



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV NO. 2

AUGUST 1, 1956

Radar Rises to the Challenge

By

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Radar Engineer

Facilities Maintenance Branch

ASR, PAR, ARSR, TASR, ASDE - such are the terms which are becoming commonplace in air traffic control today. They appear even more frequently in the breakdown of the CAA's 5-year plan for expanded air traffic control. Regardless of the particular abbreviated nomenclature employed to describe these individual systems you may be sure that each has something in common. That common denominator is RADAR - a term first uttered in hushed tones during the early days of World War II but now used as an everyday household word related to such varied activities as children's toys, comic books, breakfast cereals and the highway traffic officer as well as to our most vital problem of air traffic control.

Traditionally new ideas are not immediately accepted and implemented to the full extent advocated by their exponents. The growth of radar air traffic control devices has been steady since first suggested in 1942 by Dr. Luis Alvarez of the wartime MIT Radiation Laboratories; however, it has not been until recently that a complete radar air traffic control system has been given the green light. The acceptance of the basic radar concept, incorporating many revised and new features over the original GCA trailer equipments used in the middle 1940s, provides great satisfaction to those who have been radar traffic control advocates these many years. We are certain that radar and its many closely related electronic devices will respond to the vote of confidence placed in it by providing the necessary tools to handle the ever increasing amount of air traffic both in the immediate future and the foreseeable future when a completely automatic system will be a must according to all experts.

The versatility of radar techniques in adapting to the numerous aspects of air traffic control is apparent when one considers Air Route Surveillance Radar and Terminal Air Surveillance Radar for use in our Centers; Airport Surveillance Radar, Precision Approach Radar and Airport Surface Detection Equipment in the Towers; and, proposed height-finder equipment for use in both Centers and Towers. Radar systems are adaptable

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to incorporating non-radar derived data on the same basic indicating device provided with the radar system thereby keeping the overall data display device down to a convenient and efficient size for the controller's use. Thus, the controller will be able to observe on his picture tube, or crystal ball, radio-direction finding (DF) bearings and coded beacon replies from associated secondary radar systems which differ from the basic primary radar systems in that they do not employ the echo principle but rather trigger off an airborne device which transmits a coded reply. These additional systems can contribute much to the basic radar system by aiding the controller in identifying radar targets and extending the range of the primary radar by effectively boosting the strength of weak echo signals from distant or high-flying jet aircraft.

ASDE Radar Display
Seattle-Tacoma Airport
July 1956

Currently, there is an interesting evaluation underway in the Seattle-Tacoma tower involving the latest addition to Region IV's radar equipment. Airport Surface Detection Equipment (sometimes called "taxi radar") has been installed for operational and maintenance evaluation as part of a joint CAA/Air Force test of this type of radar. The photograph on the right was taken directly from the ASDE indicator presently installed in the cab of the SEA-TAC control tower. It shows with startling detail what "radar-eyes" can do for the tower controller in outlining each of the airport's runways and taxiways. In periods of reduced visibility - darkness, fog, Washington liquid sunshine, etc. - he can determine that the runways are free from aircraft or vehicular traffic in order to clear landing or departing aircraft. It is expected that the evaluation will show many ways in which the controller can make effective use of the ASDE information. (It has been predicted that it may be used to help park automobiles in the airport parking lots since the rows of parked cars show up so clearly.) To properly orientate the data shown in the ASDE photograph, picture yourself atop the cab of the control tower which is a superstructure of the terminal building. This vantage point would correspond to the very center of the photo. Looking toward the West across the parking ramp and the long North-South instrument runway you would see, visibility conditions permitting, just what the radar system has painted toward the top of the photo. The horizontal dark strip represents the North-South runway (the smooth surface of the runway reflects practically no signal compared to that from the vegetation adjacent to the runway.) If you look closely, you will see a series of white dots down the center of this runway showing a DC-6 aircraft taking off from left to right. The photograph was exposed for approximately 3/4 of a minute, each dot representing the position of the plane on each succeeding scan of the ASDE antenna. Therefore, the dots are spaced progressively farther apart as the aircraft gathers speed.



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By observing other portions of the photo you can pick out the runways, taxiways, airport boundary fence, aircraft parked on the ramps and rows of parked cars in the parking lots. The area represented in this particular photograph has a diameter of 1.2 nautical miles - the range circles being spaced at 0.2 nautical miles.

The ASDE equipment is typical of the many types of radar aids to air traffic control that are presently being developed and will be provided in ever increasing numbers along the Federal Airways to assist in providing more expeditious and safer handling of air traffic. A great many of you and your fellow CAA employees comprise a team of operational and technical specialists who develop, evaluate, install, test, operate and maintain many various types of radar equipment. The team is potentially great; able and willing recruits are still needed; the stakes are high; the eyes of an air-minded audience are focussed on the arena of the airways; and the whistle has sounded. Good team play and strong support from the public, the press and the aviation interests will assure victory!

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Quoted is a letter addressed to Mr. Plett, from CARCO AIR SERVICE, commending our personnel for services performed.

"Several months ago, in connection with services required of us under our contract with the Atomic Energy Commission, it became necessary to ask your communications people for special handling on several flights to be made between here and the west coast. These flights were of such nature as to make it highly advisable that they be monitored by ourselves and AEC personnel throughout their duration.

"For the foregoing purpose, we requested Mr. Dave Bussey to arrange for the relay of all position reports, as rapidly as possible, to us here at Albuquerque. This was done very efficiently and worked out in a manner wholly satisfactory to us and the AEC. I think that you will be glad and pleased to know that with one exception in the entire series of flights, which exception was occasioned by Long Lines trouble in the northern end of the San Joaquin Valley, we never received a position report longer than 12 minutes after it had been given to the enroute INSAC Station.

"It is the purpose of this letter to express to you our appreciation of this splendid service and to offer our sincere and hearty commendation for the fine cooperation received not only from Mr. Dave Bussey and his assistant, Tom Dowling, but also from all of the intermediate INSAC Stations along our route of flight. These were Grants, Zuni, Winslow, Prescott, Needles, Daggett, Palmdale, Bakersfield, Fresno and Stockton. On one occasion, it was necessary for our escort ship to land for refueling at Fresno while the load-carrying plane orbited in the vicinity. Through the intelligent and highly efficient assistance of your Fresno personnel, this was accomplished with only a 10 minute delay.

"Again, our genuine thanks."

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REGIONAL ADMINISTRATOR'S COLUMN

July was a hectic month, to put it mildly. Aside from the usual routines - which provide enough work by themselves - and the growing pressures associated with the accelerated Federal Airways programs, we had the Grand Canyon tragic accident and the "OA56" defense exercise.

In view of the pending CAB hearing, it would be inappropriate to discuss here opinions we may have concerning the Grand Canyon accident. Some sidelights can be passed on, however. Beginning on page 6 of this issue of the News, there is a copy of a factual statement we issued during a press conference which was held two days after the accident. This statement may be both interesting and informative to most employees although many of you are, of course, already familiar with some of the procedures and rules referred to in the statement.

You may wonder why this statement was issued and a press conference was held. Since the two aircraft departures were from Los Angeles, and since so many of the victims lived in Los Angeles, the newspapers, radios and television stations were naturally anxious to obtain all the information they possibly could. The telephones were constantly ringing and visitors were constantly coming in - all seeking information and opinions. Inquiries were made of many and various officials, depending on their individual occupational specialties. In all the excitement and effort to get information quickly, there was a very good chance that authentic or factual information might be misinterpreted, garbled, or exaggerated by those who understandably might not have a clear idea of our technical missions and procedures. We therefore decided that we should limit ourselves to giving out purely factual information and give it out from one source. Hence the statement and the meeting with the press, radio and television representatives. We think this went off fairly well. Even so, we learned some lessons. Omission in a press story of a word said verbally can lead to some misunderstanding. (For example, leaving off "proposed" from "proposed route" can be misleading.) We were also made more than ever conscious of the public relations need for educating the news service and the public about some of our terminology which we in the business fully understand but which is not clear to outsiders. For example, we need to get across the meaning of "on airways", "off airways", "controlled air space", etc. Despite problems of this sort, those at the press conference seemed to sincerely appreciate our efforts to give them factual information and also seemed to understand why we had to limit ourselves to facts.

Near the end of the month, we had "OA56." As many of you in the field discovered, this was a much bigger and much more serious project than maybe we first anticipated. A lot of Washington officials physically moved to the temporary headquarters away from Washington and started pounding us with inquiries and requests for reports. We in turn kept sending in a continuous stream of damage and casualty reports, estimates of repair dates and costs, and problems which needed solution from higher authority. The Secretary of Commerce and the Administrator kept in close personal touch with the situation throughout. The operation was maintained on an around-the-clock basis and, believe me, those who spearheaded the exercise for us were truly harassed and worn out before it was over. Everybody was trying to make the thing as realistic as possible, because only from the lessons we could learn from the trial exercise could

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We gain experience and intelligence which would help us in the event of a real bombing. We did learn a lot of lessons, including the fact that we must train many more people than we did in how to conduct the essential activities that must be handled in the event of actual attack.

Bill Larsen, Deputy Chief Airways Operations Division and Bill Jarrell, Chief General Safety Operations Branch, directed the Region's participation in OA56. They, and the following who worked with them in directing the exercise at Regional headquarters, truly deserve special commendation:-

Fred Wild, Airports Division; Dick Bache, Aircraft Engineering Division; Margaret Rodstrom and Bill Handler, Airways Operations Division; Erwin Stentz and Vaughn Clayton, Facilities Division; Glyn Riley, Theda Downs, Florence Collins, Mary Lou Putnam and Lillian Platt, Business Administration Division.

It is my understanding that CAA's overall conduct of the OA56 exercise was so well done that it has received official commendation from the President. A copy of this commendation is not available as this column is prepared, but will be circulated when received.

Incidentally, speaking of commendations and going back to the Grand Canyon accident, here is an excerpt from a letter I received from Mr. James Pyle, Deputy Administrator:

"I would also like to take this opportunity to tell you what an outstanding job John Garrison (LA-390) and all the boys from the region did in connection with the testimony at the Harris hearings. (The congressional hearing at Las Vegas re the accident.) John's explanation did much to eliminate the confusion created by the previous testimony and from all reports controllers and tower operators handled themselves exceedingly well and created a most favorable impression on the Congressmen. Please extend to them, on my behalf, a 'well done'."

Len Ashwell (LA-220) received a personal letter of commendation also. The entire list of those who did such a good job during this trying time is too large for this particular column but we'll tell you about them later.

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While not personally involved, some of the field people might like to know about some changes we are starting in the regional office building. Our building, which was not designed for office space, has some advantages (free parking, practically no smog) and disadvantages. We are limited as to what we can do about the disadvantages, but we intend to at least make an effort. We have already made our two conference rooms more conferrable with more light and more ventilation. We are experimenting with ideas to improve the draft problem. We have let orders to improve the Air Carrier District Office for both workers and visitors. We are enlarging the message center. We are planning more private offices to modify the barn-like atmosphere and to take care of some expansion. Our plans call for more parking spaces near the front of the building. They even tell me that some changes are to be made in my own office. Guess they figure that a big man (physically) needs a bigger office - at least one big enough for conferences!

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CAA FOURTH REGION STATEMENT
CONCERNING TWA-UAL ACCIDENT

July 2, 1956

(Editor's note: The following statement was issued to press, radio, and television representatives concerning the Grand Canyon accident. Also see Regional Administrator's Column.)

The Civil Aeronautics Board conducts the actual investigation of aircraft accidents such as that which occurred at Grand Canyon, Arizona. The CAB now has an investigative team at the scene of the accident which will accomplish everything humanly possible to determine the actual cause. The Civil Aeronautics Administration is in no position to furnish opinions or conjectures as to what may have happened.

Therefore, it is our desire merely to present factual information relative to the flight of the two aircraft and to clarify air traffic control procedures.

The United States is divided into 26 air route traffic control areas. Each area is under the jurisdiction of an air route traffic control center which provides air traffic control on a system of airways 10 miles in width extending over the United States and similar to a highway system.

Aircraft flying on instrument flight plans within these 10-mile airways (with or without instrument weather) are provided positive separation from other aircraft flying on instrument flight plans. Separation on these airways is accomplished by applying a minimum of 1,000 feet vertical separation between aircraft or a minimum of 10 minutes flying time at the same flight altitude and in the same direction.

Outside of these 10-mile airways air traffic control service is not provided; however, we do, to the best of our ability, provide flight advisory service which helps the pilot in the conduct of his flight.

Prior to departure a pilot files a proposed flight plan with the air route traffic control center in whose area the flight will depart. Prior to the time the flight enters the adjacent control area, information concerning the altitude, position, speed, etc., of each flight is passed to the adjacent center. Each control center continuously reviews and amends control instructions to provide separation for all aircraft on instrument flight plans on its controlled airways as the flight progresses. All flight plan changes while aircraft are on the 10-mile wide airways are subject to the approval of the control center exercising control except that the CAA cannot provide the same kind of air traffic control service for flights operating outside of the 10-mile wide airways. In this uncontrolled air space an aircraft pilot is his own authority with respect to the conduct of his flight, providing he complies with all of the safety instructions issued by his own company and the Civil Air Regulations.

In the case of Trans World and United Air Lines, United had filed an instrument flight plan with the Los Angeles Control Center for an altitude of 21,000 feet from Los Angeles via Palm Springs Intersection to Needles, direct Painted Desert, direct Durango, direct Pueblo, direct Hill City, direct St. Joseph, then via airways to Chicago Midway Airport.

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TWA had filed a proposed instrument flight plan at 19,000 feet from Los Angeles via Green Airway No. 5 and Amber Airway No. 2 to Daggett, direct Trinidad, direct Dodge City, then via airways to Kansas City.

TWA departed at 9:01 a.m. three minutes ahead of UAL, both aircraft being instructed to climb in visual flight rule conditions to their respective cruising altitudes, thereafter maintaining altitudes proposed. UAL departed 9:04 a.m. Prior to reaching Daggett, California, TWA requested to change altitude from 19,000 to 21,000 feet. Since the flight would proceed into the Salt Lake City control area shortly after leaving Daggett, the Los Angeles Center coordinated the request for change of altitude made by TWA with the Salt Lake City Center. Because of UAL at 21,000 feet, TWA was advised we could not approve 21,000. TWA's pilot then asked for clearance to fly at 1,000 feet on top which was mutually agreed upon by the two centers and approved. Subsequently, TWA reported over Daggett at 9:34 a.m. at 20,000 feet, climbing to 1,000 feet on top, later reporting over Lake Mojave at 9:55 a.m. at 1,000 feet on top at 21,000 feet.

UAL reported over Needles, California, at 9:58 a.m. at 21,000 feet. Under UAL's proposed flight route, the flight would have left the 10-mile wide controlled airway shortly after passing Needles, crossing another 10-mile wide airway somewhat northeast of Needles, thereafter again going into uncontrolled air space. Under TWA's proposed flight route the flight would have left the 10-mile wide controlled airway shortly after passing Daggett, crossing three 10-mile wide airways southeast of Las Vegas, Nevada, then proceeding into uncontrolled air space.

The place of the accident was approximately 130 miles from the points of leaving controlled air space in accordance with proposed flight routes. At the time of crossing the last 10-mile wide controlled airway the two aircraft would have been approximately 50 miles apart in accordance with their filed flight plans. The projected path of crossing based upon flight plan route would have occurred approximately 85 miles east of the place of the accident. The clearance "at least 1,000 feet on top" permits an aircraft to be flown at any appropriate altitude so long as it remains at least 1,000 feet above any condition such as clouds, haze, smoke, etc., and the pilot conducts his flight under visibility conditions which permit him to observe other aircraft and to be observed by other pilots. Pilots operating under this clearance are responsible for observing and avoiding all other aircraft.

Civil Air Regulations require that pilots be alert at all times to observe other aircraft in flight, irrespective of the kind of air traffic control clearance they have received. An air traffic control clearance approving a constant flight level such as 21,000 feet for an aircraft operating on an instrument flight plan does not assure the pilot that his is the only aircraft at that altitude, since many aircraft flying under visual flight rules, or 1,000 feet on top, may be occupying the same block of air space when good visibility conditions prevail. An air route traffic control center does not exercise control over and, ordinarily does not have knowledge of, aircraft flying under visual flight rules. In uncontrolled air space aircraft may also fly under instrument flight rules without regard to air route traffic control. An air route traffic control clearance is, therefore, applicable only on the controlled airways.

Editor's Note: The following news release issued by Don Fulton, Chief of the Communication Station at Los Angeles and G. W. Kalstrom, Meteorologist in Charge at Los Angeles, should be of interest throughout the region. On the next page is a copy of a poster which was distributed throughout the Los Angeles area.

LOS ANGELES, CALIFORNIA.

TUESDAY

JULY 10/1956.

NEWS RELEASE

NEW WEATHER SERVICE TO CALIFORNIA PILOTS BEGINS

THE U. S. DEPARTMENT OF COMMERCE ANNOUNCES THAT THE NEWLY-DEVELOPED CONTINUOUS AUTOMATIC AVIATION WEATHER BROADCAST IS NOW AVAILABLE TO PILOTS IN SOUTHERN CALIFORNIA.

OPERATED JOINTLY BY THE U. S. WEATHER BUREAU AND THE CIVIL AERONAUTICS ADMINISTRATION, THE BROADCAST FURNISHES FLYING WEATHER FORECASTS FOR THE LOS ANGELES AREA AND FOR ROUTES TO SAN DIEGO, SAN FRANCISCO, LAS VEGAS AND PHOENIX, PLUS CURRENT WEATHER REPORTS FROM SELECTED STATIONS, PILOT REPORTS AND WIND ALOFT FORECASTS. IN ADDITION, NOTICES TO AIRMEN, WARNINGS TO SMALL AIRCRAFT AND OTHER SPECIAL ADVISORIES FOR THE SAFETY OF THE PILOT ARE INCLUDED WHEN APPROPRIATE.

THE NEW BROADCAST OVER THE LOS ANGELES CAA LOW FREQUENCY RADIO RANGE (332 KCS) IS THE FIRST OF ITS KIND, ALTHOUGH A SIMILAR EXPERIMENTAL UNIT HAS BEEN IN OPERATION IN THE WASHINGTON, D. C. AREA, WHERE IT HAS BROUGHT MUCH PRAISE FROM AVIATION INTERESTS. IT HAS PROVEN TO BE AN EFFECTIVE AND USEFUL FLYING SAFETY SERVICE, ESPECIALLY FOR PRIVATE AND BUSINESS PILOTS.

THE LOS ANGELES OPERATION IS CURRENTLY FOR 16 HOURS DAILY, FROM 9 AM TO 1 AM, P.D.T., AND WILL LATER BECOME A CONTINUOUS 24 HOUR SERVICE. IT IS PLANNED THAT EVENTUALLY 88 STATIONS FURNISHING SIMILAR SERVICE WILL PROVIDE A NETWORK COVERING THE ENTIRE UNITED STATES. THE WEATHER BUREAU FURNISHES WEATHER INFORMATION WHILE THE CIVIL AERONAUTICS ADMINISTRATION ADDS "NOTICE TO AIRMEN" INFORMATION ON NAVIGATIONAL AIDS AND AIRPORTS, AND ALSO OPERATES THE BROADCAST.

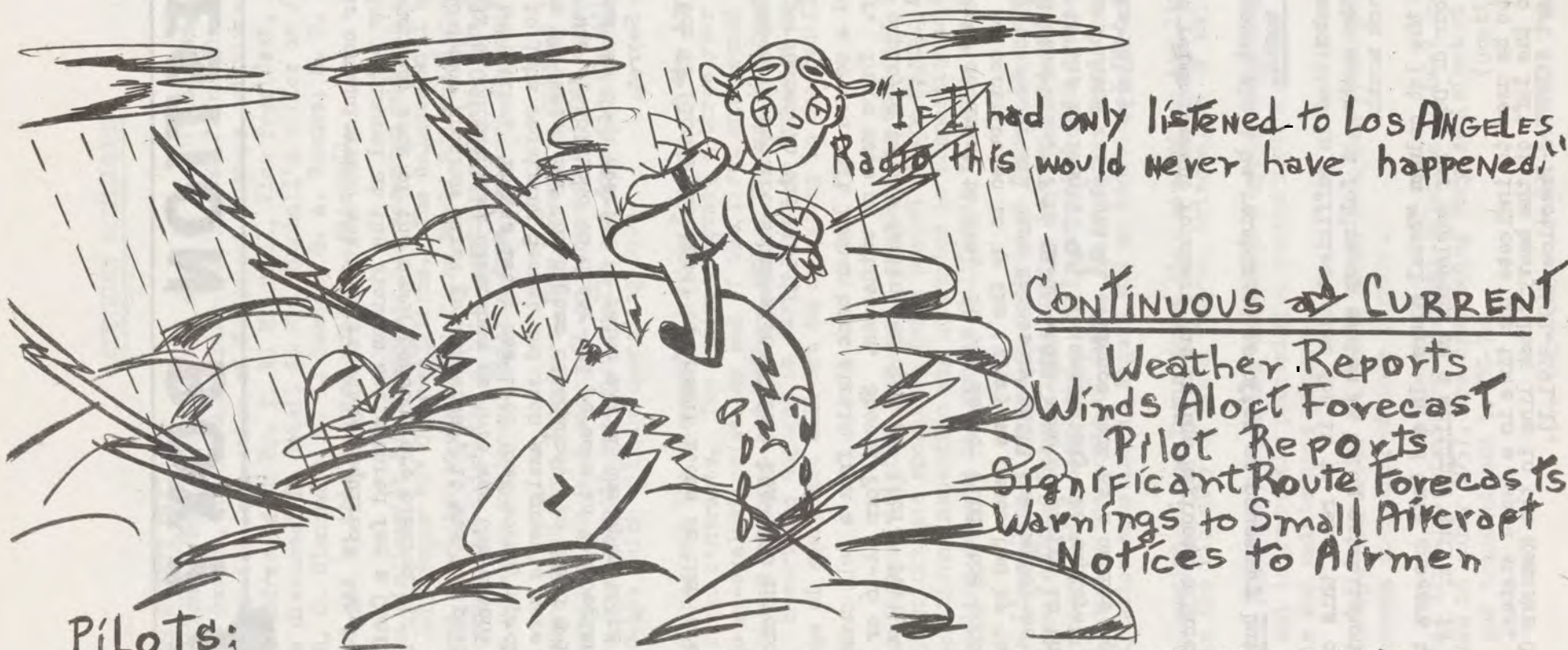
SPECIALLY DESIGNED TAPE RECORDER AND REPEATER EQUIPMENT CONTAINS TEN INDIVIDUAL UNITS OPERATING IN ROTATION. FRESH WEATHER REPORTS ARE PLACED INTO THE BROADCAST AT LEAST ONCE EACH HOUR, AND MORE OFTEN WHEN REQUIRED. THE BROADCAST CAN USUALLY BE HEARD FROM DISTANCES UP TO 125 MILES AND IS TRANSMITTED ON A STANDARD AVIATION FREQUENCY WHICH IS AVAILABLE TO PILOTS IN FLIGHT OR ON THE GROUND. WITH MOST TYPES OF RECEIVERS THE VOICE BROADCAST CAN BE SUBDUED FOR USING RADIO RANGE SIGNALS USED FOR AIR NAVIGATION, ALTHOUGH THEY ARE TRANSMITTED ON THE SAME CHANNEL. FOR EMERGENCY COMMUNICATIONS THE BROADCAST CAN BE CUT OFF AND THE CHANNEL USED FOR GROUND TO PLANE BROADCASTS. THE NEW EQUIPMENT CAN BE SEEN AT THE CAA COMMUNICATIONS STATION AT LOS ANGELES INTERNATIONAL AIRPORT.

G. W. KALSTROM,
METEOROLOGIST IN CHARGE
WEATHER BUREAU FORECAST CENTER
LOS ANGELES INTL. AIRPORT

DONALD R. FULTON,
CHIEF,
C.A.A. COMMUNICATIONS STATION,
LOS ANGELES INTL. AIRPORT

FREE TO PILOTS

CONTINUOUS WEATHER BROADCAST
LOS ANGELES RADIO = 332 KCS



CONTINUOUS & CURRENT

Weather Reports
Winds Aloft Forecast
Pilot Reports
Significant Route Forecasts
Warnings to Small Aircraft
Notices to Airmen

Pilots:

MAY WE HAVE YOUR COMMENTS ON OUR CONTINUOUS BROADCAST
PHONE - CAA COMMUNICATIONS - OREGON 8-4161
OR CALL LOS ANGELES RADIO



QUESTION BOX?



- Q. A Chief of one of our communication stations recently inquired? Why is it that some of the older personnel at the station are cleared for a Confidential Security Clearance whereas; some of the newer persons are cleared for Secret?
- A. When the Security Clearance program first got underway, it was the policy to clear persons for only a Confidential clearance as this was the extent of the clearance needed at that time. It was later realized that so many Specialists were being assigned to jobs requiring Secret and such assignments were delayed until papers could be processed for the higher clearance. To avoid this type of thing, the policy was established to clear all persons in the beginning for Secret. A program has now been started to raise all of the Operations personnel from Confidential to Secret.
- Q. How shall I account for LP (local purchase) equipment items as they are purchased in the field?
- A. A.O. 205 is being amended to require submission of form ACA-1660 invoice to cover all LP of equipment purchased in the field.
- Q. An employee sustained a severe left lumbar back strain from a fall caused by an oil spot on the floor. There were no witnesses. Should Form CA-16 or CA-17 be used to refer the employee to the designated doctor? (Refer Part V-A, Administrative Order 4-3-4.)
- A. Form CA-17 is the proper document to use. If the doctor finds the condition the result of the injury or contributed to by the injury as described by the employee he has full authority to render all care necessary until the Employees' Compensation Bureau has ruled otherwise. Form CA-16 would also be proper in this case if there were witnesses to the incident. Or, if immediately the employee told his supervisor about it and there was physical evidence such as a bruise, contusion, abrasion, etc., of the injury.
- Q. When are imprest fund reimbursement vouchers due in the Regional office?
- A. Each imprest fund account shall be reimbursed as often as necessary but not less often than once each month.
- A voucher should be submitted in sufficient time for it to reach this office prior to the end of the month. A follow-up system is being established to insure submissions each month.
- Q. On the SF-1130 under the 1st column "Total Hours--In and Out" appears to be a good place to enter the Tour of Duty for employees on a multiple shift. Is this satisfactory?
- A. No. This column is to be used to indicate the time in a leave status. Tours of duty must be shown to the left of the heavy block line in the Remarks Column. (See Green Sheet Insert Standard Practice 3691-3691.1).

DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Inspection of Southwest Airways station facilities was completed in conjunction with Agents Gammon, Rounds and Pierce of the San Francisco District Office. This completed a system inspection of Southwest Airways activities and a detailed survey report was addressed to Mr. T. R. Mitchell, Vice President, Southwest Airways. This report was discussed in detail in Mr. Mitchell's office on June 25. Messrs. L. W. Ashwell, R. O. Blanchard, A. L. Gammon, G. A. Rounds, M. C. Pierce and J. F. Rudolph represented CAA in this meeting with Mr. Mitchell.

Trans World Airlines at San Francisco has accepted and put into service the first of eight new 1049 Super "G" Constellations. The balance will be put into service on the basis of one every two weeks. All Trans World "G" model Constellations are equipped with airborne radar which the pilots heartily endorse. On July 1, Trans World will inaugurate non-stop westbound flights from New York to San Francisco.

World Airways moved from Teterboro, New Jersey, to Oakland International Airport and is now operating one DC-4 aircraft on contract and CAM operations. World Airways intends to operate both internationally and domestically with a DC-4 and domestically with two C-46s which will be operating soon.

Resort Airlines was the successful bidder for one of the Air Force Logair Transcontinental cargo contracts. The contract covers a three year period; however, it is subject to re-evaluation at the end of the first and second years. The route pattern will be changed somewhat and McChord AFB at Tacoma, Washington, has been added as a terminal. Resort was engaged in cargo trips to Honolulu in the month of June but due to shortage of equipment will not be operating in the Pacific Area during the month of July.

California Eastern Aviation was again awarded the contract for the transcontinental Navy cargo Quicktrans operation for a period of one year. A complete Pacific Area system operations inspection was conducted in connection with California Eastern. This inspection covered the routes California to Tokyo via Honolulu and Wake Island.

United Air Lines Dehmel expansion program at Denver is progressing very satisfactorily. One new Convair CV340 Dehmel installation is completed and is at present being test flown and work orders being completed. It is expected this trainer will be turned over to the school during the month of July. It is also expected a DC-6 Dehmel will arrive for installation sometime in August and an additional DC-6 later.

The investigation of the Trans World Airlines-United Air Lines accident which occurred June 30 in the vicinity of Grand Canyon, Arizona, is of major importance at this time.

The Seattle District Office has completed a system-wide inspection of West Coast Airlines and is currently preparing a status report of the company covering operations, electronic and maintenance phases.

General Airways conducted six round trips from San Francisco to Tokyo. This was the first overseas operation of this carrier.

Continental Air Lines training programs relative to DC-7 operations, Chicago to Los Angeles in early 1957, are developing very satisfactorily. Crews are to be trained in DC-6s and transitioned to DC-7s.

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On June 19, Supervising Agent Wayne Jordan of the Chicago ASDO and Mr. Robert Angstat, Operations Manager of Helicopter Air Service, Chicago, Illinois, visited the Los Angeles District Office for a complete review of Los Angeles Airways helicopter operation. Helicopter Air Service is taking delivery of three S-55 and three S-58 model Sikorskys as soon as practicable. Mr. Angstat expressed his desire to have their helicopter operation patterned after Los Angeles Airways. Agent Jordan borrowed Los Angeles Airways Operations and Maintenance Manuals from the Los Angeles District Office for guidance in establishing their operation.

Aviation Safety Agent Joseph T. Hornsby was transferred from the Burbank District Office to the Los Angeles District Office on June 22 and will take over the duties formerly assigned to Agent Lee Bishop.

Pacific Southwest Airlines has put into effect a test program whereby it will operate its equipment at METO power for all climb operations and, in addition, will cruise at 650 BHP at 1900 RPM instead of 650 BHP at 2050 RPM. These changes were made for the purpose of obtaining better economy and, in this respect, it appears from preliminary tests that 100 or more gallons of fuel will be saved on each round trip from San Diego to San Francisco via Burbank. The average climb to complete one round trip is 28,000 - 60, and it is interesting to note that a preliminary test conducted established that only 17 minutes of operation at METO power against 50 minutes at 800 BHP was required for that climb. In addition, it appears that flight time for the round trip is shortened by 10 to 12 minutes.

Continental Air Lines contemplates the purchase of an Air Trainers Limited synthetic trainer made to Viscount configuration. Capital Airlines is taking delivery on a trainer in July, 1956.

Slick Airways, Inc., will continue to operate DC-6s and C54s on military contract operations in both the Pacific and Atlantic areas.

The Seattle ASDO monitored an extensive operation of Westair Transport. During this operation, Westair flew about 750 hours and carried over 2500 Mexican Nationals from El Paso to various points in Michigan to work in the sugar beet fields. The whole operation was well handled this year as each flight had an interpreter in command and he controlled the passengers better than on any other similar operation. Maintenance-wise the aircraft performed very well. There were no mechanical delays or incidents reported.

AiResearch has completed the lounge installation on the last of five DC-7 aircraft to be used by American Airlines in their Coach service.

Flood condition in the Portland area became critical on June 1, and it was decided to have agents available on a seven-day basis to monitor the safety aspects of Air Carrier Operations in case of evacuation of the Portland Columbia Airport. An agent from the Seattle ASDO was assigned this responsibility for the week-end beginning June 2. By June 7, the Columbia had started to drop and the critical period of flood was considered past with no damage to the airport recorded.

Mr. R. H. Batteril of Vickers Armstrong, Inc., spent several days with Continental Air Lines giving assistance in their Viscount program. (Continued on next page)

Mr. Harold L. Servey has joined Continental Air Lines as Manager of Maintenance Training and Publications. He will be responsible for setting up and operating the Maintenance training program and maintenance manuals. He holds Masters degrees in science and educational administration plus several years of work with the Armed Forces.

The Flying Tiger line has obtained hangar space, ramp area and operations counter facilities at Idlewild Airport for handling international contract operations and maintenance. Use of the new facilities are expected to start early in July.

AIRCRAFT ENGINEERING DIVISION

As a result of the flutter experienced on the Aerocar during recent flight tests, a program has been initiated to appropriately revise the design of the ailerons and the wing structure. As soon as these revisions have been completed and substantiated, this project is expected to return to flight status.

Contacts are continuing with representatives of the Baumann Aircraft Corporation regarding the status of their B-290 airplane. Present indications are that the manufacturer's flight tests on this project will be resumed within a few weeks.

The prototype Boeing Model 707 airplane was returned to flight status following completion of the 500-hour check. Windshield bird impact tests are under way at the Technical Development Center at Indianapolis. Several discussions have been held with Boeing personnel regarding the requirements to be met during these tests. Nine designated engineering representatives have been appointed at Boeing to assist in the evaluation of data on this airplane. These designations cover structural substantiation, flutter, systems and equipment, powerplant, electrical, hydraulic, ice protection systems, and weight and balance.

On July 11th, a preliminary informal conference was held with Convair personnel regarding their Model 22 turbo-jet transport. The purpose of this meeting was to provide a briefing for CAA personnel regarding the project and to inform Convair personnel regarding potential problem areas in the type certification program. Present indications are that the Preliminary Type Certification Board Meeting will be held in the late fall of 1956.

Technical data, reports, microfilm, and partially complete drawing lists pertaining to the Curtiss Wright C-46 project have been forwarded to Region II which now is the controlling Region for this family of projects.

Technical data substantiating an increase in the gross weight of the Douglas DC-7C to 143,000 lbs. have been submitted and are being evaluated. Flight tests on this model airplane with a 10° take-off flap setting have been conducted at Tucson, Arizona. Considerable difficulty was experienced with wheels and brakes under the high energy decelerations associated with this configuration. Several high energy type wheel and brake failures were experienced during this program.

Miscellaneous technical data are being received regarding the Douglas Model DC-8. The Minutes of the Preliminary Type Certification Board meeting are in the process of being coordinated and finalized. Douglas personnel advise a considerable amount of construction and final assembly on the DC-8 series will be done at the Long Beach plant. Arrangements have been made for security clearance for CAA personnel at this plant.

(Continued on next page)

A large number of drawings have been received pertaining to the Hughes Model 269 helicopter. We have been advised that ground resonance was experienced during the preliminary tests on this machine with the spring type landing gear. It is our understanding that the landing gear now is being revised.

Additional tests have been conducted on the Parsons' metal rotor blades for the Hiller UH-12D helicopter. It is understood these blades failed adjacent to the drag brace attachment during fatigue tests at an equivalent service life of approximately 300 hours. The Parsons Co. is considering re-design of this structure.

Negotiations are again under way with Hiller regarding continuation of the flight tests on the Model HJ-1 ram-jet helicopter. Hiller is attempting to reduce this program to an absolute minimum; however, the unconventional nature of the helicopter is such that a considerable amount of flight test evaluation is necessary. It appears that agreement will be reached in the near future regarding the continuation of the flight test program, at which time the CAA flight tests are expected to be resumed.

Examination of the basic load data pertaining to the Lockheed Model 1649 has been completed and our comments have been forwarded to the manufacturer. The main landing gear drop test preparations are nearly complete and it is expected the drop test program will begin very soon.

The Minutes of the Preliminary Type Certification Board on the Lockheed Model 188 Electra have been prepared and are being coordinated. Structural tests are being conducted on windows for this aircraft. During one such test, a lounge window was tested in a seriously scratched and damaged condition. The window successfully held a 14.2 psi pressure differential for one minute, after which it withstood 100 pressure cycles from zero to 14.2 psi without failure.

Work on the Monte-Copter air jet type helicopter is continuing. Present information indicates that the first tie-down test of this helicopter will begin about August 1.

Information has been received that final arrangements are being completed permitting the transfer of the Navion Type Certificate from Ryan to Tubular Service and Engineering Co. in Dallas, Texas. As soon as this transfer is completed, technical data will be forwarded to Region II.

The Preliminary Type Certification Board meeting on the Transland Model AG-2 was held on July 12th. The prototype airplane is nearly completed and the Company flight tests are expected to begin in the immediate future.

GENERAL SAFETY DIVISION

A further indication of the increased activity in general aviation has been rather forcefully pointed out in the report from our Seattle ASDO. This office states that there is an acute shortage of flight instructors and ground instructors in their district office area. According to Agent Princen, "One school has lost two flight instructors within the space of one week with no replacement in sight. From what we can learn, the flight operators are going to have to make their employment of flight instructors more attractive and more in line with pay scales in other phases of industry."

Another indication of general aviation interest in this region was demonstrated at the recent successful Porterville Fly-in June 23 and 24. According to the Fresno ASDO,
(Continued on next page)

702 aircraft attended this annual event. Quoting the Supervising Agent in part, "We logged over 2,000 operations - many at night. I personally witnessed at least 1,000 landings and take-offs. Portable air traffic control was bought and paid for by the Porterville people and was manned by controllers from the Bakersfield and Fresno Towers. Control was shut down at 2:00 a.m. Sunday, but even at that time, we had a dozen or so aircraft flying in the area. In summarizing this event, certain conclusions must be drawn. While we could not separate the flying club aircraft from those that were not, there was a substantial number of flying club members who attended. They had a major part in the success of this fly-in." The Supervising Agent further reports that the entire operation was conducted in a safe and orderly manner and that the fly-in was concluded without a single accident of any kind.

Aerial application appears to have hit its peak during the month of June in the Billings ASDO area. However, the Supervising Agent is concerned over the fact that 20 airplanes in his district have run out of gas while spraying. Agent Doster proposes to use this information as material for his next safety meeting with the agricultural operators. Quite a few new operators have been encouraged to use shoulder harnesses and hard hats, and it is felt that one pilot's life was saved recently because he had used a hard hat and another's saved because the pilot used his shoulder harness.

The Annual Sheriff's Aero Squadron Rodeo at the Ranchoero Airport, Chico, California, last month, attracted 170 airplanes and more than 500 people, according to the Supervising Agent, Sacramento ASDO. This activity, several years ago, attracted a mere handful of airplanes. However, the attention this small community is now receiving from persons looking for something to do and some place to go with their airplanes further points out the growth and expansion of general aviation in this region.

During the month of June, the heavy concentration of efforts has been on the elimination of annual inspection program. The Branch has held individual conferences with the majority of ASDO's in the region. The ASDO's, in turn, have held one or more designee meetings within their various districts. It is the opinion of the district agents and this office that an excellent job has been done in preparation of the CAR, CAM, and MOP material for this program. We expect very little confusion in effecting this change.

Throughout the region, large numbers of surplus aircraft are being converted to civil status. For example, one approved repair station in the Palo Alto district has been awarded a contract to inspect, repair, and certificate 25 light aircraft for Civil Air Patrol use. We are expecting a considerable added work load on certification of the surplus aircraft plus the aircraft with expired Airworthiness Certificates.

The spruce-budworm and other forest spraying is in full swing in the northern portion, and general agricultural dusting and spraying is heavy in central and southern portions of the region. Our heaviest concentration of agricultural operations is in the Fresno district. At present, 70 operators operating 340 aircraft are based there.

Considerable interest in air races develops during the summer months. Surveillance inspections were conducted by Phoenix ASDO for the Junior Chamber of Commerce sponsored Phoenix-Philadelphia race. Palo Alto personnel inspected the 50 aircraft entered in the All-Woman Transcontinental Air Race which departed from San Carlos Airport.

(Highlights continued on next page)

AIRPORTS DIVISION

The Grant Review Committee on July 16 approved final payments for completed projects at Idaho Falls, Idaho; Billings, Montana; Salt Lake City, Utah; Ontario, California; and Phoenix, Arizona.

During the month of July, three Project Applications were received namely, Salinas and San Francisco, California, and Sandpoint, Idaho. A Grant Offer was issued to Salt Lake City, Utah, and a Grant Agreement was accepted by Portland, Oregon.

The title of the Airport Operations Branch has been changed to Program Administration Branch in order to conform to Washington standards recently established.

FACILITIES DIVISION

Effective July 2nd, the Office of Federal Airways, in Washington, was reorganized into two divisions: Air Navigation Facilities Division, W-600, and Air Traffic Control Division, W-500. For smoother operation in accordance therewith, and for greater efficiency in handling the Five Year Program, realignment of functions and duties in the regional Facilities Division is currently under consideration. Deputy Chief, Charles Grosh, will meet with Washington officials and representatives of the other regions on July 30, in regard to the realignment. You will be advised as to developments as they occur.

A study was made by the Planning Unit, and recommendations furnished to Washington regarding revision of TSO-N13a and for the inclusion in the 1958 Budget Request of a second ILS at various locations within the region that would meet the new proposed criteria.

Flight Inspection Branch

Red Bluff VOR was restored to operation following modernization. Improvement was noted in the overall operation of the facility.

DC-3 N-18 was ferried into Los Angeles by Bob Lewis for 150 hour inspection and returned to Salt Lake City July 16.

Jack Webb is pinch-hitting for Ted Wilder who is on annual leave.

Seattle based DC-3 N-22 has been grounded at Bozeman due to engine failure. Aeronautical Center is furnishing replacement engine and manpower to make the engine change.

Establishment Branch

Jim Cheatham has completed the auxiliary operating position installation at Douglas, Arizona, and is presently at Denver engaged in teletype installations at the Weather Bureau and the INSAC. He is being assisted by Setsuo Horita. Jim also is serving as Resident Engineer supervising the rewiring of the INSAC and ARTCC, and other related construction work.

Fred McCauley is at Truth or Consequences doing an antenna relocation. Fred successfully completed the installation of the auxiliary position at Santa Fe INSAC.

Sam Rosenfeld removed the mechanical interlock from the ARTCC and then went on annual leave.

Dave Domaskin is on military leave.

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Frank Dettmer is continuing with the supervision of the installation of delta structures for RAPCON Remote Transmitters at Albuquerque, and corrections to the ventilation and cooling of the Albuquerque Center. He is being assisted by William Miller. Frank schedules August 1st as completion date for the delta structures.

Ed Pardee is supervising tower installation at Albuquerque. His crew consists of George Martin, Murray Asilowitz, William Good, Leroy Gould, Jim McAnally, Jack Willmore and Franz McVay.

William Foker is at Long Beach installing voice communications and intercommunicating features between Tower positions. He has recently been joined by Dave Hegland.

Howard Pyle and John Elwood have completed the INSAC modernization at Eugene, Oregon. Jim Carr assisted by Clyde Olson, Joseph Smith and "Dutch" Bobp, are installing the air-to-ground console equipment at Walla Walla, Washington.

Fred Yandell assisted by Tom Cocherell, have completed the air conditioning at the Ephrata INSAC and the extension of the INSAC quarters at Toledo, Washington.

The air conditioning of the Sacramento INSAC and equipment room has started under the supervision of John Franklin.

Bill Beekman has completed a survey for relocation of the Elko VOR access road. On completion of this assignment, he proceeded to El Centro along with Charles Pilgrim and Jack Scherbel where a VOR site was selected. This crew will next proceed to the general area of the Canyon DeChelley National Monument where they will obtain data for preparation of an access road and site grading for establishment of a mountain-top VOR. The site location has been pinpointed by Fred Townsend, assisted by A. C. Beard, during a recent jeep trip into the area. We understand from Fred that he found this region to be extremely primitive with travel by means of a four-wheel drive jeep a must.

Stan Erickson, assisted by James Buchanan, obtained the necessary field data for establishment of a Consolan facility in the Petaluma area. Their next assignment will be selection of a site for establishment of a HW facility at Ellicott, Colorado.

Marion Duncan has completed construction of the Logandale, Nevada Fan Marker and is now enjoying some well earned annual leave.

V. O. Vick completed construction of a new fence at the Seattle L/MF range. He then proceeded to Lompoc for supervision of construction of that facility. A sudden change in plans by USAF has deferred this project indefinitely so we expect Vick will take this opportunity for his annual leave.

Tom Tarpo started installation of an engine generator at the San Simon VOR but was called to Seattle by an emergency illness in the family before completing the assignment. He will return to San Simon for completion of his work there and then install an engine generator at the Corona, New Mexico VOR.

Maynard Hegland completed the construction phase of the Sacramento VOR modernization and now is in Oakland rearranging a beacon fence. His next assignment will be supervision of the Cutbank, Montana VOR modernization.

(Continued on next page)

Glenn Kassing, assisted by Nick Smokey and Don Robb, completed modernization of the Thurman, Colorado VOR. Glenn and Nick then completed minor modernization of the Kiowa VOR and conducted engineering tests to determine if this facility could be monitored at Denver. During this period, Don Robb assisted with VHF and UHF coverage checks at Sandia Peak, New Mexico. Glenn, Nick, and Don are now modernizing the Kremmling, Colorado VOR.

Mike Domitrovich and Wes Martyn are battling an extremely stubborn VOR at Salt Lake City, Utah.

Chuck Daggy, assisted by Al Calloway, Harold Dickenson, and Sam Manabe, are modernizing the Blythe VOR. We expect the next assignment for this crew will be modernization of the San Diego VOR.

John Rathjen, Charles Dickow, and Fred Hempt finally persuaded the Tucson VOR to behave and so that facility is again commissioned. These three have returned to other duties at the Regional Office.

Emmett Whitney, assisted by Bob Crookshank and Donald Griffin, completed modernization of the Red Bluff VOR and are now in Seattle where they are conducting a series of engineering tests on the Seattle VOR. Their next assignment will be electronic modernization of the Sacramento VOR.

Boyd Preece, assisted by Bob Stevenson and Robert Whitney, have completed modernization of the Modesto VOR and now has modernization of the Ontario VOR just about complete. The next assignment for this crew is modernization of the Long Beach VOR.

Glenn Shoop has completed preliminary modernization of the Twin Fall VOR and will next tackle a similar assignment at the Dalles VOR.

John Williams and Lonnie Tarver are now installing electronic equipment at the Logandale Fan Marker.

Charles Dickow, Erwin Clark, and A. C. Beard have been preparing the VOR survey van for a long series of site surveys this summer and fall. Their first survey of the current series will be at El Centro, California.

Norman Carlberg, Darol Hafner and Willard Zeigner completed the MRN/8 survey at Tucson, Arizona with good results. The crew then started the ASR-3 repeater installation at Denver, Colorado. Ken Van Dyke joined the crew at Denver to relieve Darol. Darol Hafner, Clyde Harrell and Willard Zeigner have started modernization of the Colorado Springs ILS.

Rex Brown completed the joint acceptance inspection of the Burbank ASR-3. As soon as the interference problem is resolved, and personnel training has been completed, the facility will be ready for commissioning. Rex also has another crew on the Long Beach ASR-3 now -- Bill Foker and Dave Hegland.

Bob Faul and "Red" Pedri have completed the installation of ASDE equipment at the Seattle/Tacoma Airport. They have started preliminary work on the Billings ILS. Roger Baker, Charles Kallander and Richard Burns have joined the crew at Billings. This crew will proceed with the TUS glide slope survey pending the arrival of Mike

(Continued on next page)

Domitrovich. Mike will join the crew at Billings upon completion of the Salt Lake City VOR.

Paul Watkins is still at Albuquerque, New Mexico with Rafael Lopez, Steve Smith, Damon Capps, Oliver Crawford and Keith McKinnon. Hank Scribner joined Paul later in the month after spending some time on leave recuperating from his previous assignments up north. Paul reports that the RAPCON installation is progressing on schedule.

Frank Beauchamp, Vic Beacken and Richard Burns have completed the VHF/DF surveys at Denver and Salt Lake City, with a stopover at Grand Junction, Colorado to complete and commission the glide slope facility. Frank Beauchamp and Vic Beacken are presently engaged in completing the VHF/DF survey at Seattle.

Milt Bezouska returned from the survey at Albuquerque, New Mexico and Phoenix, Arizona complete with suntan and ten gallon hat. His only complaint was the lack of hitching rails in the back parking lot. Ground tie him Milt!

Earl Trejbal is completing the plans and specifications for the construction of the Monterey, California ILS. He is proceeding to Bellingham, Washington to begin the dismantling of the Bellingham ILS and its removal to Seattle.

John Franklin is supervising the replacement of cable at the Sacramento, California ILS. He has recently completed the survey, prepared leases and plans for the construction of the Tucson, Arizona ILS. He is being assisted by Stanford Larsen.

Gene Newman is supervising the construction of the Billings, Montana ILS relocation and is being assisted by Clifford Mosier.

It is anticipated that, upon completion of this project, Mr. Newman will proceed to San Francisco to complete the installation of the 100 KW central power plant.

The contract has been let and award made for the procurement of 28 ILS detector shelters being made from plastic for 14 ILS' within the Region.

The Air National Guard has authorized additional funds for the construction of the UHF/DF installation on the Salt Lake City ATC tower. This program is being re-activated and will begin within approximately two weeks.

The City of Salt Lake is being contacted regarding their participation in construction of the proposed IFR room at Salt Lake, and it is expected that authorization from them will come at an early date.

Funds have been allocated by Washington for the Los Angeles HIAL and final plans and specifications are being completed relative to that installation.

The relocation of the Long Beach ILS is being studied and this office has been advised by the City of Long Beach that work is due to begin on the runway itself. It is anticipated that the CAA will begin tests, etc. relative to this relocation within two months.

Schedule I of the construction of the ILS glide slope facility at Colorado Springs was completed on July 18. The construction is being supervised by Harry Mellen,
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assisted by Delmonte Davis. Harry has started a 15-day vacation, and, upon his return, will proceed with Schedule II.

Patching of the Furnace Creek Airport has been satisfactorily completed.

UHF

Phil Nicoletti and his CAA crew of Jim Barnes, Bob Betz, and Myron Gaulke completed Daggett, California, and are at present winding up Baker, Oregon and have their next assignment for UHF work at Billings Tower and INSAC.

Wayne Brown and his contract crew are working toward completion of the Salt Lake Center and INSAC. The Coon Peak travel is hard on these men, as well as on the Maintenance vehicle on loan from the Salt Lake sector. Our thanks to all for their cooperation. Wayne's next scheduled stop is Albuquerque Sandia Peak site.

Ed Alfonso departed for annual leave and upon return will be utilized as a leave relief or for any priority project.

Orion Betz and his contract crew completed Montague INSAC and are presently installing UHF and associated work at Medford CS/T. His next assignment is Elko INSAC.

Carl Weidert and his contract crew completed Santa Monica Tower and he has split the crew temporarily and is working on Long Beach 4-channel recorder and Reno remote UHF. His next assignment is Portland UHF-4 channel recorders.

Contract personnel assigned to the UHF Section have started an exodus which we regret. M. V. Gaffney, Office Engineer, and G. W. Seefeldt, Technician, have left us recently. Don Monteiro has been gone now for four weeks due to an appendectomy.

Maintenance Branch

Vacation time is always a happy season of the year in which all of us like to participate. For that reason our Facilities Maintenance Branch news is somewhat limited, except for fishing and camping stories heard upon return to work from our vacationers. Further, little or no news items have been received from the field offices.

Happy vacation time to all of you, so that we may return to work refreshed and with enthusiasm to effectively carry out our many programs during the second, third and fourth quarters of the fiscal year. I (Jerry Melville) plan to go on my vacation about August 18 and expect to enjoy the rocky mountain scenery around Grand Junction, Rifle and Eagle, Colorado. This is an alert for the Regional Office to stand by for some tall fishing stories upon my return.

Vaughn Clayton returned from the Airways Traffic Control Familiarization Course at the Aeronautical Center imbued with the philosophy of expanded air traffic control plans. He states that the course was very interesting, as well as educational.

Many items have appeared in the paper relative to the National practice alert with respect to Civilian Defense activities. The Regional Office, as well as field facilities, are no exception in connection with participating in the National C.D. activity plan; therefore, the Regional Office has been a beehive of activity in assisting in carrying out the Civilian Defense program. Vaughn Clayton was lucky enough to snag a few mid-watches in this program, representing the Facilities
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Division. We are sure that much has been learned and much valuable information will be secured by the time the C.D. alert terminates.

Students at the Aeronautical Center who have graduated during the past month are: ASR/PAR Class No. 110 -- Joseph Covington, Long Beach; Edgar J. Durbin, Denver; Walter H. Garrison, Oakland; Albert Lipman, Seattle; William Preston, Denver; Edgar R. Sorenson, San Francisco; E. Devont Stowell, Spokane. ILS/VOR Class No. 115 -- Henry A. Kester, San Francisco; Claud Eldridge, San Francisco. ILS/VOR Class No. 116 -- Albert Lincoln, Needles, California. DME Class No. 114 -- Wayne W. Richardson, Hobbs, N.M.; James Gibson, Ontario, California; Keith Hunter, Great Falls. DME Class No. 115 -- Oscar Rasmussen, Eugene; Charles Piccone, Grand Junction.

Those currently attending classes at Oklahoma City are: ASR/PAR Class No. 111 -- John Click, Salt Lake City; Vern Cimmery, Arcata; Edward Ball, Phoenix. ASR/PAR Class No. 112 -- Porter Williams, San Francisco; Milton McKimney, Los Angeles; Dale Anderson, Ogden. DME Class No. 116 -- Frank Sabourin, Salt Lake City; William Preston, Denver; Hans Andersen, Los Angeles. ILS/VOR Class No. 117 -- Paul Rooney, Kremmling; Roy Tunby, Denver.

AIRWAYS OPERATIONS DIVISION

Our most pressing problem is recruitment of new people to fill vacancies at field facilities. This has reached the critical stage. We have had numerous meetings with the Personnel Branch, seeking means to expedite recruitment. We have also made several appeals to our field facilities, seeking their assistance in finding suitable material for these positions.

In addition to the foregoing, we are attempting to recruit fifty or more airways operations trainees for the ATC training class which will commence at Oklahoma City, August 20. These trainees eventually will fill regional vacancies in the chains involved in establishment of new RAPCONS.

We are sending training supervisors from the ARTC Centers to take short instruction courses at Oklahoma City.

Many airways operations employees have been busy gathering information and preparing documents for the forthcoming CAB hearing on the TWA-UAL Grand Canyon accident which is to be held at Washington, August 1. In addition, personnel from the Los Angeles and Salt Lake Centers, the Los Angeles Tower, the Needles Station and the Regional Office appeared as witnesses at the Congressional inquiry at Las Vegas, July 7. Deputy Administrator Pyle, who was present at the inquiry, expressed his satisfaction and appreciation for the splendid performance of regional personnel in preparing material and giving testimony.

Final plans are being made to establish area control in the Eastern Pacific, effective September 1. Part of the plan will involve combining the Seattle and Oakland Flight Information Regions into a single one to be controlled by the Oakland Center. This will not affect the Seattle-Alaska Control Areas.

The annual Powder Puff Derby has become history. It went according to schedule, with CAA coming up with its usual share of bouquets. Many letters were received from the ladies, expressing their appreciation for the fine treatment received at briefing sessions and in traffic clearances. (Continued on next page)

Roe Lemmer, Chief of the Los Angeles Tower, spent a few days in Washington last week. He participated in discussions leading to the establishment of operational requirements for ASR-4 radar.

The transcribed weather broadcast program at the Los Angeles Station is receiving favorable comments. The workload required to keep this program operating is greater than anticipated.

Due to transfer of experienced military control personnel, it has been necessary to withdraw approach control authority from Larson AFB and Whidbey Island NAS.

Mr. Raj Bahadur, Minister of Communications of India, visited the Regional Office and several airways facilities during the first part of the month. Grover Fulkerson, who is a personal friend of Mr. Bahadur, assisted him during his visit.

Len Middlekauff and Hugh Shaw have made numerous technical studies in connection with the Airport Use Panel Hearing at San Diego, June 27 and 28. Mr. Shaw attended the hearing.

A study was made of air traffic control requirements in the Sacramento-Marysville area for use in connection with proposed activation of Beale AFB. A complete report was submitted to Washington, outlining navigation, communication and radar requirements.

Len Middlekauff and representatives of the Facilities Division are conducting surveys for long range radar for centers in Region IV.

The volume of studies involving extension of air routes and expansion of terminals has increased materially. The backlog is increasing.

The establishment of Phase V, UHF communications program is virtually completed and all units were placed in operation as of July 1, 1956.

Estimate of interphone and teletypewriter service requirements for FY-1958 was completed and forwarded to Washington.

Arrangements were made for entry of Ft. Huachuca hourly weather reports on the Service A teletypewriter network by Army personnel. CAA is to inspect the equipment installation and instruct Army personnel in operation.

The workload of handling radio frequency studies and preparing orders covering leased wire changes has been unusually heavy.

Airways Operations representatives from the Region and Washington met with Air Force representatives at Great Falls, June 25, to develop plans for establishment of Malstrom RAPCON.

We have been informed that Brig. Gen. Harold L. Neely has replaced Brig. Gen. James O. Guthrie as Commander 29th Air Division (Defense) as of July 16.

ADLO Claar attended the tenth annual meeting of California Airport Executives at San Diego, July 12. He spoke to the group on SCATER, the deletion of control
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of civil aircraft from the State Civil Defense Plan and emergency problems. Other speakers on the program were Gen. Andrew, Commander of the 27th Air Defense Division, and Paul Jones, FCDA representative from Norton AFB.

SCATER tests were conducted in several areas of the Region.

Airways Operations has participated actively in Operation Alert-56, which is still in progress.

Hank Palmer of the Seattle Station, Ken Grant of the Seattle-Tacoma Tower, George Boerstler of the San Diego Tower and George Bates of the Spokane Station have been on detail at the Regional Office assisting in various projects.

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RILEY TAKES THREE EVENTS IN TENNIS

Glyndon Riley our genial Deputy Chief, Personnel Branch, "waltzed through all opposition to capture all three events in the Culver City tennis championships yesterday afternoon (July 22) on the Veterans' Memorial courts. It was his second consecutive grand slam in the local district playoffs of the National Public Parks competition" according to the local press.

Quoting further from the news item: "In the men's singles final, Riley routed steady Tom Tuck in straight sets 6-0, 6-3."

"The aggressive tandem of Riley and Gar Jenks encountered no difficulty in annexing the men's doubles title. Their victory was expected as they knocked over Tuck and Jim Green, 6-1, 6-3. The spectators sensed they were watching a duo who may go a long way in the Santa Monica Regional Playoffs starting July 28."

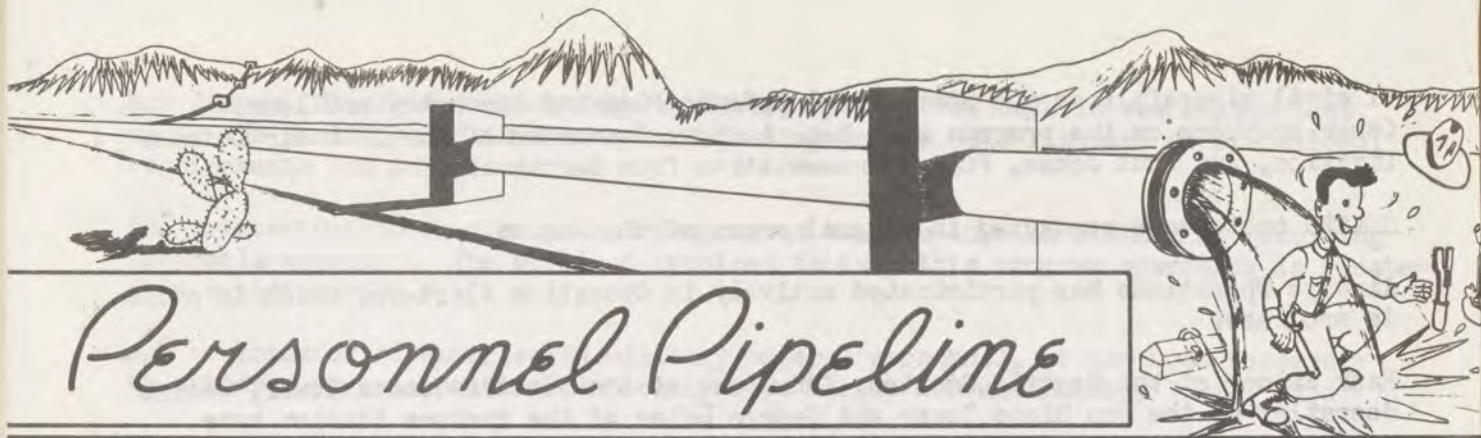
"For the mixed double title, the team of Haraughty-Riley was too potent for Tuck-Bearer. Tuck-Bearer began by breaking service and jumping into a 40-15 count behind Mrs. Bearer's service. At that point Haraughty-Riley took complete command to run out the match 6-1, 6-2. This winning combine represented Culver City last year and lost to the well regarded team of Vic Braden-Anita Kanter in the quarterfinals at Santa Monica."

"Riley reached the final round by virtue of wins over John Smith, Dexter Mattoon and M. A. Mitchell."

"The local winners will compete in the regional playoffs in Santa Monica starting July 28. Winners at the region compete at Cincinnati for the national crown in late August."

* * *

Wit and Wisdom One reason opportunity isn't recognized more often is that it goes around disguised as work.



Personnel Pipeline

The Civil Service Commission has authorized higher in-hiring rates for professional engineers in Grades GS-9 and GS-11. The new rates are applicable to Civil, Construction, Airways, Airports, Electrical, Electronic and Aeronautical Engineers in these grades. The new rates were effective pay period beginning July 1. Pay adjustments for Engineers below the new minimums have been processed by the Personnel Branch. The new rates improve our competitive position with industry for recruitment.

The minimum rates now in effect for engineers GS-5 through 11 are as follows:

GS-5	\$4480 per annum	GS-9	\$6116 per annum
GS-7	\$5335 per annum	GS-11	\$7035 per annum

We have a continuing need for engineers at grades 5 through 9. If you know of any qualified engineer who might be interested in CAA explain our program and have him send SF-57 to LA-90. Or, give us his name and address and we will follow-up.

Recent Regulation - FEGLI

P.L. 541, approved May 28, 1956, amends the Federal Employees' Group Life Insurance Act to provide that an employee who elects to draw employee compensation payments in lieu of filing application for disability retirement continues to be subject to the Group Life Insurance Act while disabled. This change is retroactive to August 29, 1954. Formerly the Group Life Insurance ceased one year after the employee was on LWOP because of receipt of injury compensation.

Both the employee training and incentive awards programs are scheduled to get a shot in the arm. It was announced last week that a full time position has been authorized in the Personnel Office to spearhead both of these very important programs of work. Heretofore the Personnel Office has not been able to devote too much time to either area. It is contemplated that management and supervisory training courses will be given; classes for personnel in administrative practices, reading improvement courses, letter writing techniques, employee orientation, etc. You'll be hearing more about all of this very shortly.

Recruitment

The Regional Office will leave no stone unturned in expanding its recruiting efforts to obtain Airways Operations Specialists and Electronic Maintenance Technicians. The need is now critical. The program contemplates that recruiting specialists will be employed to work on the over-all. Supervisors at all rungs are encouraged to do what they can in their local levels to help out. One of our Division Chiefs remarked
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the other day that he's "convinced that there are well qualified persons who would be interested in our jobs if they only knew about them. If we could all pitch in to get the word around, we should be able to scare plenty up." Maybe we should all be converted into Recruiters. Encourage any interested person to submit an application.

H.R. 3255 (Public Law 594) 84th Congress became law June 18, 1956. The Act amends the Classification Act of 1949 and saves in certain cases the salaries of employees whose positions are downgraded as the result of reclassification. It is not applicable when an employee is downgraded as the result of RIF, or where for personal or other reasons he takes a lower graded position. To be eligible for salary savings an employee must have a Career or Career-Conditional appointment; he must have been in the position two years; and, his services must have been "Satisfactory" or better than satisfactory.

If the employee meets these conditions and his position is downgraded as the result of Civil Service Commission Audit, as the result of new or revised classification standards or by action of our Classification Staff, he continues to receive the same salary until he moves to another position, the job is abolished or until he gets an in-grade or grade promotion.

The law was retroactive to July 1, 1954 but no retroactive salary payments can be made. The saved rate begins with the pay period starting July 1, 1956. So far as we know, we have no employees affected.

We have received a number of inquiries from employees as to the availability of Airways Flight Inspector positions as well as Aviation Safety Agent jobs. Occasionally, employees in the field are asked about these positions from persons outside the agency. This will give all concerned the best information we have available as to possible openings in these fields.

Aviation Safety Agents are hired initially at the grade GS-9 level, and after completing a minimum of six months' indoctrination and training, are eligible for promotion to GS-11.

Any CAA employee who meets the experience and training requirements for one of these positions is eligible to make application for a training position should a vacancy which would require recruitment occur. If the employee is already above the GS-9 level, he must voluntarily request demotion; if he is below the grade 9 level he must have served one year in grade 7 to be eligible for promotion.

Requirements for the various options of Aviation Safety positions are those stated in Examination Announcement No. 188 issued October 4, 1949. A copy of this Announcement should be available in any Aviation Safety District Office. The registers resulting from this Announcement are still in existence and outside recruitment is not possible until there has been a determination by the Board of Civil Service Examiners in the Washington Office that sufficient eligibles for the appropriate option are no longer available from the register. This examination closed October 25, 1949 and can be reopened only to veterans who were in the service at that time and who apply for reopening of the examination not more than 120 days from the date of their separation from the service.

In view of the possibility that some vacancies will occur in Aviation Safety in the future, it is contemplated that this examination be reannounced possibly in the Spring of 1957. You will be informed regarding this when the Announcement is issued. There
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Personnel Pipeline Continued

is a good possibility that we shall have a number of vacancies for Airways Flight Inspectors this fiscal year. As vacancies develop in the Region, they will be announced through the Regional Promotion Plan. Employees who meet the certificate and flying hours requirement, together with the general and special experience as set forth in Announcement 188, will be considered for these vacancies which will probably be at the GS-11 or GS-12 level. Employees who have not served a year in grade 9 or higher would not be eligible because of the Whitten Amendment. If selected for an Airways Flight "Trainee" position, the employee would be assigned to the Aeronautical Center for training in Flight Inspection work.

If we are unable to fill our vacancies through promotion or reassignment from within, the U-188 register, which is currently being canvassed, would have to be utilized. If there are not sufficient eligibles available on that register, direct recruitment outside of the agency would be authorized until a new register is established as a result of a reannouncement of the examination as mentioned above.

Applicants from outside of the agency should be informed of this when they inquire as to the possibility of appointment in either category of positions.

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CAA TOASTMASTERS CLUB #1004

CAA Toastmasters Club #1004 has taken additional progressive steps to further its educational program. The Club has started a lending library which will be added to occasionally, as funds permit. Past President Harold Orville has done much to establish this fine library and even contributed several of his own books. The library now consists of such books as those listed below:

- "Your Business Meeting: Boon or Bore?"
- "Two Lessons in Group Dynamics"
 - So You Appointed a Committee
 - When You Run a Conference
- "Speech Engineering (25 Ways to Build a Speech)"
- "The Knack of Selling Yourself"
- "Toastmasters' Program Plans" ("A good program, like a good speech, is well planned.")
- "It Pays to Talk It Over"
- "The A-B-C's of Selling"
- "Manual for Toastmasters Clubs"
- "How to Remember Names and Faces" (A guide to better memory)
- "Speechcraft" (A New Adventure in Speech Training)
- "The 'Occasional' Speech" (How to Construct it)
- "Beyond Basic Training"
- "Principles and Types of Speech"
- "Robert's Rules of Order" (Revised - 75th Anniversary Edition)

The Toastmasters Club, on the July 18th meeting was honored by a visit from the Governor of Toastmaster Area Six, Mr. John Sherman, a regular member of the Westchester Toastmaster Club. The Area Governor outlined an interesting schedule for the area education program. He also announced that Mr. Kirk Barry of the CAA Club had been selected to serve in the honored position of Secretary-Treasurer for Area Six.

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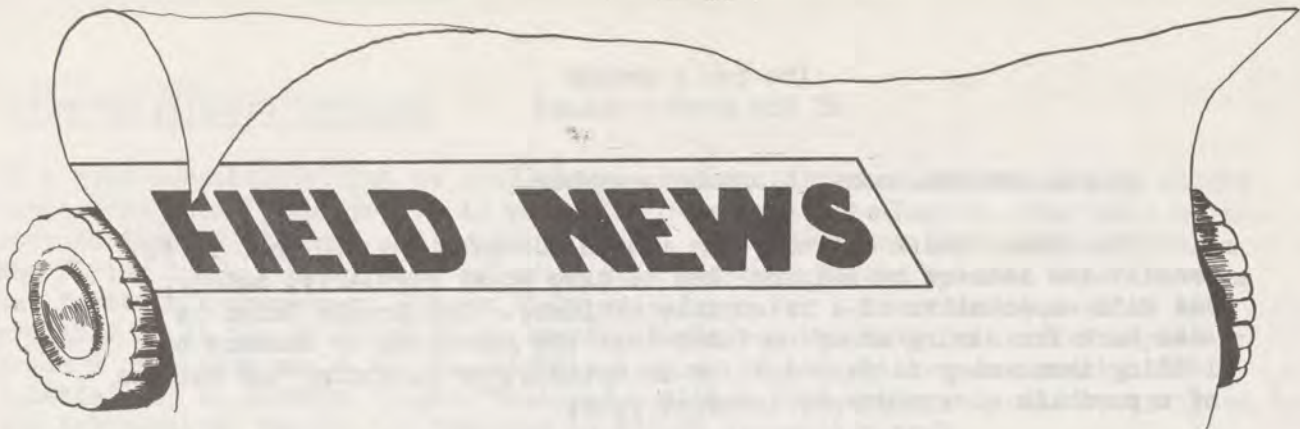
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LA JUNTA, COLORADO

COMMUNICATIONS STATION: This station was recently graced with a bit of modernization in the form of a replacement automatic engine-generator plant installed under the supervision of Mr. Clyde Lee. We are thankful for this type of plant. The plant at Lamar VOR was also reactivated. That VOR is remotely-controlled from La Junta although some pilots think we are sitting over at Lamar and ask for landing information for that airport which we do not have. We are also happy now to have all Phase V UHF radio aids commissioned. It was quite disconcerting to us (while equipped only with a receiver on 255.4 MCS) to have those high altitude boys continually yakking at us on that frequency for a reply to them on the same channel.

Besides the over traffic, we have quite a bit of local activity to round out a full day. Air Evac aircraft make stops here to load and unload patients for the Ft. Lyons mental hospital at Las Animas. During such operations we must have a crash crew standing by -- we sound a siren to call out the crew. The three paved runways, each over 8,000 feet long, provide an attractive airport for the Air Force and Army pilots from bases around Denver and Colorado Springs to make practice IFR approaches and touch-and-go landings. The Army boys also use it as a base from which to fly parachutists over nearby Holbrook Lake where they jump into the water - then are fished out by boat crews. A number of itinerant pilots stop to refuel themselves at the coffee shop beside picking up gas in their planes. Soon we will have our annual sports car race on the large concrete apron of this airport. Over 5,000 spectators are expected. All of this with the scheduled stops by Continental Air Line makes a fairly busy place.

La Junta is a very nice town in which to live. It is in the Arkansas River valley. Lots of shade trees; a couple of parks; very modern swimming pool; golf course; Junior College; a lot of churches, etc. Several projects are sponsored by the citizens to keep the teen-agers occupied. One outstanding activity is the program of the Koshare Indians. This is the name for a large group of senior boy scouts who perform authentic ceremonial dances of various Indian tribes. These boys dress in historically accurate regalia and paraphernalia including live bull snakes which they hold in their mouth during their snake dance. It is believed even Kit Carson would swear it was the real thing if he could watch one of their ceremonies. They perform at various cities from coast to coast - were even aboard an air-carrier ship last summer during an invitational cruise on the Pacific. If you ever travel near or through La Junta, we suggest a stop to visit the Koshare Kiva which is the headquarters and museum building of these Indians. Frequently boy scout troops from other nation-wide cities stop overnight at this kiva.

YUMA, ARIZONA

COMMUNICATIONS STATION: It has often been said that "everybody talks about the weather but nobody does anything about it." Well, down here in Yuma we bridge the gulf between talk and doing and actually 'use' the weather -- believe it or not! We use it for the best flying weather to be found anywhere in the United States.

(Continued on next page)

Field News Continued

We have to claim a few heat records in the process but it's not really as bad as some of you might think. Along with the heat we have a little dust, but bear in mind that it's much simpler to brush the dust off than it is to shovel the snow off. According to our Weather Bureau records our sunshine runs to 90% of possible and that gives us an outstanding advantage when it comes to flying. The Air Force activities here substantiate that view. In the five years since the local base was reactivated it has grown from a one-lunged affair into a major rocket and gunnery training center. Come September 1st its name will be changed to Vincent Air Force Base, thereby giving it a 'name, rank, and serial number' equal to the best in the country.

As to civilian flying in this locality - we have a lot of it, much more than one might expect. Yuma's economy is largely agricultural so we get our share of crop dusting, seeding and spraying via aircraft. Then, of course, there's the flying farmer (or rancher - if you prefer), and we have a better-than-average percentage of business aircraft. Since our weather can be depended upon for good flying at all times our percentage of pleasure craft in-and-out will rank with the highest in the region.

We are convinced that our weather is ideally suited to the aircraft manufacturing industry and look forward to the day when some major aircraft concern will become aware of the possibilities here and take steps to set up a factory in this vicinity. There has already been talk of it but at this time it's merely in the dream stage. But there is good reason to believe, from the weather standpoint, that some day in the not too distant future the dream will become a reality.

Yuma INSACS wishes to claim something of a record for flight safety for civilian aircraft. We haven't had a major crackup resulting in loss of life in our flight information area in the past five years. We've had a few "lost, strayed and stolen" aircraft but the 'lost' were steered in without mishap, the 'strayed' were realigned on course in short order, and the 'stolen' were recovered through close cooperation between the INSACS, Sheriff's Office, Border Patrol and F.B.I. We boast openly and with confidence in our ability to maintain that record indefinitely. This is restricted to those cases where accident may be avoided through our operating skill or the proper performance of our electronics equipment.

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Most of the footprints on the sands
of time were left there by work shoes.