the instructors to present the training program in accordance with the requirements of the airline group. This consolidation of training will be to the advantage of all concerned and will raise the level of training now available. The Communications Operations graduates should also be highly qualified for the Federal Airways Operations Specialist positions.

The Douglas DC-4, purchased by Los Angeles Air Service, arrived at Long Beach Airmotive Company, Long Beach, California from Gander, Newfoundland. The aircraft had previously been involved in an accident and was shipped to Long Beach by Surface Transportation.

United Air Lines are replacing all of the standard yellow life vests for use by crew members with "Neon Red" in order to readily identify crew members in event of ditching at sea.

The new Goodyear light weight type life jackets have been purchased for installation in all of Pacific Northern Airlines' DC-4 and L-649A aircraft.

#### AIRCRAFT ENGINEERING DIVISION

A Type Inspection Authorization was issued for the Aerocar with the condition that flight flutter tests must be completed satisfactorily before the start of the CAA Type Certification flight test program. On June 20th, during the flutter tests, a severe case of flutter developed which caused permanent set in the airplane structure in several places. The flutter test was observed by CAA personnel in a chase airplane. The pilot, Mr. Taylor, was able to slow the airplane down and stop the flutter before it disintegrated. Although several failures occurred, the airplane was landed safely. The CAA flight test program will be delayed pending correction of the flutter deficiency and repair of the test airplane. (Continued on next page)

The Baumann B-290 project is being reactivated following a period of relative inactivity. Up-to-date powerplant comments have been supplied to the applicant and technical data covering wing stress analysis have been submitted for CAA review.

Boeing has submitted an Application for Type Certificate for the 707-300 series airplanes. They also have requested that the original Application for Type Certificate be amended to cover the 707-100 and 707-200 series aircraft. The -300 series aircraft will be appreciably larger than the -100 and -200 series. The taxi gross weight is approximately 296,000 lbs. for the -300 series whereas it is 248,000 lbs. for the -100 and -200 series. The wing area, fuselage dimensions, empennage dimensions, and fuel capacity for the -300 series also are appreciably increased. The airplane configurations are sufficiently different that it appears a complete type certificate program will be required on the -300 series.

Boeing has conducted ground tests on a silencer on the No. 1 engine of the Model 707. Results of the tests are unofficially reported to be satisfactory. Windshield bird impact tests are scheduled to be conducted at the Technical Development Center at Indianapolis in the immediate future. The prototype airplane presently is off flight status undergoing a 500-hour check. It is scheduled to return to flight status about June 23rd.

Discussions have occurred with Convair representatives regarding applicable regulations, emergency exits, and various internal problems pertaining to the Model CV-22. Very little information has been received regarding this project; however, Convair is starting a full-scale development program and details are expected to be available in the immediate future.

Engineering discussions have occurred with Convair regarding service difficulties and fire prevention measures for CV-240, -340, and -440 aircraft. Specific items discussed included relocation of the propeller feathering line, an increase in the steel tubing gauge of the feathering line, and improvement in the fire seals. Service Bulletins on these items are being prepared and it is anticipated that appropriate A.D. Notes will be proposed as soon as the service information is available.

The flight tests to substantiate removal of the elevator servo tab on a -340 airplane have been completed. The modification was found to be unacceptable due to unsatisfactory longitudinal controllability and stability.

Inasmuch as the Aircraft Engineering Foundation has moved its headquarters to Region II, it has been decided that Region II should become the controlling Region for the C-46 project. Accordingly, this office is organizing technical data files preparatory to forwarding these data to Fort Worth. For several months this office has been engaged in compiling a drawing list for this model. Much of the work of compiling this list has been completed; however, the list cannot be finished until microfilm readers are available for reviewing the microfilm portions of the technical data files. Since no microfilm readers presently are available in this Region, it appears desirable to forward the partially completed drawing lists to Fort Worth for completion there.

Static load tests have been conducted at the outboard engine pylon for the Douglas Model DC-8. The purpose of this test was to determine the unit deflection and to compare the results with predicted values from digital computer calculations.

(Continued on next page)

The results of the tests will be used in flutter calculations for the DC-8 wing and engine pod combinations.

Static tests on the Hiller UH-12D tail boom have been conducted and witnessed by CAA engineers. Hiller plans to begin the endurance testing of the new UH-12D rotor and drive system soon. They have been requested to furnish a proposal for the vibration investigation and the determination of shafting critical speeds prior to the start of the endurance tests.

Static tests on the Lockheed 1649 are being conducted. Progress on this model appears to be on schedule. The first flight is scheduled for October 1956 and CAA flight tests are expected to begin in December 1956.

Work on the Monte-Copter air jet type helicopter is continuing. Monte-Copter has now purchased a Lycoming O-290-D2 engine to replace the O-235-C1 installation. A Model 9C Flexidyne also has been purchased for installation between the engine and the compressor. Monte-Copter personnel estimate that the first rotor whirl test will begin about July 31st.

Type Certificates recently held by Vest Aircraft Company for the Models GC-1A and GC-1B (Globe Swift), and the Models 108, 108-1, 108-2, and 108-3 (Stinson) have been transferred to Universal Aircraft Industries in Denver, Colorado.

Notification has been received that the Weejet project is being terminated as a result of the loss of the prototype aircraft during flight tests at Tucson. Representatives of the Company indicate the project may be reactivated in the future; however, if this is done, several design modifications will be made and a new application for type certificate will be submitted. Mr. Dale reports investigation of the accident indicates that loss of the airplane may have occurred as a result of inadvertent operation of the automatic trim switch on the control column during a spin test. It is thought this switch may have moved the elevator trim to the full nose down position, with the result that the airplane executed an outside loop at approximately minus 7G during the spin recovery. This, in turn, may have caused failure of the pilot's shoulder harness, failure of the canopy, and loss of control of the aircraft.

Several major aircraft manufacturers are investigating the feasibility of installing microfilm systems in their engineering departments. Douglas is actively engaged in such a program at the present time. It appears that a large amount of the DC-8 data may be submitted in microfilm form. Douglas also plans to microfilm much of the DC-6 and DC-7 data files. It is understood that Lockheed, Boeing, and Convair also are investigating this matter. Boeing has indicated they consider 35mm microfilm to be inadequate for their needs, therefore they are now investigating 105mm microfilm systems. Because of these developments it may be necessary for CAA to procure adequate microfilm reading equipment in the near future.

Action is under way to close ASDO-45 at Palo Alto in accordance with recent correspondence and discussions with Washington personnel and others concerned. The present indications are this change may be completed about July 1, 1956.

#### AIRPORTS DIVISION

During the month of June, thirty Grant Offers totaling approximately \$5,130,000 were issued. This raises the total Offers issued during the 1956 Fiscal Year to 53, totaling approximately \$9,000,000. This amount represents only the Federal share. Actual project costs will total approximately twice this figure or \$18,000,000.

(Continued on next page)

Fifty-six projects programmed during the 1956 Fiscal Year are being carried forward and Grant Offers will be issued during the 1957 Fiscal Year. In addition, the 1957 Program which was released June 12 includes 83 more projects. As programming is on a two-year cycle, it is estimated that approximately 100 Grant Offers will be issued during the coming year.

A District Airport Engineer's conference was held during the week of June 4 at the Carson City, Nevada, District Office. The agenda covered all phases of the Airports Division activities.

#### AIRWAYS OPERATIONS DIVISION

C. W. Larsen made a routine field visit to facilities in Wyoming.

Mr. Wayne Hendershott, Airways Operations Division, Washington was in the regional office for a few days discussing the center radar program, among other things, and to prepare for CAA position to be taken with regard to control of oceanic areas.

The Oceanic Control meeting was held in San Francisco in the International Regional Office to determine to what extent area control could be implemented in the oceanic Flight Information regions between San Francisco and Tokyo. It was generally agreed that implementation to the fullest extent possible would begin on September 1. It was also agreed that (1) lateral spacing of aircraft at the same altitude would be 140 miles; (2) vertical separation 1,000 ft., (3) time separation of 20 minutes; (4) position reporting every hour; (5) lower limit of control areas to be at 5,000 ft.

Mr. Walter Britton of the Airways Operations Division, Washington visited with us during the month concerning our RAPCON implementation program. The first meeting was held in the regional office with representatives of the Air Force, CAA Washington and regional office personnel. Subsequently a meeting was held at March Field dealing particularly with engineering and implementation problems associated with CAA anticipated operation of that facility. At a later date similar meetings will be held at Great Falls and Tucson.

Hill Field RAPCON was commissioned June 15, 1956. CAA is operating the approach control and surveillance radar portion of the RAPCON with the Air Force performing GCA services. This is a terminal area facility and at present we do not expect to expand its operation into the enroute field.

Bernie Swaffield visited Oklahoma City Training Center for the purpose of interviewing and assigning our first class of ATC graduates to facilities within our region. Out of a total of 30 trainees, 26 of them made the grade. All of them have reported to their assignments in the region. We now have a second class at Oklahoma City consisting of 15 trainees.

Major Sadek from the Air Traffic Control Branch of ADC, Colorado Springs paid us a visit to discuss the proposed installation of TVOR at Portland Airport for use by ADC jet aircraft. We have asked for consideration to install this aid west of Portland so that jet recoveries could be made west of our airway structure thereby reducing conflict with enroute aircraft between the Bay area and Seattle. It is ADC's stated policy to require TVORs to be placed on the airport as a temporary measure pending completion of the TACAN program. The matter of placement of the Portland TVOR is still undetermined. (Continued on next page)

The revised SCATER Annex, covering actions by civil airport managers which is to replace the material in the California State Civil Defense Plan, was completed and forwarded to Civil Defense Headquarters, Region 9. Local coordination has been accomplished.

ADLOs are participating in what appears to be an increasing number of SCATER test exercises each month. For example, one Division had 14 exercises, involving one or two days each, during a recent 30 day period. ADLOs are required to participate in these by constant attendance at battle station posts at Command Staff headquarters. This imposes almost an intolerable workload combined with other necessary duties. We have asked Washington for advice and assistance.

A study of controller/pilot communications requirements for all centers in the region was completed. The results were forwarded to Washington for incorporation into the CAA's five-year program for improvement of air traffic control service.

Completed a map depicting the region's recommended airway configuration for 1961 for distribution to interested offices and facilities.

With completion of the annual budget, the major portion of June was spent on taking care of business backlogged of necessity by priority of the budget.

Planning continued on new tower structures and equipment layouts. With the 1957 Federal Aid Airport Program released, there has been considerable increase in the number of Airport Master Plans to be reviewed. As of this date there remains 11 such plans to be examined.

On May 28 Mr. Shaw, LA-381 attended a meeting at North Island to discuss possible airport sites for San Diego. He was accompanied by Mr. Brant of Aviation Safety, Mr. Kohli of the Facilities Division, and Mr. Wild of the Airports Division.

Considerable time and study has been spent in analysis of the 200-415 kc band, at the request of the Navy Department in an effort to find two usable frequencies in radiobeacon service at Miramar, California, with 50 watts and 400 watts power. Due to congestion in the area, we have been unable to select a usable replacement for 310 kc which must be released to the Coast Guard for use in the Maritime Mobile Service.

Due to forthcoming scanning operations on all Service "B" circuits and projected scanning on Service "A" circuits, it will be necessary that all facilities transmitting to more than one circuit have a minimum of two transmitter-distributors in an operating status at all times. Some facilities have only one. Survey of all facilities in this category was completed and the results forwarded to W-385.

Authorization has been requested for frequencies 109.9/333.8 mc for a proposed instrument landing system, localizer and glidescope to be installed at the Tucson Municipal Airport. This system is to be used primarily for flight check with newly installed equipment in aircraft and not be considered a commissioned facility. This system is being installed, operated, and maintained by the CAA under contract to the Tucson Airport Authority.

Orders for complete rearrangement of interphone circuits at Los Angeles, Oakland, and Seattle Centers are being prepared. (Division Highlights Cont'd. on next page)

## FACILITIES DIVISION

The Division and Branch Chiefs attended a conference at Oklahoma City, June 11 through 15, with representatives from the Washington Office, Aeronautical Center and all the regions. The chief items of discussion were ways and means of getting the EANF 1957 program started and assuring its completion on schedule, as well as a continued high rate of activity for the completion of the five year program. Our 1957 EANF appropriation of \$40,000,000 is a small down payment on a much larger program and we are obligated to show some constructive results immediately to insure to Congress that we can do the job for which they appropriated funds; otherwise there will be adverse effects on future appropriations. The meeting was considered highly successful and all attendants were enthusiastic about the outcome.

The Division welcomed a group of Clerk-Stenographers on June 18, who were recently graduated from High School. We wish to welcome aboard Barbara Brown, Mary Curtis, Cheryl Mephram, Barbara Moffett and Helaine Sommers. After a short orientation program they were assigned to various sections where they were sorely needed. Their youthful vigor and countenances are a welcome addition to the office.

### Flight Inspection Branch

Chet Shimp and his crew are in Los Angeles, having a 150 hour check performed on Douglas N-10.

Vince Rivera, of the Philippines, is working with our Flight Inspectors, observing the various techniques employed in the flight checking of radio aides.

### Establishment Branch

Between June 11 and 18, nineteen students from the schools of civil, electrical and electronics engineering at the several universities and colleges in this Region, reported for duty as Student Trainees for the summer months. They were given a short indoctrination and orientation program in the Regional Office and then assigned to various positions in the field. A welcome is extended to our trainees: Dallas Bobb, James R. Buchanan, Richard W. Burns, Thomas A. Cocherell, Delmont Davis, Jr., Hilton Gabrielsen, Donald A. Griffin, Charles A. Kallander, Arthur P. Kelly, James McAnally, Jack Willmore, Franz C. McVay, Samuel Manabe, Clifford Mosier, James G. Scott, Robert E. Whitney, Willard Zeigner, William Miller, and Charles Pilgrim. We also welcome the return of the following student trainees who were with us last summer: Setsuo Horita, Keith McKinnon, Stanford Larsen, and Fernando J. Sanchez. In the course of this summer assignment, our trainees will be helping us accomplish our EANF program while they gain some valuable experience.

Frank Dettmer has completed, except for a few minor details, a Type "S" Building and antenna at Albuquerque for the Remote Transmitter installation. He is presently supervising the construction of additional delta frame antenna structures for RAPCON, and correcting ventilation problems in the ARTCC at Albuquerque.

Dave Domaskin is installing a new drainage system for the septic tanks servicing the quarters area at the Bryce Canyon, Utah Station. Before leaving for Bryce Canyon, Dave supervised the installation of a tower hoist at the Los Angeles ATC tower. William Miller has been assigned to assist Dave in his job at Bryce.

Fred McCauley completed the A/G console modernization work at Farmington and moved on to Santa Fe where he will install a Military VHF/UHF auxiliary position.

(Continued on next page)

Jim Cheatham turned over the Otto A/G console modernization to Sam Rosenfeld and proceeded to Douglas, Arizona to make a rush installation of the Military VHF/UHF auxiliary position there.

Bill Good joined Ed Pardee's crew at Albuquerque installing the 4-channel control equipment in the ARTC Center.

Jim McAnally, Jack Willmore and Franz McVay, departed from the R.O. to join Ed Pardee's crew finishing the Center installation and to be on hand for the Air Traffic Control Tower installation.

Bill Foker is being assisted by Setsuo Horita, in winding up the Los Angeles dual console installation.

Gerry Webb and Parker Negus have started surveys and plans for moving the operating quarters at Mullan Pass INSAC off the mountain top to a location near the highway.

Bob Payne with Max Harvey and Hank Scribner have finished the modernization of the Spokane Tower this month.

Tom Cocherell, has been assigned to assist Fred Yardell on the enlargement of the Toledo INSAC.

Hilton Gabrielsen and Arthur Kelly are assisting Paul Allee in modernization of the Oakland Center.

Wallas Bobp is assisting Earl Jobe in relocation of Ephrata INSAC.

John Franklin, with the assistance of Stan Larsen, is surveying the proposed instrument landing system to be installed at the Tucson Airport.

Harry Mellen is at Colorado Springs supervising the relocation of the existing glide slope facility on the ILS.

Gene Newman is supervising the construction of the ILS glide slope, localizer and related cable work at Billings, Montana. He is also installing power and control cables at the proposed UHF site.

The antenna structures and the low frequency transmitter antenna at Kirtland Air Force Base are being completed under contract. Frank Dettmer is supervising this project.

The Salt Lake City UHF/DF antenna tower construction is being pigeon-holed due to the excessively high bids received for its construction.

Merle Stracke, Liaison Engineer at Hill Air Force Base RAPCON, assisted by Darol Hafner and Vic Beacken, successfully completed the civil communication installation at Hill RAPCON. Paul Watkins made a side junket to Hill AFB representing the Establishment Branch during the acceptance inspection. We understand Merle is happy to see this phase of the project completed so that he may devote more of his time to his primary radar duties. Congratulations Merle, for a job well done under very unusual circumstances.

(Continued on next page)

Paul Watkins, with the assistance of Rafael Lopez, Steve Smith, Ken Van Dyke, Clyde Harrell, Damon Capps and Oliver Crawford is progressing on schedule with the Kirtland AFB RAPCON. Keith McKinnon, joined this crew the end of the month.

The acceptance and commissioning of the glide slope at Grand Junction has been delayed pending the arrival of a blower and filter for the glide slope building. In the meantime, Engineer Frank Beauchamp and Electronic Specialist Vic Beacken are proceeding to Denver and continuing the VHF/DF survey at that location. Damon Capps, who had been assisting Engineer Beauchamp with the Grand Junction glide slope, has gone to Albuquerque to assist Engineer Paul Watkins.

At Seattle, Bob Faul and "Red" Pedri are making good progress with the ASDE installation and expect to have it in operation by the end of this month. From there, these two men will proceed to Billings for the ILS relocation.

Survey engineering is still in progress for the ILS installation at Monterey. Engineers Crenshaw and Earl Trejbal just recently returned with data for the final compilation of necessary drawings.

Norman Carlberg with the assistance of Willard Zeigner, is engaged in an instrument landing system survey at the Tucson Municipal Airport. This facility is for the use of the Douglas Aircraft Corp. At the present time, they are faced with serious delay because of leasing difficulties for the localizer site. Darol Hafner joined the crew in time for completion of flight check (survey) of Tucson glide slope facility. Norm, Darol and Willard are now engaged in the installation of the Denver ASR-3 repeater and associated communication circuits. The crew will return to Tucson after property difficulties have been cleared up.

Bill Beekman has completed engineering for site grading and road construction at the Pinion VOR site. While in the area, he also selected two tentative sites for relocation of the Las Vegas, New Mexico VOR. He is now at Elko, Nevada where he is conducting a survey for relocation of the Elko VOR access road. Charles Pilgrim is joining Bill at Elko. We expect the next assignment for these two will be selection of a site for the El Centro VOR. We expect there will be plenty of opportunity to obtain a good tan during this assignment.

Stan Erickson obtained site data for establishment of a TVOR on the San Jose Airport and is now in the Petaluma area where he has the difficult task of siting a Consolan facility. James Buchanan will join Stan and will obtain first hand knowledge of construction difficulties encountered in an area predominantly liquid.

Marion Duncan completed road improvement of the Utah Lake VOR access road. He is now at Logandale, Nevada where he is relocating the Crystal Fan Marker. General Mechanics Erwin Clark and A. C. Beard are assisting him with his force account project.

V. O. Vick has completed construction of a military-type VOR at Ault Field on Whidbey Island. He is now at Seattle for a short stay while he supervises a fence installation at the Seattle L/MF range. His next assignment is expected to be construction supervision of the Lompoc Consolan facility.

Tom Tarpo has completed the construction phase of the Blythe VOR modernization and is now at San Simon, Arizona where he is installing an engine-generator at the VOR.

(Continued on next page)

Maynard Hegland has completed grading operations at the Coyote Peak mountain-top VOR site and is now at Sacramento where he is supervising modernization of the VOR.

Glenn Kassing is back on the job after a short vacation and is now modernizing the Thurman, Colorado VOR. Assisting him are Nick Smokey and Don Robb.

Mike Domitrovich, assisted by Roger Baker and Sheikh Abdul Hague, is completing modernization of the Salt Lake City, Utah VOR. Mr. Hague has been assigned to the Region for on-the-job training prior to his return to his native Pakistan.

Chuck Daggy's Ontario VOR modernization assignment has been interrupted by illness brought about by local smog conditions and is now recovering at his Crestline home. Bob Chambers, Al Calloway, and John Williams are carrying on during Chuck's absence. We expect Chuck will return to duty at Blythe, California, where he will modernize the VOR and breathe some fresh air. Samuel Manabe will join Chuck at Blythe for a hot session with VOR's.

John Rathjen, assisted by Harold Dickenson, has run into one of those VOR's at Tuc where everything goes wrong. They feel now that the facility is under control and will be back on the air shortly.

Emmett Whitney, assisted by Bob Crookshank, is modernizing the Red Bluff VOR. Joining this crew at Red Bluff is Donald Griffin. We expect the next assignment for this crew will be a quick trip to Seattle for engineering changes at that VOR.

Boyd Preece, assisted by Bob Stevenson, has completed modernization of the Modesto VOR including establishment of voice and control from the Stockton INSAC. Robert Whitney is joining this crew for summer work and instruction in the intricacies of VOR facilities.

Glenn Shoop started modernization of the Salt Lake City VOR prior to the arrival of Mike Domitrovich and at the same time acted as our ambassador in welcoming Sheikh Abdul Haque of Pakistan into the Region. Glenn next initiated modernization of the Twin Falls VOR and is now enjoying some well earned annual leave.

John Williams and Archie Millhollon completed relocation of the Ontario, Oregon "H" facility. John then completed replacement of equipment at the Hayfield Lake, California "H" facility and is now assisting with the Ontario, California VOR modernization. Chuck Dickow, assisted by Erwin Clark and A. C. Beard, completed a successful resurvey of the Coyote Peak VOR. Chuck is now at Modesto with Boyd Preece ironing out the last of the VOR bugs.

#### UHF

Phil Nicoletti and his crew - Myron Gaulke, Pat Barnes, and Bob Betz - completed the UHF installation at the Imperial INSAC and are presently installing UHF equipment at Daggett. Their next assignments will be at the Baker, Oregon INSAC and then the Elko INSAC and remote site. Archie Millhollon joined this crew at Daggett and will work with them through the summer months.

Wayne Brown and his crew have completed the remote UHF/Carrier installation at Eagle, Colorado and have moved back to Salt Lake City to complete the remote UHF/link installation atop Coon Peak. Ed Alphonso and his crew completed UHF installations

(Continued on next page)

at Whitehall, Livingston and Lewistown, Montana INSACS and are presently at Salt Lake City to assist in the Coon Peak installation.

Orion Betz and his crew completed the UHF installation at Ukiah and Red Bluff and are presently installing equipment at the Montague, California INSAC. Their next assignment will be the Medford CS/T.

Carl Weidert and his contract crew are busy changing Santa Monica Tower over to the new four channel control equipment in connection with the UHF installation. Milt Gaffney has joined Weidert's crew and will work with them through the completion of the Santa Monica Tower installation and the installation of a four channel recorder for UHF at the Long Beach Tower.

Robert C. Nicholls, Civil Engineer in the UHF section, turned in to the Culver City Hospital for surgery and at this time is recovering in fine shape. We all wish Nick a speedy recovery.

Jack Coogan completed engine generator construction at The Dalles and is currently supervising construction at Billings.

Bob Dahms completed the engine generator work at Dillon, Montana and is now taking two weeks leave.

Dave Evans has completed the engine generator work at Dubois and presently is supervising the construction at Elko Hi-Site.

Jim Pace, upon completion of the Reno Hi-Site, will be assigned to a project at Great Falls, Montana.

Jack Riebe is supervising the engine generator work at Eugene and North Bend.

Harry Romanishin completed Yakima engine generator work. His next assignment is the Albuquerque Hi-Site.

Ben La Fornara is at Albuquerque supervising construction of the Sandia Peak Hi-Site.

#### Maintenance Branch

Mr. Mellville, Maintenance Branch Chief, attended the conference at Oklahoma City of Facilities Division and Branch Chiefs during the first week of June. The details of the discussions are not available for publication at this time; however, it is understood that at least one new term was coined during the conference and that a new concept of democratic processes might be evolved. We suggest that perhaps Mr. Melville might at some time in the future explain this new concept.

The Facilities Maintenance Branch ATDS Conference convened at 8 AM June 19 for a three day session which was quite interesting to all the conferees and observers. The conference was honored by the presence of the Maintenance Branch Chief from Region One, Mr. Art Ashley, and a member of the Oklahoma City Training Center staff, Mr. Art Schmitt. Mr. Ashley showed a film which his Region had devised of facilities of various types in an effort to speed their recruitment program. The pictures were quite interesting, along with the description given by Mr. Ashley.

Mr. Schmitt outlined the expanded training program at the Aeronautical Center for electronic specialists, including description of the new Directed Study Courses, most of which are ready for immediate issuance. (Continued on next page)

Vaughn Clayton, Deputy Branch Chief, is currently at Oklahoma City Aeronautical Center attending the Air Traffic Control indoctrination course so he was not on hand for the ATDS conference.

At the end of the session covering the regular agenda items, the conferees were given a brief description of the theory and operation of TACAN and CONSOLAN systems. These short talks were conducted by Messrs. Fischer and Blankmann respectively. The UHF Air/Ground Equipment School operating out of Section 366 still is on the road after having completed the south and midwest sections of the Region and is now conducting its activities in the northwest section, particularly Portland and Seattle area. Chief Instructor Floyd Corpus appears to be going full speed ahead according to available reports.

RAPCON and RATCC Liaison Engineers Schulz, Stracke and Van Voorhis have for the past several months been serving as Resident Engineers for IA-350 at Fairchild and Hill RAPCONS and Miramar RATCC facilities. They have also been representing the Maintenance Branch during installation of the radar and communications equipment at these locations. We are pleased to learn that their excellent work has been recognized by the responsible authorities in both the Air Force and Navy organizations concerned with these installations. Both Erv and Merle will stay on at their locations as CAA gradually takes over operation and maintenance of these facilities; however, Van will soon turn his job at Miramar over to George Henke, formerly in charge of radar maintenance at Oakland, after which he will assume in earnest his new duties of DME Specialist in the Regional Office.

The RAPCON program is progressing steadily and conferences are scheduled between Air Force and CAA engineers to be held at Great Falls and Tucson to iron out last minute details concerning planning before installations begin at these locations.

Radar Engineer Dave Earley attended a similar conference at March Field last week which it is expected will mark the beginning of high activity at that location, looking toward commissioning soon after the first of the year.

Walt Blankmann reports the Fairfield, Utah low frequency range is scheduled for shutdown July 6, 1956.

We were pleased to learn that the flood danger in the Portland area was diminished to the point where it is no longer of much concern, even though, as previously reported, ATDS Barrett and his able assistants in that vicinity had a very carefully laid plan to take care of the situation if it actually developed.

Emphasis in the Branch is being placed on recruitment and training of new electronic specialists to minimize the multiple problems sure to develop as a result of the five year expansion plan upon which the CAA is embarking. All hands and the ship's cook will certainly have to operate as a closely coordinated team in order to insure the success expected of us in this effort.

Elmer L. Parker, Maintenance Supervisor of the Structures and Grounds crew in Seattle has submitted an interesting report which will be found in the Field News section of this issue.

Recent graduates from the Aeronautical Center are: Henry Kester and Claud Eldridge of San Francisco (ILS/VOR Class #115); James Gibson of Ontario, Wayne Richardson of Hobbs; New Mexico, and Keith Hunter of Great Falls (DME Class #114).

Those currently attending (in addition to those listed in last month's issue) are: Charles Piccone, of Grand Junction, Oscar Rasmussen of Eugene, Oregon, Henry A. Kester of San Francisco (DME Class #115); Albert Lincoln of Needles, California (ILS/VOR Class #116).



## LOS ANGELES, CALIFORNIA

AIR ROUTE TRAFFIC CONTROL CENTER (McElroy): A second consecutive group of eight Air Force personnel assigned for Air Traffic Control training at the Los Angeles Center have recently completed their training and have been assigned to more distant lands.

The San Diego Sector was selected as the area which offers the greatest variety of terrain and air traffic control conditions that would be encountered in other locations and the training has been stressed in this sector. The program has had the cumulative effect of providing qualified men to meet critical Air Force needs and at the same time helped to meet the personnel need of the Los Angeles Center. Several of the trainees have expressed a definite desire to remain in air traffic control in military and civilian life.

A recap of air carrier schedules during the month of April show 723 operations per day within the control areas of Los Angeles. A second high number of such operations totalled 645. These figures indicate the growing demands for air travel and of the constant and renewed requirements placed on Air Traffic Control. Several projects have been completed recently by the controller working groups, which were established by Chief Controller Clyde Van Horne, to aid in the administration of the center.

A five year plan was completed proposing dual airways into Los Angeles providing clear arrival and departure channels at Los Angeles. Channels eliminating conflicts between arriving and departing traffic are particularly adaptable to radar control.

Also submitted by this group were plans of the physical layout of the new Center at Los Angeles. The various positions are shown in a series of circular arrangements. At the center are the flight-data positions. Beyond these are the arrival and departure sectors, followed by the radar skiatron scopes, and the outer circle consists of the outlying sectors. Other projects are those areas presenting particularly difficult problems because of terrain or traffic conditions such as found at El Toro Marine Corps Air Station. At the present time the Los Angeles departure and two security sectors are being moved to more isolated positions within the Los Angeles Center because of space requirements within the Center.

Extensive Naval operations were conducted within the Los Angeles area for a period of four days. Air Defense Forces participated in these operations.

Doyle Hegland, Controller at the Los Angeles Center, has been selected for the GS-11 position at the Central Altitude Reservation Facility at Kansas City, Missouri. This facility is responsible for coordinating and resolving conflicts for high altitude military missions within the United States.

(Field News Continued on next page)

Structures & Grounds Maintenance Crew  
Area 5 - Seattle, Washington

By  
E. L. Parker

"Hello" Fourth Region! The following is a short report from your Structures and Grounds Unit operating in the great Pacific Northwest portion of your Region.

As is the case generally all over the Region, the majority of our work, after the past stormy and unsettled year, is road repair and painting. At this point we would like to do a little bragging about the paint department, of which (we think) our unit has the best! Paul D. Owen and Roy F. McDonnell, both journeyman painters, transferred into Area 5 about a year ago and have since turned out some of the best work it has ever been my privilege to see. Their work as a team is unparalleled. Cleanliness on the job and clean-up after completion are factors the boys never overlook. Both items make good relations with the SES's and ATDS's in whose locality we might be working. Cooperation with the other members of the crew and a helping hand when needed makes them well liked wherever they may be working.

Theodore R. Scribner, a newcomer to our unit, and Harold B. Johnson, both General Mechanics, comprise the rest of our field working party. Their projects usually consist of road repair, fence and gate repairs, building repairs, vegetation control, etc. Should they wind up their work before the painters have finished up, they assist the painters. If the painters wind up first, then the painters help the General Mechanics. Our motto is - "get the job done" - regardless of who does what.

This area unit is fortunate in having ex-field men as the ATDS's who realize, from their own past experience, the trials and tribulations which sometimes exist in a field man's work and routine. This unit has had 100 per cent cooperation from these boys and we say "hats off" to Claude Barrett ATDS-13, Portland, Oregon; L. "Pat" Hughey ATDS-14, Seattle, Washington; Robert M. Wood ATDS-15, Spokane, Washington; R. F. Johnson ATDS-16, Boise, Idaho. The same salute goes to Mrs. Jeanne Mallory, Mr. Hughey's Secretary at our headquarters section, for her ready and right answers and help in preparing vouchers, car reports, imprest fund procedures, etc. Thank you Jeanne, from all of us.

This unit, nor any of the others, could function as a team if it were not for the cooperation and directives we receive from our Branch Chief at the Regional Office way down there in Los Angeles. Being one that believes credit should go where credit is due, Steve Parker (no relation) is the helmsman of our crew and we are proud to be on the same team with him.

HANKSVILLE, UTAH

COMMUNICATIONS STATION: Our station and living quarters are in the process of a "new look" in the way of painting and repairing by the Jagoditsch Maintenance Crew. Completion of the renovation is expected in the next few weeks.

We have our excitements out here in the desert with very few dull moments. Here in the past week we have contributed our assistance in relaying messages regarding the search for two lost prospectors whose boat capsized in the Colorado River, southeast of Hanksville. After the boat mishap the two separated, one attempting to reach Hanksville - the other going upstream. Approximately five days later, one was

(Continued on next page)

located wondering along the Dirty Devil River south of Hanksville. Eight days later the other was located near the scene of the boat mishap. After days on a lizard diet both are now in the hospital recuperating from their ordeal. We give credit to the Deputy Sheriff and the Hanksville Flying Bishop and his ground party for their excellent work in the rescue of the two men.

At numerous times our services are called upon to obtain ambulance planes and doctors to administer to, and transport, injured miners and others to nearest medical facilities.

We cannot top Blythe's rattlesnake story but we have them here too. The paint crew killed two around the living quarters in the past few days - 3 and 5 rattles.

\* \* \* \* \*

#### "WINGS OF MERCY" AND CAA'S GEORGE MILLIGAN

Back in the February 1954 issue of the News there was an article entitled "PROVIDENCE IS NOT AN ACCIDENT." It was written by a fellow named George E. Milligan. George is a Controller at Medford. His resume of what he and some others did concerning "Mercy Flights, Inc." was an effective and interesting piece of writing. It did, however, play down somewhat Milligan's part in the venture.

"Mercy Flights" has received national attention. Comes now, beginning on page 820 of the June issue of Coronet an article headed "Oregon's Wings of Mercy." Frankly, the Coronet article is not written any better than the one George wrote for us, but is written by an objective reporter, and makes our George more of the hero to the story than he was willing to admit himself.

George was honored by the Salem, Oregon Chamber of Commerce May 28. He was guest of honor at a luncheon and was presented an award by the Director of the Oregon State Aeronautics Department.

P.S. No, we don't get any commissions on the sale of magazines. No, we aren't starting an investigation to find out when Milligan has time for being a Controller.

\* \* \* \* \*

It was a busy week in Managua, Nicaragua when 120 planes arrived for the regular cotton-dusting season. Two Civil Aeronautics Administration representatives Ray Matthews from Miami and H. E. Robinson, in charge of an aviation mission to Nicaragua, assisted the Nicaraguan Civil Aviation Authority in determining the airworthiness of the planes. The dusters came from all directions, none having been hired in advance, and there was spirited bidding for the business since supply exceeded demand.

\* \* \* \* \*



Contributed by O.C. Postal Federal Credit Union, Oklahoma City, Oklahoma.

**WHY NOT JOIN YOUR CREDIT UNION NOW?**

Fill in and mail this blank today

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

\_\_\_\_\_ 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.

7/56