REGION 4 NEWS

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FUTURE TRENDS IN AIRPORT TERMINAL FACILITIES

By

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The airport terminal facility of the future promises to be quite different from the designs we see today. There is plenty of room in tomorrow's plans for the ideas of Buck Rogers or the Outer Space Cadets for all plans conceived today indicate early obsolescence and inability to keep abreast of the unpredictable growth of air transportation with the ever-changing design of the aircraft.

But until an "ivory tower" designer comes up with a practical terminal area plan, we must make some immediate changes in the design of today's terminal buildings to alleviate the bottlenecks presently affecting efficient air travel. The solutions to some of these bottlenecks are setting the design trends for the terminal buildings and allied facilities of the immediate future. Some of these design trends appear to be along the following lines:

1. Decentralization of gate facilities. Los Angeles Airport is currently revising its future airport plans to provide for off-apron airline ticketing buildings with satellite sub-terminal buildings located on the apron, around which 8 to 10 aircraft will cluster. These satellite facilities serve as gate waiting rooms and housing for aircraft servicing, and are connected to the ticketing building via an underground tunnel with conveyor systems for passengers and baggage.

2. Electronic ticketing. A speed-up in the reservation and ticketing bottleneck is of highest priority if 120-passenger aircraft now on order by the airlines are to be dispatched economically. The Grand Central Railroad Station in New York recently installed an electronic system of ticketing which may be adaptable for airline use.

3. Mechanical baggage handling. Self claiming of baggage, coupled with an automatic conveyor system for transporting baggage to and from the airplane is currently being installed at several large United States airports. UAL uses such a system at the Los Angeles Airport.

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4. Airdocks. Aircraft docking, similar to ship docking, has been used experimentally at New York's International Airport during the past year, and the experience gained there may set a pattern for simplifying aircraft loading and servicing.

5. Underground terminals. Sub-surface structures beneath the apron are being seriously considered as the best solution to protect passengers from jet noise and blast as well as severe weather conditions. Canada is studying such a plan, as it seems to correct their major problem of snow drifting against the building fingers as well as answer many of the problems anticipated when jet air transports are used for civil transportation.

6. Improved passenger circulation. Designs of the past few years have stressed advertising counters, side shows, pin ball machines, and varied types of concessions along the passenger circulation routes. The increased traffic of the future will force a relocation of many of these revenue-producing elements, for clear and unobstructed paths will be necessary to handle the 3000 to 5000 passengers per peak hour expected at many of our major terminals within the next five to ten years.

7. Multiple-level auto parking. Parking space to handle 10,000 cars is consistent with a peak-hour passenger figure of 5000, and in order to overcome the great distances between parking and terminal facilities and to stay within property limitations, multiple-level parking may become economical.

The above trends are but a few of the ways that terminal designs are changing, and all are based on the present concept of handling air transportation. In future planning, everyone can be an expert, and perhaps an "outsider" with an entirely new approach will beat the experts. If you get into one of your outer-space moods and come up with a good idea, don't be afraid to present it, for you may have the missing link between today's crisis planning and tomorrow's uncertainties.

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"THE LONG NIGHT"

We have been informed that one of our employees namely Lowell D. Blanton, AOSAP, Sacramento, California - has written a story titled "The Long Night" which has been accepted by the Atlantic Monthly Company for publication as a "First" in the October issue of the ATLANTIC. This means it will be in competition for the ATLANTIC "First" prizes awarded each year for beginning writers of quality fiction.

This story will be of personal interest to all in CAA, for it is based in part on real events which are intimately familiar to those who operate the airways systems.

The October issue of ATLANTIC will be available between the first and fifth of October.

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Regional Administrator's Column

As you know, the month of August was a month of conventions. Fortunately I was able to attend one of these conventions, not as a delegate but rather as an interested observer and an invited guest.

I am sure most persons attending national conventions feel that they have arrived politically. However, the people attending this convention were not dedicated to support a candidate -- they were instead dedicated to an idea. The convention of which I am speaking is the first National Convention for Flying Clubs ever to be held in the United States. This four-day meeting was held in Seattle, Washington and was sponsored by the Washington State Aviation Association.

I think all of us develop a preconceived notion of what persons, places or events may be like, and quite often we find these impressions are erroneous. Because of previous associations with flying clubs I guess I had expected to see youngsters of the "hot rod" age, or people of limited means constituting the majority of those in attendance. Also I was a little skeptical of the predicted numbers of delegates that might attend.

As is usually the case with all preconceived notions, they were quickly dispelled. The delegates were serious minded adults whose airplanes reflected a sound financial stature. There were approximately 350 people at the awards banquet, and the average delegate flew approximately 1200 miles, at his own expense, to attend.

The idea to which these delegates were dedicated had two basic parts. First was the development and organization of a national flying club association and second, to dedicate their organization to the furtherance of safety in general aviation. Present participants in the National Safety Program for Flying Clubs will be invited to become charter members of the national organization, and each additional club upon becoming a member, will be asked to participate in the national safety competition. Of the many favorable comments I heard about the Convention I should like to mention one which particularly pleased me. Several delegates stated that the CAA should be commended for the part they had taken in developing the National Safety Program and for helping in part to make the convention possible. Naturally I was pleased, not only with these comments but with the good public relations work done by our people -- especially the Seattle Aviation Safety District Office personnel. I heard nothing but praise for our part in this activity.

Governor Arthur B. Langlie of Washington at the concluding session complimented the delegates on their accomplishments. Mr. Jerome Lederer of the National Flight Safety Foundation in giving the keynote address mentioned that the National Flying Club organization, dedicated to safety, was needed in order to help general aviation receive its proper representation.

Members of the aviation manufacturing industry presented awards to the top clubs in the competition and aviation commission representatives of several western states presented trophies to the winning clubs in their states.

Brigadier General Clarence A. Shoop awarded the Hughes Aviation Safety Trophy to the Anacostia Navy Flying Club of Washington, D. C. for placing first in the National Competition.

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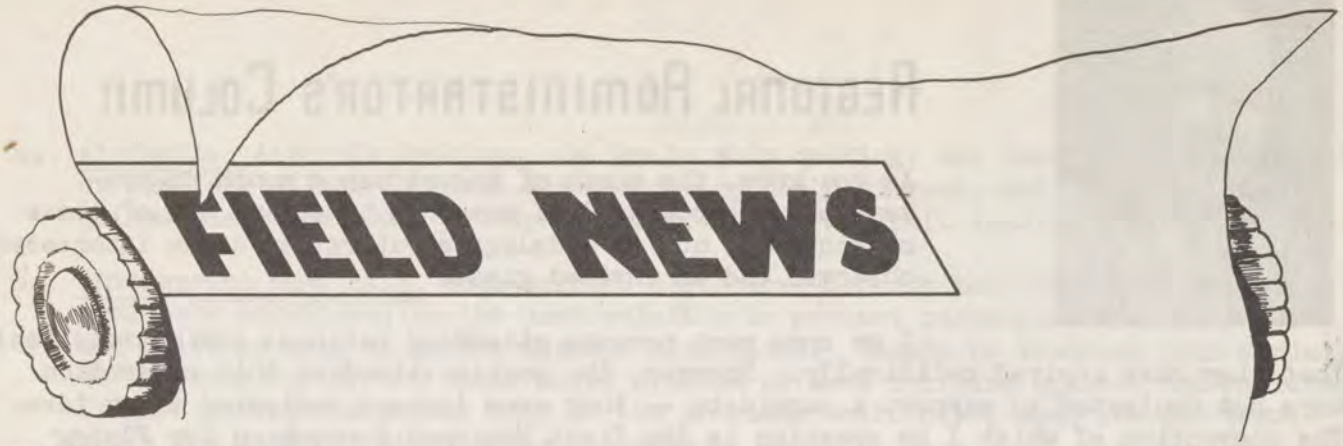

WHITEHALL, MONTANA

COMMUNICATIONS STATION: The Whitehall Station is currently undergoing a face-lifting with Russell Peterson, Maintenance Supervisor, and his crew busily painting the exterior of all buildings. It has been said that anyone caught standing still outside would be in danger of being painted.

Phase V equipment was commissioned the 1st of July and we are well pleased to join the other stations in working with the high flying jet aircraft using UHF.

Before the snow flies this winter we expect to have a new engine generator house and a new 12KVA engine generator installed. The material for the house is already on hand, all we need is someone to put it up.

We have been quite short-handed this summer due to transfers of personnel. Recently Bob Wilson transferred to the Great Falls Center and Clyde Little, Jr. departed for ATC training at the Aeronautical Center, Oklahoma City. We wish them well in their new positions. Their two replacements are scheduled to arrive the last week in August and as soon as they are certified and ready for a watch we will be back to our normal complement.

WENDOVER, UTAH

COMMUNICATIONS STATION: Since the Wendover Station is entirely surrouned by the newly reactivated Wendover Air Force Base, the influx of non-military visitors to the station has been entirely curtailed, few having the temerity to brave the vigilant and and ever watchful sentinels at the gate. That these self-same sentinels also occasionally curtail the influx of communicators wending their way to posts of duty is no reflection on their merit, the howls of late-relieved CAA brethren notwithstanding.

Since the only landings at Wendover (other than Air Force Aircraft and an occasional contractor) are emergencies, and emergency conditions having been apparently fairly common in the vicinity of late, it takes quite an emergency indeed to excite more than passing comment here. Therefore, taking cognizance of the fact that the Region 4 News is willing, even eager, to publish items of an informatory nature regarding various field facilities, the men of the Wendover Station have decided unanimously that since this is one of the most interesting locales in the region, steps should be taken to insure that all concerned are apprised thereof.

On most of the hills surrounding the Great Salt Lake desert near Wendover and also above the cities along the Wasatch Mountains to the east, there are what appear to be terraces, ranging from very well defined benches, to bare traces, at varying heights on the sides of the mountains. They mark the old shore line of the prehistoric Lake-Bonneville which

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once covered the entire basin. This huge, fresh water, inland sea was the home of many groups of Indian peoples among whom, some believe, were the ancestors of the Aztec rulers of Mexico. Among the wave marks above Wendover are numerous cave dwellings with attendant potsherds and kitchens middens, and arrow heads can be found on almost every hill in the area, indicating clearly, that if Wendover was not the aboriginal Riviera of its day, it certainly lacked few advantages as a watering and brawling spot par excellence. However, the conditions gradually changed, and the great body of water began to shrink in size and become unwholesome. The mystery of the sweeping climatological changes that caused the disappearance of the water has never been completely determined, but its effect on the peoples of the Wendover shoreline was catastrophic. Some of the stronger bands sought to follow the water with its attendant food supply, others remained, and as the country grew drier and the remaining water in the deeps around Wendover grew more brackish and saltine, they gradually diminished in number, and at last were extinct. All that remained finally of the great body of water was the present Great Salt Lake, Utah Lake, and a few marshes. The waters remained in the Wendover deep longer than in most of the area, but gradually the salt and mineral content grew until finally the whole area crystallized into what is now known as the Bonneville Salt Flats. In the Spring the snow water from the surrounding mountains pours down onto the flats giving it the appearance of a permanent lake. However, only a few inches below the surface the salt beds remain almost undisturbed by the freshets; their only effect, upon evaporation, is, seemingly, a smoothing action.

Some of the outlying salt beds retain a modicum of moisture, and are also permeated with a sort of sticky clayish gumbo. These and similar areas proved a formidable barrier to early traversers of the route, one of which, the ill-fated Reed-Donner party, was so delayed and enervated by the crossing that they fell easy prey to an early winter in the Sierra Nevada.

With the passing of time and the building of highways across its expanse, the flats ceased to be entirely a negative entity. Automobile racers, looking about for more efficient surfaces than Daytona Beach and other sand areas, began to set, and break world records on the flats. Bonneville Salt Flats auto speedway was developed and is the worlds fastest auto course.

Sodium Chloride, table salt, is by no means the only chemical compound found in salic form, and when it was discovered that potash and other minerals could be precipitated and the residue easily recovered, by use of water and evaporation beds, a refinery was established just east of Wendover. Thus, a good part of the area has become a sort of fantastic mine, the moving of the "ore" accomplished by the dissolving and evaporating action of water.

A question often asked in relation to the Salt Lake and its environs is in regard to the extreme salinity of the water and the old lake beds. A peculiar situation, almost a paradox, is the relationship between Utah Lake near Provo, and the Great Salt Lake. Utah Lake which is also a part of the old Lake Bonneville system remains fresh, whereas Salt Lake can be considered to be a super saturated saline solution rather than water. The answer to the puzzle is the fact that Utah Lake has an outlet (the Jordan River, which empties into Salt Lake), while the Salt Lake has none, being entirely landlocked. Streams flowing down from regional mountains have differing amounts of dissolved mineral salts in their waters. When the rivers debauch into the lake and become static

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they are exposed to the rays of the sun, and partial evaporation takes place, leaving the dissolved material in the remaining water, which become even more salty, until such time as saturation is reached, and then the minerals crystallize.

A fact that you will be interested in is:- During the war, the Air Force was looking for a place that was a long way from nowhere. Well, there is only one place like that in the United States. Of course that was Wendover.

At that time, the CAA station was the only government facility at Wendover. When the Air Force came in, they wanted to move the station away from the base. When all attempts failed to move the station, the Air Force decided to try to build a road that would run through the station. This attempt also failed, and as a result, the road makes a sweeping curve around the station.

Later, the CAA moved to Lucin, Utah, which is about fifty miles by the crow to the north. After the war, the station was moved back to Wendover.

The air base was strictly "on the QT." As things turned out, this was the place where the atom bomb was synchronized to detonate at a certain altitude above the ground. The bomb was transported from Wendover to the Pacific, thence to its ultimate destination, Hiroshima.

You will recall a motion picture made of this story, "Above and Beyond."

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REPORT ON U. S. SAVINGS BOND DRIVE

The following report on the results of our recent bond drive is quoted from a letter received from Mr. Lowen.

"We are glad to report that the drive has resulted in a substantial increase in our participation. Following are the results:

Location	New Participants
Washington	155
Region One	83
Region Two	48
Region Three	45
Region Four	179
Region Five	108
Region Six	12
Technical Development Center	4
Aeronautical Center	55
Washington National Airport	33
Total	722

"I should like to commend all those who participated in this drive for a job well done. I am sure that we will continue our efforts to increase our participation, as this is an excellent manner for employees to save and at the same time provide our Government with funds needed in its operation. Although we have increased our percentage substantially, we are still much below the average of 51% throughout the Government.

"Please accept my appreciation to all concerned for their cooperation."

QUESTION BOX ?

Q. Is it proper to use penalty envelopes for mailings to the Credit Union?

A. No. Transactions with the Credit Union are classified as personal business. Postage must be paid by the individual. In this connection please note that Standard Practice paragraph 1243.21 states in part that "The affixing of postage stamps to official penalty envelopes for personal use is prohibited."

Q. Sometimes I am required to travel on my RDO's in order to reach my new duty point in time to report for work on my next regularly scheduled work day. Why haven't I been allowed overtime for this?

A. Time in travel status away from the official duty-station of any officer or employee shall be considered hours of employment only

(1) when within the days and hours of his regularly scheduled administrative work week, or

(2) when the travel involves the performance of actual work while traveling or is carried out under such arduous and unusual conditions that the travel is inseparable from work.

Q. I would like clarification of the following questions on overtime, call-back overtime, and holiday pay:

(1) sometimes I am required to stay on after my regularly scheduled du ty hours in order to complete a rush job. I thought all overtime was now on the basis of a two-hour minimum. Is this correct?

(2) When required to work overtime, I work until the job is done, which might take, for example, $1\frac{1}{4}$ hours, $2\frac{1}{2}$ hours, or 3 3/4 hours, but I am never paid for the full time worked. Why?

(3) I was required to work on July 4th. I would have received an excused absence if I hadn't had to work, so why wasn't I paid overtime pay when I had to work?

A. The above questions are answered in order:

(1) The two-hour minimum applies only to a call-back, or a return to duty after official working hours or on a regular day-off. See SP 3431.534.

(2) Portions of an hour are not payable. Overtime must be reported in terms of one hour or multiples thereof. See SP 3431.538.

(3) If the holiday, July 4th, fell within your basic work week, you would receive holiday pay - not overtime pay. If you worked on a holiday which fell outside of your established work week, you would receive overtime pay. See Green Sheet insert to SP 3431.541 for determining holidays for employees on multiple shifts.

DIVISION HIGHLIGHTS

AIRPORTS DIVISION

The full impact of the increased Federal-aid Airport Program under Public Law 211 passed by the 84th Congress a year ago has now hit the Airports Division. This rapidly increasing growth in workload is evident at both the Regional and District Office levels.

As the results of our efforts over the past year, we find that there are 65 projects under Grant Agreement which are being processed by Sponsors at this time. This is an increase of approximately 100% over a year ago. Before these projects are physically and financially completed, many man-hours will have been required for: periodic and final inspections by engineering personnel at the project site; processing of periodic and final payment documents totaling over $11,000,000 in Federal funds; preparing and reviewing final audit reports; holding Grant Review Committee Meetings; reviewing as-constructed and master plans, and many other miscellaneous operations.

At this moment, there are 140 letters of tentative allocation issued to Sponsors, for which formal Project Applications will be forthcoming during the year. Each one of these Applications, along with supporting Plans and Specifications, Master Plans, Engineering Estimates, Title Opinions, Statements of Availability of Funds, etc., requires thorough review, analysis, and coordination before approval of the project and issuance of a Grant Offer can be consummated.

These are just a few of the details confronting the Airports Division. Looking at it from a broader viewpoint, aviation is growing in all its phases so rapidly that many of our terminal airports are operating at or near their capacity at this time. Passenger traffic is expected to double by 1962 and triple by 1970.

AIRCRAFT ENGINEERING DIVISION

Design changes to correct the flutter difficulties experienced on the Aerocar during recent flight tests have been completed. CAA personnel presently are conducting flutter shake tests on the airplane with Aerocar personnel preparatory to returning the aircraft to flight status. A tear-down inspection of the Lycoming O-320 engine which has been operated on Prestone type oil for approximately 250 hours by Aerocar reveals severe internal damage to the engine main bearings, cam shaft, and cam followers. Numerous other lesser damage areas also were noted. As a result, the use of Prestone type lubricants are not considered satisfactory for this installation. This may create a problem since the engine is intended to be used for both air and land operation and normal lubricants previously did not satisfactorily meet the extremes of these two conditions.

Engineering work on the Boeing 707 is continuing on schedule. Numerous tests are being conducted and CAA personnel presently are in Seattle working on detail equipment and component problems. Boeing has been advised of the CAA opinion that the 707 ice protection evaluation should include sufficient quantitative data from actual icing flight tests to establish correlation with the icing tunnel and dry air flight test results.

Flight tests on a Boeing 377 airplane for approval of solid dural propeller blades as replacements for the Hamilton Standard hollow steel blades have been discussed with Pan American personnel. It is understood that the vibration substantiation of this propeller-engine combination has been completed and the type certification flight tests are expected to begin early in September. Boeing and Pan American personnel are cooperating in the interest of expediting this important flight test program.

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Design work on the Convair 22 jet transport is proceeding at a rapid pace. Decisions are being finalized on several important configuration items including pressurized fuel tanks, pneumatic operation of brakes, landing gear, doors, and emergency flaps, AC electrical systems, and numerous other miscellaneous design features. Convair personnel consider they are on schedule and expect to make their program dates which call for the first flight in January 1959 with completion of the type certification and delivery of the first airplane by December 1959.

An in-flight failure of the left elevator on a USAF C-131D aircraft has been discussed with Convair. This is the military version of the CV-340. Examination indicates that this accident was caused by loosening of the rivets followed by shearing of the rivets in the control rod for the servo tab on the left elevator. This failure resulted in tab flutter, after which the tab jammed in the full-up position. Corrective action is to be provided by a redesigned heavier control rod.

Flight test evaluation of the Douglas DC-7C for export certification to certain United Kingdom airworthiness standards is in progress. An ARB representative has made two visits to the United States to assist in this program. Several other special design conditions are being negotiated with the ARB and it is expected that satisfactory solutions will be reached in the near future. Following compliance with the ARB special conditions, DC-7C aircraft are scheduled to be exported to Great Britain for operation by BOAC.

Several volumes of basic load data have been received from Douglas pertaining to the DC-8. Design work on this project is rapidly advancing and fabrication work has actually begun on some components, including main wing spars. The Douglas Co. has decided to perform the major portion of the manufacturing and assembly function on this project at Long Beach. A new assembly plant to be designated Plant C-8 is being constructed at Long Beach across Lakewood Blvd. from the present Douglas plant. This new plant facility will provide over one million square feet of additional floor space. Douglas estimates 80% of the DC-8 will be manufactured at Long Beach; 15% at Santa Monica; and approximately 5% at Ryan and other sub-contractors. The present schedule calls for the first flight of the first airplane in March 1958. The production rate at that time is expected to be approximately one airplane per month. This rate will be accelerated to six airplanes per month by the end of 1959. CAA type certification and delivery of the first airplane is scheduled for September 1959. Nine airplanes are scheduled for flight test purposes. The No. 1 airplane will be a J-57 powered domestic version airplane; the No. 2 airplane will be a J-75 powered domestic version airplane; the Nos. 3 and 4 airplanes are scheduled to be J-57 powered airplanes. Airplanes Nos. 5, 6, and 7 will be J-75 powered over-water version airplanes. Nos. 8 and 9 are scheduled to be Rolls-Royce Conway powered airplanes. As can be seen, these nine airplanes represent three basic powerplant variations and two weight configurations, therefore this flight test program undoubtedly will be a very complex program.

Numerous drawings and other technical data pertaining to the Hughes Model 269 helicopter have been examined and comments are being transmitted to Hughes. The review of these data is continuing.

Numerous structural tests are under way on the Lockheed Model 1649. Tests completed to date include aileron and tab tests, preliminary drop tests on the main landing gear, and the fuselage and front spar attachment fitting. The official drop tests for the main landing gear are expected to be conducted in the immediate future. The over-all test substantiation program is scheduled to be expedited.

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Aircraft Engineering Division personnel participated in numerous discussions, flight tests, and tunnel test demonstrations regarding Constellation fuel dumping for a Lockheed Model 1049G in connection with the Venezuelan Airlines accident of June 30, 1956. Included in this investigation were 12 unapproved fuel dumping configurations which were considered pertinent to this investigation. The purpose of these tests was to investigate possible fuel impingement on the aircraft resulting from incorrect operation of the fuel dumping system with respect to flap positions, speed, yaw, windmilling propellers, etc. The wind tunnel tests were made on a 1/10th scale wing and flap section to determine flammability characteristics of the fuel discharge and spray pattern. Neither the full scale flight tests nor the wind tunnel tests disclosed any hazardous conditions from fuel dumping even with flaps fully extended, although dumping is, and always has been, restricted to the flaps retracted configuration. The other factors of speed and altitude reveal no hazardous conditions. The wind tunnel fire test showed that burning of the fuel stream could not be sustained above 90 mph even with continuous high energy spark ignition of the fuel at the discharge outlet. This is substantially below the minimum flying speed for this model airplane.

The list of special design conditions and the Minutes of the Preliminary Type Certification Board Meeting on the Lockheed Model 188 have been coordinated with Washington and this information has been forwarded to Lockheed.

Meetings have been held and correspondence has been exchanged with Hiller regarding resumption of the CAA flight test program on the Model HJ-1 ram-jet helicopter. It now appears that Hiller may wish to accept an altitude placard in lieu of altitude flight tests on this machine. In addition, Hiller has agreed to submit U.S. Navy Patuxent River test reports in the hope of reducing the amount of functional and reliability testing required for CAA certification. Other miscellaneous areas of disagreement in the flight test program are being worked on.

Two additional configurations of the Hiller UH-12C have been evaluated and approved, including external litters on skids and external litters on floats. In both of these configurations the doors must not be removed because of excess carbon monoxide in hovering flight.

Several members of the Division participated in demonstration flights in the Bristol Britannia Turboprop airplane which was demonstrated during the Institute of Aeronautical Sciences meeting at San Diego and later in Los Angeles. In general, it appears this airplane is competitive with the DC-7C in terms of range and speed. It was observed that there was an extremely low noise level both inside and outside of the airplane during the demonstration flights. An intensive sales campaign is being conducted by the Bristol Co. in an effort to sell some of these airplanes to United States airlines.

GENERAL SAFETY DIVISION

The pace of activity in general aviation is continuing its upward trend. Reports from numerous district offices in this Region reflect a definite growth in "demand work." Furthermore, it is apparent from these reports that this expansion shows every indication of being built on a sound and permanent basis.

An example of the increased workload in some of our district offices is reflected in a report received from the Supervising Agent from the Oakland District Office: " In comparing the first six months of 1956 with the last six months of 1955, we find that

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all general aviation activity has increased approximately forty per cent." His report further indicates in some cases the files submitted to Washington are doubled in number in this six-month period.

Supervising Agent John Zentner, of Fresno District Office, indicates in his report that the number of people learning to fly in his district shows at least a thirty per cent increase over last year. However, an interesting aspect to this increase in training is that training accidents in the Fresno District are at an all-time low. Mr. Zentner attributes this low accident rate in his district to the tight rein which the operators have been able to maintain on their student pilots. To quote Mr. Zentner, "Operators have learned by bitter experience that strict control must be maintained on students throughout the training period. Few operators permit anything resembling loose control until the student qualifies for, and becomes a private pilot."

Implementation of the new aircraft inspection procedures and the inspection authorization was the highlight of the month. This program has revealed a surprising number of aircraft without current airworthiness certificates. In the majority of the districts the maintenance agents have been, and still are having to devote practically all of their time to inspection of aircraft which did not have current certificates as of July 17th. In the busier districts, requests for inspection and certification have been so numerous as to cause considerable waiting on the part of applicants to get their aircraft certificated. At present, there is no indication as to whether this trend has reached its peak, but there should come a peak and then a gradual tapering off over a period of a few months, until all used aircraft have their permanent certificates. A great many of the aircraft presented to agents for inspection have been rejected due to airworthiness discrepancies.

Maintenance agents, of the Oakland and Palo Alto District Offices, assisted in safety preparations for the July 7th take-off of the annual "Powder Puff" air race from Dos Palos, California. Publicized reports indicate the race was considered successful by all concerned.

Approved repair station activity is growing throughout the Region. Ten repair station files were processed by LA-257 in July. Several new applications are in process in the district offices.

AIR CARRIER SAFETY DIVISION

Central Air Transport's first full month of operation since their reactivation was spent in domestic CAM and military common carriage operations.

California Air Charter has been operating to Las Vegas and on miscellaneous charter operations. They are also operating to Del Mar during the current racing season.

Blatz Airlines, Inc., in addition to conducting operations between Burbank and Las Vegas and Burbank to Oakland-San Francisco area, has conducted several flights under contract to Douglas Aircraft Company transporting Douglas personnel to Palmdale and other points in the area.

During the month of July, Trans Continental Airlines combine continued their common carriage operations, and Pacific operations.

The Agent-in-Charge of the Flying Tiger Line, Inc., in company with the Director of Flight Operations, conducted an en route and facility inspection over the North

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Atlantic and European routes. The inspection covered flights through England, Germany and Greece.

Slick Airways, Inc., military contract operations continue in the Pacific and Atlantic areas using two DC-6As and one C-54 aircraft full time and one DC-6A part time.

Slick Airways were the successful bidder for a damaged DC-6A which was sold by the Air Force as a result of an accident in the Azores.

All Trans American Airlines' equipment for this month was utilized in common carriage and domestic CAM operation. They have some North Atlantic flights scheduled for August.

S.S.W., Inc., continues with two C-46 aircraft in domestic CAM operation, and they are also operating two cargo aircraft in Alaska.

U. S. Aircoach, Inc., continues to operate on the Las Vegas-Burbank route.

Agent Williams participated in the pre-hearing briefing in Washington regarding the recent UAL-TWA accident at the Grand Canyon. The hearing was scheduled for August 1, 2, and 3.

United Air Lines' new Dehmel trainer and ground school building at Denver is almost complete. Plans call for five simulators, four link trainers and provisions for an "ATC" center for realistic simulations of traffic conditions.

A system-wide inspection of Alaska Airlines, Inc. has been started this month by the Seattle Air Carrier District Office; this is to include en route and facilities inspections on the Seattle-Alaska segment and extensive travel in the Territory of Alaska on both light and heavy aircraft. To date preliminary facility inspections have been made at most of the stations handling air carrier aircraft.

A total of seven facility inspections of West Coast Airlines stations was made during July. Included in these was the Electrical-Electronics inspection of West Coast Airlines' privately-owned facilities at Hoquiam, Washington, Astoria, Oregon, North Bend, Oregon and Roseburg, Oregon. Airport inspections were conducted at seven airports. A majority of facility and airport inspections have been completed. The program is more than 90% complete.

An en route inspection of the furniture hauling operation to Alaska of Westair Transport, Inc. was conducted by the Seattle Air Carrier District Office. Stops were made at Annette, Anchorage, Kodiak and Yakutat, Alaska.

The San Francisco Air Carrier District Office assisted the Oakland Center in assessing simulated bombing damage to San Francisco International Airport during "Operations Alert" on 20 July 1956. The airport was "ground zero" and was theoretically completely destroyed along with 56 transport aircraft and 32 non-transport aircraft.

World Airways has been preparing their operation for entry into the military Pacific contract operation, with their DC-4 aircraft, having been awarded a contract for California-Tokyo round trips during August. These flights will be cargo westbound and passenger eastbound.

Resort Airlines has also been awarded a contract for similar trips for August.

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California Eastern will again be participating extensively in the Pacific Area, both cargo and passenger, having been awarded round trips between California and Guam and between California and Tokyo.

During this month agents of the Burbank office observed check flights and set up company check pilots for Trans Continental Airlines Combine, Trans American Airlines Combine and The Flying Tiger Line, Inc. These new designations were necessary because of personnel changes in the carriers' operations.

The second series of pilot-in-command proficiency checks since acquisition of DC-4 equipment which also involved the original qualifications of an additional captain, have been completed by Pacific Southwest Airlines. Approximately 35% of these checks were observed by the Agent-in-Charge.

The investigation of the TWA-UAL accident at Grand Canyon, June 30th, required a considerable man hour expenditure at Regional and District Office level. Agents of the Los Angeles and Denver offices were also required to attend the CAB hearing in Washington.

A study is being made of the value of an ILS installation at North Bend, Oregon. Preliminary inspection reveals that a glide path would not be feasible; however, the installation of a localizer seems advantageous and would undoubtedly decrease the number of missed approaches and enhance the safety and reliability of West Coast Airlines' service to North Bend, Oregon. Data are being accumulated to enable the Regional Office to evaluate the desirability of additional aids at North Bend. West Coast Airlines has eight arrivals and departures and at present North Bend is the third largest passenger generating terminal on West Coast Airlines' system.

During this month Viking Airlines removed their aircraft from their certificate and leased it to Central Air Transport. They indicated that no further use was expected to be made of the Viking certificate during the next few months.

Pacific Southwest Airlines has acquired a third DC-4. They expect to complete installation of a new interior and have the aircraft in regular operation during the Labor Day week-end.

Central Air Transport, Inc., acquired a second DC-4 during July and shortly thereafter received a contract for round trips between Travis and Tokyo. These flights are to be cargo to Tokyo and passengers on the return flights.

The shortage of qualified celestial navigators is still a serious problem in that the increase of air operations in the Pacific Area has outstripped the availability of navigators. The problem is further complicated by the present requirements of CAR 42 wherein requirements of 50 hours has to be checked out by either the CAA or a designated representative of the Administrator. This requirement differs from Part 41 in that Part 41 permits such an individual to be checked by the air carrier. It might be advisable to evaluate these differences and endeavor to standardize the requirements. The entire situation has come about as a result of former navigators who had drifted into other occupations due to uncertainty of employment in the past being enticed back into the navigation profession because of the existing shortage.

The Los Angeles Air Carrier District Office had two foreign visitors, a Mr. Shoichi Koike, Air Safety Advisor of the CAB, Tokyo, and Mr. Karno Barkah from Indonesia Civil Aviation. Both men spent about a week at the District Office and received indoctrination in their specialities as practiced by our agents.

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West Coast Airlines' management and Pilots have reached an agreement which has cancelled the threatened strike. There has been a pay increase granted and a pension plan has been initiated. The compromise entailed concessions by both the management and the pilots.

In the past two-year period West Coast Airlines employees have increased from 369 to 422. West Coast payroll is estimated as $1,900,000 for 1956.

James R. Gannett was the third experimental pilot of Boeing Aircraft Company to receive a type rating in the Boeing 707 Jet Transport Prototype. The flight test was conducted under Boeing's routine aircraft experimental program. The flight covered a period of 2½ hours ranging in altitudes up to 35,000 feet. Certain phases of Boeing's experiments on this flight were particularly adapted for a pilot's type rating flight test. One of the more important of these was an emergency descent in connection with a cabin pressurization experiment.

An emergency descent was made from 35,000 feet down to 20,000 at an indicated airspeed of 270 knots. For the purpose of this test the landing gear and spoiler were extended. Wing flaps were not used as the indicated airspeed was above the flap placard speed. The maximum rate of descent was in the range of 15,000 f.p.m. Since the dive angle is quite steep it is desirable for all occupants in the aircraft to have their safety belts fastened. The dive angle reached on this flight was not established in degrees of pitch. The cabin's rate of descent was reported to stabilize at 900 f.p.m. at the aircraft maximum rate of 15,000 f.p.m.

A Jet Penetration Instrument Approach Procedure was made utilizing the Seattle VOR during which normal cabin pressurization readings were measured.

A landing was made under a two-engines-out simulated emergency combined with a demonstration of the effective use of wing spoiler for an abnormally high approach angle to the runway. During this approach momentary use of the spoilers soon restored the aircraft to a normal approach angle to the runway.

Continental Air Lines is investigating the feasibility of working with Denver University in regard to their flight engineer training in preparation for their new routes starting early next year.

Frontier Airlines' Chief Engineer Mr. Eugene W. Lott visited Fairchild Plant in Maryland during the weeks of July 16 and 23 in connection with Frontier's plan to purchase Fokkers 27.

The trend at this season is "Keep 'em flying, there's a full load waiting."

The Flying Tiger Line are progressing satisfactorily with arrangements for training of their personnel at Lockheed and Wright Aeronautical Division of Curtiss-Wright in preparation for their operation of Constellations. Training will be given to key personnel and instructors; instructors will then set up a training program for the remainder of Tiger personnel.

The Flying Tiger Line have sent personnel to TWA and Eastern Air Lines to study overall types of maintenance programs on Lockheed Constellations. After thorough study of these procedures, the Tigers will decide which system is most adaptable to their operation and the Manuals will be written to cover these procedures.

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The Flying Tiger Line's plan for the transition from DC-4s and DC-6s to Lockheed Constellations is taking priority in the company's Operations Department as well as in Maintenance. The first Constellation delivery is anticipated in January, 1957.

FACILITIES DIVISION

Field studies were made, by the Planning Unit, of VOR locations in the States of Nevada and Arizona. A study was made of existing communications coverage within the region and as to what was required in additional communications facilities to provide coverage of all air space.

Coordination for the discontinuance of 117 airways beacons within the region is being carried on with the various regional division offices concerned. Also data has been assembled and a report prepared for the Washington Office itemizing the various supervisory changes required and manpower additions necessary to carry on the enlarged establishment program.

Flight Inspection Branch

N-18 DC-3 from SLC district was ferried into Santa Monica by Bob Lewis for inspection as was N-55 Beechcraft from the Seattle District by Bill Farris.

Bob Lewis and John McCormick have recently completed two weeks reserve training with the Navy and Air Force.

N-23 DC-3 replaces N-10 at Denver. N-10 ferried to OKC for 1000 hour inspection. N-23 is equipped with the panoramic adapter which should be invaluable in checking sources of frequency interference.

Ken Doolittle and John Campbell were in SLC in connection with the commissioning of the SLC VOR.

VOR site at El Centro was flight checked and determined satisfactory for permanent installation.

Establishment Branch

Bill Foker, Dave Hegland and Walter Cooke arrived at Albuquerque and began the installation of the airport end of the VHF link to the Remote Transmitter/Receiver facility on Sandia Mountain. They installed two flight progress boards in the Los Angeles ARTC Center before departing for Albuquerque.

John Elwood is installing two flight progress boards in the Salt Lake ARTC Center. Sam Rosenfeld is modernizing the A/G console equipment at Paso Robles INSAC.

Fred McCauley completed the antenna relocation at Truth or Consequences INSAC. Enroute to the Regional office, he completed the installation of send-receive teletypewriter equipment at Fort Huachuca in place of the original receive-only equipment.

Dave Domaskin, with the assistance of W. O. Miller, is building four delta antenna structures in Colorado, starting with La Junta and Akron, then moving to Eagle and Grand Junction. No better place this time of the year than lovely Colorado!

When Frank Dettmer returns from annual leave, he will be in charge of the antenna structure work on the roof of the Los Angeles International Airport Service Building This structure is for the Los Angeles INSACS. Construction will begin at the end of August.

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Tommy Bracken and Udell Larsen were detailed to the regional office for two weeks during the month. Mr. Bracken was assigned to the Shop to make up wiring harnesses and Mr. Larsen was assigned to the office.

Tommy Bracken and Victor Simmons, a new employee with the Establishment Branch, commenced the SECO installation at the Troutdale, Oregon Weather Bureau Station, August 27, 1956. This is another automatic weather reporting station.

Udell Larsen and Lloyd Allen will start the Ft. Bridger INSAC modernization approximately September 1.

The Great Falls tower modernization and UHF installation was started July 24, 1956, by Bob Payne. He is assisted by Thomas Moyer, Max Harvey and Dallas Bobp.

Howard Pyle is on sick leave at Seattle and is expected back to work around the first part of September.

Hilton Gabrielson has been assigned to Jim Carr to assist in the installation of the air/ground console and UHF equipment at the Walla Walla INSAC.

Tom Cocherell is engaged in the air conditioning installation at Sacramento.

Tom Tarpo has just completed his present assignment at The Dalles, Oregon. He will proceed to Fairfield, Utah and remove an engine generator for shipment to Williams, California prior to his reassignment to the long delayed engine generator installation at San Simon, Arizona.

Modernization of the Cutbank VOR has been completed by Maynard Hegland.

Theodolite pedestal surveys for VOR's in Montana, Wyoming, and Utah are being made by Marion Duncan and will be interrupted to reassign him to priority construction of the Farmington, New Mexico and the Valle, Arizona VOR's in the immediate future.

Stan Erickson, assisted by James Buchanan, has just completed the Lovelock, Nevada VOR relocation.

Engineers Bill Beekman and Charles Pilgrim have just completed a VOR siting survey at Alamosa, Colorado from where they will proceed to Hackberry VOR site in either California or Nevada for the selection of a site in that area.

Wes Martyn has been assigned to a six-week course at Army Training School in St. Louis, Missouri to learn about TACAN. The course starts August 29.

Chuck Dickow has been working feverishly to get his test van in readiness for testing of another VOR site at Fircrest, Washington with the able assistance of A. C. Beard and Erwin Clark.

Engineers Jack Scherbel and Fernando Sanchez, in Pinon, New Mexico, are leveling an access road on a mountain top.

Emmett Whitney, assisted by Bob Crookshank, Lonnie Tarver, and Donald Griffin, are completing the Sacramento VOR modernization.

Boyd Preece and his crew have completed the Long Beach VOR modernization and have headed for The Dalles VOR where they will be joined by Glen Shoop.

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Chuck Daggy, Al Calloway, Harold Dickenson, Samuel Manabe, and Mr. B. Nasiruddin, from Pakistan, will spend the next few weeks at the San Diego VOR modernizing that facility.

VOR modernization at Kremmling, Colorado has almost been completed by Glenn Kassing and his crew consisting of Donald Robb and Nic Smokey.

Paul Watkins, ably assisted by Rafael Lopez, Steve Smith, Damon Capps, Oliver Crawford, Hank Scribner and Keith McKinnon are rushing to completion the Kirtland RAPCON at Albuquerque, New Mexico. They have completed the remote transmitter and receiver site installations with the exception of a few pieces of equipment which will have to be relocated at the time operation is shifted from the old to the new tower. The communication control facilities are nearing completion in the RAPCON operating quarters. Work is progressing on the installation of all 6 radar indicators and associated equipment, as well as modification and preliminary check-out of the AN/CPN-18A surveillance radar.

John Franklin is at Fresno Airport preparing contracts for the removal of the existing ILS and making surveys for plans for the new location of the localizer facility. He is being assisted by Stanford Larsen.

Gene Newman is completing construction of the glide slope and localizer facilities at the Billings, Montana ILS. He is being assisted by Clifford Mosier.

Harry Mellen has completed the construction of the balance of the ILS at Colorado Springs, Colorado.

Earl Trejbal has departed from the Regional Office for an extended field trip into the "wilds" of Montana, Oregon and Washington - enroute supervising the assembling of the ILS detector shelters by the contractor in Portland. He then proceeded to Pendleton where he made a survey of the existing contours in the vicinity of the glide slope site. A study is underway by the Regional Office to determine the most feasible way to grade the area. He is presently at Bellingham removing the existing ILS buildings and moving them to Seattle for installation there.

Nelson Brothers, Salt Lake City, have been awarded the contract for installation of the UHF/DF tower at Salt Lake City. It will be erected on the existing control tower in the first week of September.

Request for bids will be made in September for the construction of the Los Angeles HIALL.

Plans and specifications are being prepared for the construction of the Monterey, California and Tucson, Arizona ILS's.

Plans and specifications have been completed, and bids will be opened for the construction of the Portland, Oregon HIALL August 28, 1956.

Bob Faul has completed the glide slope survey at Billings, Montana and, with the assistance of "Red" Pedri, Richard Burns and Charles Kallander, is proceeding with the ILS installation.

The Colorado Springs glide slope and localizer monitor installation is being supervised by Darol Hafner. He is being assisted by Clyde Harrell.

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Vic Beacken has been making modifications on the "hot mike" intercom at Los Angeles tower so that tower controllers can operate it at will. This modification is expected to be used at all radar towers.

Our condolences are extended to Technician Ken Van Dyke who was sorely stricken with a twisted intestine and taken to the hospital. He was assisting Norman Carlberg with the ASR-3 repeater installation at Denver when he was incapacitated. Ken is expected to be hospitalized for approximately ten days. Hurry back Ken -- "we got work for you!"

Preliminary surveys have been completed for the long range Center radar sites at Albuquerque, New Mexico and Phoenix, Arizona.

Long Beach, California ASR-3 radar installation is in the process of flight checking procedures. Don Hughes, who has "waded through" a few of these is again officiating. The glassy look and haggard demeanor of Don's physiognomy is evidence that he is again seeing radar scopes in his sleep.

UHF

Phil Nicoletti and his CAA crew consisting of Jim Barnes, Bob Betz and Myron Gaulke have completed Baker, Oregon and are now at Billings, Montana for Tower and INSAC work.

Wayne Brown and his contract crew have had their share of necessary changes at Coon Peak at Salt Lake City, Utah, to eliminate unwanted interference and improve link reliability. We believe an antenna modification performed there will benefit all links with Yagi antennas. Completion is expected before the end of the month; New Mexico is Wayne's next assignment. A short interlude will be to exchange the TDZ at Fort Bridger, Wyoming for Phase V equipment.

Ed Alfonso returned from vacation at Waikiki Beach and has been helping Wayne Brown at Salt Lake City. He will go to Billings, Montana at the completion of Salt Lake City.

Orion Betz and his contract crew are working toward a September 1, 1956 completion for Phase V work at Medford, Oregon. Elko, Nevada INSAC is their next assignment.

Carl Weidert and his contract crew completed the Long Beach, California four-channel recorders and are working on the Reno, Nevada Remote UHF. We will be unable to commission any UHF at Reno, Nevada until the terminal building work is done.

R. G. "Nick" Nichols is still recuperating from his operation, and with others out on vacation, the small UHF Section remaining has been busy, especially Ted Kurth who has been keeping things rolling smoothly. Ted is beginning to feel like an airline jockey from his many final inspections at Klamath Falls, Oregon; Billings and Great Falls, Montana.

Harry Romaniskin is presently supervising the UHF construction at San Diego and Red Bluff, California. These projects are in the final stages of completion.

Jack Riebe is supervising the final stages of construction at Missoula, Drummond, Cutbank and Helena, Montana. Upon completion of these projects, Jack is leaving the CAA to rejoin his organization, the Technical Services Corporation, on another assignment.

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Jack Coogan recently completed the supervision of UHF construction work at Billings, Montana and now is supervising construction at Bryce Canyon, Cedar City and Delta, Utah. (How lucky can one get to be assigned to this area.)

Clyde Lee is supervising an engine generator installation at Carlsbad, New Mexico.

Len LaFornara is now assigned to the office coordinating field activities for the UHF construction work.

Maintenance Branch

The majority of Regional Office interest this month has been centered around Maintenance reclassification. For several months we have been announcing that the reclassification program was imminent and now it appears that the actions will be taken during the fore part of September. In some ways the reclassification is what we expected and in other ways it falls short of our expectations, but we believe that everyone will agree that it is a step in the right direction. Complete details of changes to be made will be forwarded to the field as soon as they are completely worked out.

Our other big operation at this particular time involves staffing and initiation of servicing at our RAPCON facilities. We have all realized that this is a large program but, like so many other things happening nowadays, it has grown as it has progressed until at the present time we are hard pressed for experienced radar technicians. We would certainly encourage all field technicians having any background or interest in radar to file for radar technician positions at RAPCON or CAA facilities, as we believe there is a big future in this type of service. Publications which have been received relative to the CAA's five or three-year expansion program all seem to indicate that we can expect more and more radar in the immediate future. Further details desired can be obtained from the Maintenance Branch Office.

Two Washington Office inspectors are working in the Region at the present time. One of them, Mr. McMasters, a Plant and Structures Inspector, is working his way through Wyoming toward the west coast and Mr. T. G. Edward, an Electronics Engineer, has recently completed inspections at Fresno. We are always glad to welcome Washington Office Inspectors in the Region and to obtain an evaluation of our operation.

Several of the Branch staff have been on vacations this month and included among them is Mr. Melville, Branch Chief. We understand that Jerry is relaxing in the Colorado Mountains after having visited several points of historical interest, among which included the Grand Canyon. Jerry will be back to work during the fore part of September after his rest.

Several of our Regional Office specialists have completed extensive field trips during this month and one of them, Mr. Jim Van Voorhis, is at the present time on detail in the Washington Office. We hope, for Van's sake, that the weather in Washington has not been too hot during this period, particularly in view of the heavy workload on the radar and RAPCON program at the Washington level.

The second Branch travelling school is now well underway. Mr. Pierson is conducting a Model 28 Teletype training session which eventually will cover most of the Fourth Region. This school is being conducted very much the same as is our UHF training school, which has been on the road for some months. We have received some very

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complimentary reports on the performance of instructors in both of these schools and hope that the good work will continue. We would appreciate receiving any constructive criticism regarding these classes so that they can be continually improved and kept up to our current requirements.

One of the old timers in the Region has this month departed for an overseas assignment, which we hope will be highly enjoyable. Mr. Bill Callahan from Oakland departed for Ankara, Turkey, about the last of July. After a brief indoctrination period in Washington, he will proceed to his duty point. We expect that Bill will have some tall tales to tell when he returns from this assignment.

Recent graduates from the Aeronautical Center are: ASR/PAR Class #111-- John Click, Salt Lake City; Vern Cimmery, Arcata; Edward Ball, Phoenix; Leslie Klahn, Boise; Orin Novak, Denver. DME Class #115-- Henry Kester, San Francisco.

Those currently attending classes at Oklahoma City are: ILS/VOR Class #117-- Roy Tunby, Denver; Paul Rooney, Kremmling. ILS/VOR Class #118-- Bernard Wingert, Gila Bend; Erwin Brooks, Medford. ASR/PAR Class #112-- Porter Williams, San Francisco; Milton McKinney, Riverside; Dale Anderson, Ogden. ASR/PAR Class #113-- Elmer Miller, Salt Lake City; Carlos Keasler, Oakland; Clayton Parks, Salt Lake City; Edward Cian, Los Angeles; Theodore Ross, Los Angeles. DME Class #116-- Frank Sabourin, Salt Lake City; William Preston, Denver; Hans Andersen, Los Angeles.

AIRWAYS OPERATIONS DIVISION

Several of our representatives attended a meeting at Alameda Naval Air Station August 7 concerning warning area W-260. We are hopeful that an improved routing from San Francisco toward Honolulu can be brought about through agreement with the Navy in this area.

Seattle Center Chief Lynn Hink, together with Tower Chiefs C. W. Welchko from Boeing Field and Ken Grant from Sea-Tac participated in a panel discussion entitled "Ivory in the Tower" at the national convention of Flying Clubs in Seattle July 20. The panel included representatives of the private pilot, the business pilot, and the airlines. Hink acted as moderator. Reaction from the pilot group was very good and they appeared starved for information of this type.

Effective August 1 the Seattle-Salt Lake City ARTC boundary was moved from King Hill to a point 25 miles southeast of Baker, Oregon.

Lenn Middlekauff attended a meeting at Phoenix with representatives of the Airports and Facilities Divisions and officials of the city of Phoenix regarding construction of building to house the new ARTC Center and other CAA and Weather Bureau facilities. We understand the City will have preliminary plans available for our review by the end of August.

Plans have been completed for the use of 132.1 mc in lieu of the emergency channel 121.5 mc for multiple corridor identification off the California coast.

The Seattle Center is experimenting with a high altitude panoramic display type control system. It is equipped with a sheet of plexi-glass 72" x 44", 17 automatic fishing reels each containing a different color cord, 2 dozen magnetic shrimp boats

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and a surplus map board. Based on limited experience to date, it appears this method can be applied with definite advantage to oceanic control and possibly long range high altitude military flights over North America. The system was suggested by Charles R. Porterfield.

Plans have been completed for the equipment layout for Davis-Monthan RAPCON. Target date for commissioning is May 1957.

John A. Garrison of the regional office, Dorothy Davis and Robert Bartley of the Los Angeles Center, Lynn H. McCreary of the Salt Lake City Center, Herbert Dennis of the Needles Communication Station, and James Hudman of the Albuquerque Center were called to Washington early in the month to participate in the CAB hearing of the Grand Canyon accident case.

Bill Larsen visited all facilities in Montana during August.

Art Johnson was called to Washington August 9-10 when representatives of all regions discussed preliminary plans for organizational changes in the regional Airways Operations Divisions. Regions are to submit written recommendations to Washington by September 1 outlining position requirements for the new ATC Division.

Changes in field staffing have been developed as a result of the first supplemental appropriation bill which became law recently. This results in a substantial increase in field positions. Emphasis will be placed on recruitment in order to train as many airways operations specialists as possible to prepare for expansion which will be brought about by the five-year program.

A change in Air Division boundaries has placed a small portion of eastern New Mexico in the Tucumcari-Clovis area under the jurisdiction of the 33rd AD (D) at Oklahoma City.

* * * * *

CAA TOASTMASTERS' CLUB 1004

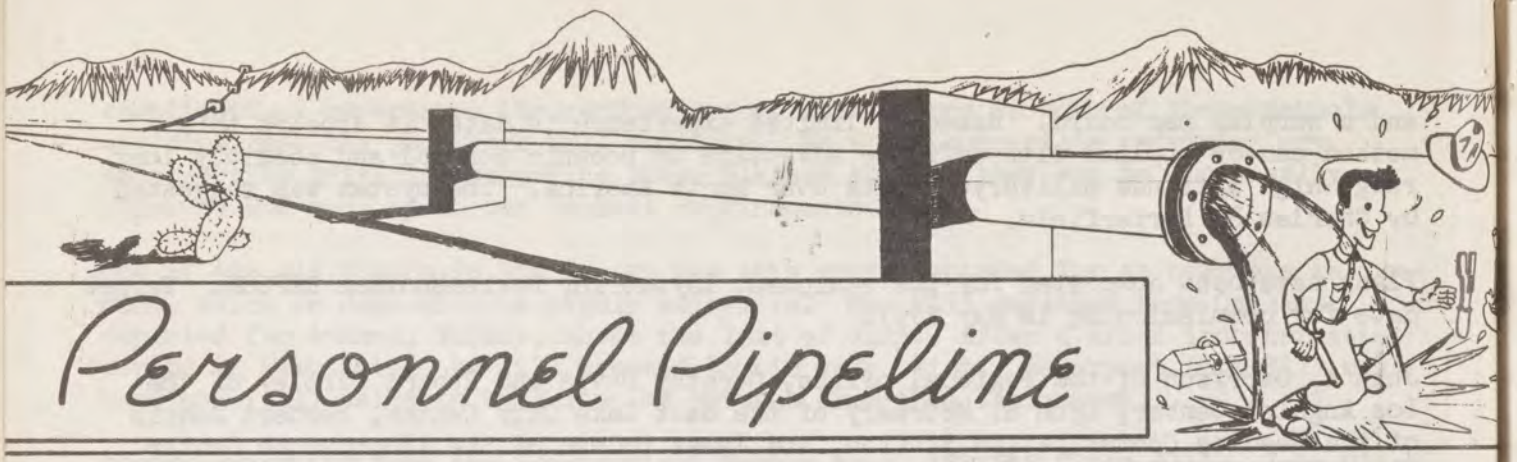
The late summer and autumn season is always an interesting part of the year for the Toastmasters' Club — an especially good time for new members to get started! It is believed this statement is well substantiated by the following program:

Election of New Officers, CAA Club, September 12

Humorous Speech Contest, CAA Club Preliminaries September 12 and September 26 with CAA finals October 10th. Area Contest during November.

Liars' Contest, CAA Club, September 26th, with Area Contest during November, 1956.

Ladies' Night and Installation of Officers - October 10th.



Personnel Pipeline

Military Leave

The Comptroller General ruled recently that a Federal Employee ordered to active military duty pursuant to Section 99 of the National Defense Act for an 18 month Flight Training course which covers parts of two calendar years is entitled to one 15-day period of military leave.

RECIPE FOR SUCCESS

You don't have to be a genius or born inventor to have worthwhile ideas. People who spend their lives "thinking up" ideas have found that there are definite ways to produce winning ideas. Here are four of the many ways suggested:

1. QUESTION yourself on things you do
2. LOOK for "weak spots" - anything that is unsafe, difficult or wasteful
3. BREAK IT DOWN. Separate your job into its basic parts
4. THINK of ways to combine steps, change their order, simplify or eliminate. Think hard, and keep on thinking.

These "idea-generators" should help you get off to a fast start.

ASK yourself questions about each job you do - can you leave out one step, or combine a couple? Just because a job has been done a certain way for years doesn't mean that there isn't an easier or quicker way to do it. Maybe nobody has ever stopped to question it.

IF YOU KEEP ASKING YOURSELF QUESTIONS, YOU'RE SURE TO FIND SOME ANSWERS, AND ONE OR ALL OF THEM MAY BE WINNING IDEAS. In addition, you will have the extra satisfaction of contributing toward the achievement of a better operation.

There's no reason why we can't get at least one suggestion from each employee in Fiscal '57. Won't you do your share in making this year our most successful. Get your suggestion in NOW.

MOSES AND JETHRO

For several years the so-called experts in management and personnel administration have been urging more decentralization of authority - - from higher to lower echelons, from Washington to the field. Likewise, it is often said many supervisors are ineffective delegators. They try to do too much themselves; work too hard; plan too little;

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organize too poorly; delegate too timidly. On the other hand, authority is sometimes delegated, operations are decentralized and then later recentralized because "pushing it out" didn't seem to work.

In its own terse manner the following except from the Old Testament can illuminate some of the more important facets of this problem, which has beset administrators from the days of Moses until the present.

> One day Moses, leader of the Israelites, was visited by his old father-in-law, Jethro.
>
> And it came to pass on the morrow, that Moses sat to judge the people: and the people stood by Moses from the morning unto the evening.
>
> And when Moses' father-in-law saw all that he did to the people, he said, what is this thing that thou doest to the people? Why sittest thou thyself alone, and all the people stand by thee from morning unto even?
>
> And Moses said unto his father-in-law, because the people come unto me -- when they have a matter -- and I judge between one and another, and I do make them know the statues of God and his laws.
>
> And Moses' father-in-law said, the thing that thou doest is not good. Thou wilt surely wear away, both thou, and this people that is with thee: for this thing is too heavy for thee; thou are not able to perform it thyself alone.
>
> I will give thee counsel -- Thou shall teach them ordinances and laws, and shalt show them the way wherein they must walk, and the work that they must do.
>
> Moreover, thou shalt provide out of all the people able men, such as fear God, men of truth, hating covetousness; and place such over them, to be rulers of thousands, and rulers of hundreds, rulers of fifties, and rulers of tens:
>
> And let them judge the people at all seasons; and it shall be, that every great matter they shall bring unto thee, but every small matter they shall judge: so shall it be easier for thyself, and they shall bear the burden with thee.
>
> If thou shalt do this thing, and God command thee so, then thou shalt be able to endure, and all this people shall also go to their place in peace.
>
> So Moses hearkened to the voice of his father-in-law, and did all that he had said. (Exodus Ch. 18, Ver. 13-24)

It is apparent that there was nothing haphazard about the decentralization plan suggested and that the proposed steps, if followed, would almost guarantee success:

1. Effective and thorough training -- in policies (laws and ordinances), in procedures (way must walk), and in operations (work);
2. Extremely careful selection -- consider all, but choose able, truthful and unselfish men;
3. Sound organization -- no one has to have more than ten under his direct supervision.

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Moses did not abdicate, however, or improperly "pass the buck". He personally rendered the difficult decisions.

Two additional observations about Moses are noteworthy: (1) He was humble enough to consider and accept advice; (2) He was intelligent enough to recognize sound advice.

Moses gained the reputation of being one of the world's most famous leaders and ablest administrators. In fact, the writer said, "there arose not a prophet since in Israel, like unto Moses ..." due undoubtedly, to the fact that he delegated wisely. Incidentally, he also trained another fine leader as his successor, knowing the value of understudies. But that's another story.

(Editor's note: The above two items were taken from The Pacific Breeze and Twelfth Region Notes, both issued by the 12th U.S. Civil Service Region, San Francisco, California)

Amendments to Civil Service Retirement Act

Particular attention is invited to the fact that employees separated prior to October 1, 1956, are not eligible for the benefits provided by the new admendments. The rights of such persons and their survivors continue in the same manner and to the same extent as before the amendments were enacted. This fact will be of considerable importance to any employee leaving the service prior to October 1. Employees separated after October 1, 1956, will be eligible for the new benefits. The date of separation is the controlling factor rather than the date of retirement.

Reemployment Priority

The Civil Service Commission has amended the Retention Preference Regulations (RIF) to provide separated Career employees additional rights. Hereafter a Career employee remains on the agency's reemployment priority list for a period of two years during which period he must be considered for all vacancies for which qualified in the commuting area. Career-conditional employees continue to be carried for one year from the date of the notice.

Implementation Electronic Maintenance Technician Standards.

The long awaited implementation of the Electronic Maintenance Technician Classification Standards will be the pay period beginning September 9, 1956.

A position description covering each type of Technician position has been provided by Washington and will be furnished each employee affected as well as his supervisor when a supply can be made available for Regional use.

Apparently the Civil Service Commission will not approve the use of the title "Electronic Specialist" for these positions, therefore, the official title which will be used on all personnel actions and other official documents will be "Electronic Maintenance Technician."

In this initial implementation a good many employees will receive one or two grade promotions. In a few instances we shall not be able to promote employees otherwise eligible because of the operation of the Whitten Amendment which requires a year's service in the preceding grade before promotion. For example, if the classification structure of a particular sector, by the categories of equipment or systems in that

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sector, resulted in positions classified at grade 11, 9 and 7, there will be no problem of the promotion on the 7 to 9 providing the 7's have served at least a year in grade 7. If, on the other hand, the classification structure of a sector was established at grade 11, 9, 8, or 7 basis, none of the 7's in that sector could be promoted from grade 7 to grade 9 unless they had previously served a year in grade 8 or higher. In a situation of this sort, only one of the new grades may be implemented. This sort of situation will occur very infrequently and it is estimated that very few employees will be affected. Any employee who cannot be promoted must realize that we are trying to do the best we can for every employee within the laws and regulations which apply.

Selection for the reclassified and new positions on the original implementation will be from those qualified employees presently assigned to the sector. There will be no advertising of vacancies on this go-around.

All employees who are not selected for promotion will be considered by the Facilities Maintenance Branch Selection Board for promotion to vacancies elsewhere.

After the initial implementation, any new positions established as the result of new equipment or systems will be advertised under the procedures of the Regional Promotion Plan.

Civil Service Retirement and Employees' Compensation Benefits

From the number of inquiries that have been received, it is apparent that considerable confusion exists as to the basis for the payment of benefits under the Employees' Compensation Act and the Civil Service Retirement Act. We hope that this explanation will clarify the situation and answer some of the inquiries.

The Federal Employees' Compensation Act of September 7, 1916, as amended, is not a retirement act in any sense of the word. The Compensation Act provides compensation which includes medical, hospital and all other incidental expenses to Federal employees who have been injured in the performance of duty.

The term 'injury' also includes disease when it can be proven conclusively that the disease or condition resulted from the Federal employment.

The compensation paid an employee for temporary total or total permanent disability is based upon a loss of earning power and in no way is dependent upon years of service. Where an employee is totally and permanently disabled as the result of an injury sustained on the job, he has the right to elect whether to receive benefits under the Retirement Act if he was covered or benefits under the Compensation Act. Since usually the greater benefit results from receipt of compensation from the Compensation Act, the employee makes that election. If he elects to receive compensation under the Employees' Compensation Act, he may still apply for retirement under the Civil Service Retirement Act but he can not receive a retirement annuity for any period during which he is receiving disability compensation benefits.

If a widow and/or children of a deceased employee is eligible for survivor annuity benefits under the Civil Service Retirement Act and benefits under the Employees Compensation Act, she (they) must elect one of the two payments she desires to receive.

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Personnel Pipeline continued

Should all eligible survivors elect to receive compensation under the Employees' Compensation Act, the sum credited to the deceased employee's retirement account with interest, is payable in a lump sum to the person or persons entitled in the order of precedence provided.

There is one exception to the prohibition of concurrent receipt of compensation of both funds and that is in the unusual case where an employee is receiving benefits under the Employees' Compensation Act on account of the death of another person. If such employee is also entitled to annuity under the Retirement Act on the basis of his own service, concurrent receipt of compensation and annuity is permitted.

The question has also been raised as to the status of an employee who is retired for disability and has recovered from the disability sufficiently to be re-employed. In these instances the Civil Service Commission usually continues the annuity to the employee for a period of a year to permit him ample time to seek re-employment and make the necessary adjustment.

If he is re-employed in the Federal Government in this period, his annuity ceases immediately. If, on the other hand, he is not re-employed and is under age 60 and has 25 years of service, he would be entitled to receive a reduced annuity on the basis that failure to be re-employed constitutes an involuntary separation. The same would be true if he were 50 years of age and had 20 years of creditable service.

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Regional Administrator's Column continued from page 3.

Needless to say, I was impressed with what I saw and heard and with the plans this group has for the future. People in Seattle and elsewhere who worked so hard to make the convention a success should feel proud that they had a part in helping an idea grow into a national organization whose foundation is based upon progress through safety in aviation.

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Do You Always Get The Most For Your Money?

LIKE MOST CAREFUL, frugal people you perhaps shop wisely for good bargains. Do you, however, waste the money and the time you so carefully spend in shopping, by paying higher installment finance charges?

When you purchase on an installment plan, do you look carefully to determine what charges are included in the total amount which you will be called upon to pay? Do you multiply the amount of the payments by the number of payments and compare the result with the cash selling price? If you do, you may have discovered the hidden charges such as investigation fees, service fees, interest, insurance charges, etc., added to the original cost of the merchandise which you are buying. Further charges would usually be added in the event that you should need to change the terms of repayment. At this point it will pay you to investigate the cost of a loan from your Credit Union.

There are differences in the cost of money just as there are differences in the cost of refrigerators. When you shop and compare, include money on your list.

Your Credit Union is interested in you and will seek to keep the total repayments at a practical level. You may be surprised at the amount you can save by borrowing at the Credit Union and by paying cash for your purchases.

ARE YOU A MEMBER?
IF NOT, JOIN YOUR CREDIT UNION NOW!
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- -

CAA Region Four Federal Credit Union
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________ I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

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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.