REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV NO. 4 OCTOBER 1, 1956

AVIATION MEDICINE

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Regional Flight Surgeon

Aviation Medicine as a specialty is the antithesis of all other specialities in that - instead of dealing with an abnormal people in a normal environment we are essentially concerned with normal people in an abnormal environment. Flying as a challenge to man slowly developed. In ancient times it was a godly attribute and probably is the reason that our angels are endowed with wings.

The myths of all people deal with beings possessed of the power of flight. In fact, many of these myths foretold the future. An old Persian epic poem deals with a city that flew about, but was finally destroyed by aerial bombardment. In China there is a story of an ancient emperor who when trapped on top of a flaming tower escaped by using two large reed coolie hats as parachutes.

World War I added great impetus to the development of aircraft and made necessary studies of the medical problems of flying. This established aviation medicine as an organized science. Its basis developed from bits of information derived from reports of travels in mountainous regions, studies in pure science, observations of caisson disease, and balloon ascent.

Mountain travel of course involves ascent to altitude and this constitutes one of the major problems of flying. Therefore it would appear that the earliest discoveries of the effects produced by high altitudes would be found in records of early mountain travels. This is true to a surprisingly limited extent for two reasons. One being that the ancients feared the mountains more than they admired them. The second being that the symptoms noted by these travelers were attributed to the fatigue resulting from a difficult climb or to the cold.

Noah's adventure gives us our first record of a person ascending to a great height - you will recall - that in Chapter VII Genesis - it states "And the waters prevailed exceedingly upon the earth; and all the high hills, that were under the whole heaven, were covered...and the mountains were covered." Inasmuch as the Ark came

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to rest on Mount Ararat, he must have been at 16,900 feet. However, if the water was at that level the atmospheric pressure would have been normal - so no symptoms due to lack of oxygen were evident or remarked upon.

The next mountain ascent of which we have a clear account concerns Mount Etna in Sicily. Seneca (4 B.C. - 65 A.D.) requested his friend to climb to the top of this volcano in his honor. Many others made this journey and wrote concerning it but no mention is made of anything that would lead us to believe that those who made this ascent suffered or noted anything unusual. In fact, Mount Etna is the only high mountain that the ancients climbed without being forced to. All other high places were assiduously avoided.

As a consequence, in Switzerland - the passes only were frequented. The mountains were reputed to be the dwelling place of strange and gloomy beings. In fact many of their mountains, now frequented by thousands of tourists each year were not even named, but were generally referred to as the "accursed."

There are reports of travelers through Asia who crossed high passes but as always their symptons were attributed to the arduous climb or the cold. In 1590 the Jesuit Father Acosta - who traveled extensively in South America seems to have been the first to suspect that the distress of high altitude was associated with a rare faction of the air, for after describing his symptoms he wrote -- "I am convinced that the element of the air is in this place so thin and so delicate that it is not proportioned to human breathing."

In 1783 Joseph and Jacques Montgolfier made their first balloon which utilized hot air for buoyancy. Within a few months ballons made of elastic gum-impregnated silk were being used with hydrogen. The next year a flight of special interest was made in England by John Jeffries, an American doctor. He carried a barometer, a thermometer, a hydrometer, and electrometer and six water-filled glass stoppered vials. He attained an altitude of about 9250 feet as indicated by a barometric change from 30 - 21.25 inches of mercury, hence becoming the first to study the atomosphere at altitude.

During the early 1800's there were all sorts of ascents made as exhibitions but it was not for another 60 years that another flight was made in the name of science. However, the work of scientists in the laboratories of Europe began to have a marked influence on the thinking of mountain travelers with reference to the effects of high altitudes. The oxygen content and barometric pressure or altitude had been measured and the lack of oxygen was known to be the cause of moutain sickness, but the physiological mechanism was not understood.

During 1861 and the years following, Jourdanet published articles concerning his studies at high altitudes. In his second article "The Anemia of Altitudes" he stated his theories and the state of knowledge at that time. It was realized that the corpuscles and the barometric pressure regulated the quantity of oxygen in the blood and he noted the anology between anemia at sea level and altitude sickness. Nearly coincident with this work were extensive studies on caisson disease that occurred in divers and caisson workers. The effects of decompression were studied and understood.

In 1878, Paul Bert, after some 8 years of experimentation published his famous "La Pression Barometrique" a book of 1178 pages, in which he reviewed the literature, recorded his many experiments, and gave his theories and conclusions. Formerly

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no one had carried out experiments which had related the air, its component gases, the barometric pressure, the blood gases and their partial pressures to the effects of caisson disease, mountain travel and high altitude flight. Curiously enough this work did not become famous for over 50 years and following its publication nothing of major significance occurred in either aviation or aviation medicine until the invention of the airplane.

The development of the airplane following the Wright Brothers first successful flight is too well known to recapitulate here. Suffice it to say that the demands of two World Wars and the cold one forced the development of aircraft at the rate that would otherwise have been impossible.

Although the world literature on Aviation Medicine consisted of 31 papers and one small book at the beginning of World War I, it is evident that this did not give the true picture of the interest in Aviation Medicine during the period from 1903 - 1914.

However, with the growth of aviation has come larger airplanes. Speed and altitude have increased greatly. At altitudes now used by the military and those anticipated for civilian transports we have reached environmental conditions in which life is impossible without a multitude of protective devices.

Throughout the years, those interested in Aviation Medicine have constantly striven to learn about human demands in flight. The engineers have developed aircraft that reach further and further out of our environment, and these doctors have been able to give the answers that allow the crew and passengers to survive. In fact, there is very little about an airplane, other than the engines, that doctors have not had, at least a small role, in developing. To list these contributions would be far beyond this article, but this wide scope might be pointed up by mentioning a few, such as the dimensions of the airframe, pressurization, instrumentation, seats, and sound proofing.

The conclusion must be that without the doctors our airplanes could not carry a crew or passengers, and without the engineers there would be no speciality of Aviation Medicine.

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BOWLING LEAGUE NEWS

The Summer Bowling League for CAA employees in the Los Angeles area completed its season on August 31 and the new Winter League started up the following week. The teams consist of one woman and two men and are officially sanctioned by the American Bowling Congress and the Woman's International Bowling Congress. By bowling right after work Friday, the bowlers get an early start on their recreational activities for the week end. All agree it's a good way to clear away the office worries that so many of us build up during the week and are apt to take home over the week end as well.

One doesn't have to be an expert bowler to enjoy participating in a Handicap Bowling League. The handicap system provides everyone with a real chance to win one of the

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several trophies or cash prizes offered. Individual winners during the recent Summer League were as follows:

High Woman's Series	--	Zelda Mack	-- 525 - 78 - 603
High Men's Series	--	Dave Earley	-- 547 - 66 - 613
High Woman's Game	--	"Chick" Kobayashi	-- 200 - 29 - 229
High Men's Game	--	Bob Denzer	-- 222 - 16 - 238

The team championship for the Summer League was captured by the "Airsports" team from the Airports Division. Team members of the winning team were Eloise Hughes, Charles Benson and Bob Denzer.

A total of 16 teams are competing this winter - at three members per team that totals nearly 50 regular bowlers. To cover for those persons who travel, or who work rotating shifts in the Center or Tower, a considerable number of alternates also participate in this healthful sport. Anyone wishing to be added to the list of alternates is encouraged to contact either Rog Greenman President, or Zelda Mack, Secretary-Treasurer.

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CAA TOASTMASTERS' CLUB NO. 1004

Election of officers was held on September 12th. The election meeting was preceded by a miniature national convention, including campaign speeches, nominating speeches, and seconding speeches. The now popular candidate, Joe Smith, was also nominated. The Chairman, current president Hal Smith, had a job equal to the combined tasks of Joe Martin and Sam Rayburn.

The following were finally elected as new officers for the CAA Toastmaster Club:

President	Dave Earley
Educational Vice President	Merle Zeigner
Administrative Vice President	John McDaniel
Secretary	Riley Harris
Treasurer	Hubert Huber
Sergeant-At-Arms	Harry McConnel

Installation of new officers will be held October 10. Members will be joined by their wives or girl friends. On this occasion, the "liars contest" will also be held and all members will be asked to tell the biggest lie they can think of and that can be told between two and three minutes. A terrific opportunity! ! ! Just think of it - a three minute lie to your wife and she won't be able to interrupt or even give an immediate rebuttal.

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Regional Administrator's Column

Some of you have said that you aren't bored by dissertations about what goes on in a Regional Administrator's office. Guess you figure that some of the things that affect that office may somehow get to involve or affect you sometime. So, let's talk about my office. Its going to have brass all over the place pretty soon. Good brass, too.

Nine months ago - last December - Mr. Marriott retired after running this region for seventeen years. When he retired and after I became Regional Administrator, I found that Miss Scally (girl Friday) and I were all alone with two big vacancies. You may or may not remember it from a previous column, but I am a strong believer in delegation of responsibility and authority. I believe in it as a principle and I believe in it because maybe I'm a little lazy about some things.

Anyway, for nine long hectic months, here I sat, ready and willing to delegate but with no one sitting there to get delegated. Filling these top, top jobs, you know, sometimes gets rather complex and involves time, comparisons, chess playing, reorganizations, etc. The splendid team of Division Chiefs did a yeoman job of helping me out, but there is only so much that any Regional Administrator can pass on to others or let go of entirely.

It has been necessary to concentrate on the unavoidable or most cirtical aspects of the job, making sure that first things come first. Certain important tasks had to be left undone. Our public relations duty has suffered some. I don't know the field as well as I should and desire. Trips had to be cancelled. Certain studies were deferred. And so on and on.

But now the situation is different --- or will be very soon.

Sometime in early October, a fellow named Ernest S. Hensley will travel out here all the way from New York to be Deputy Regional Administrator. Leaving New York as Deputy to come here shows enough good judgment to prove we're getting a good, intelligent man. Since Ernie won't be out for a few weeks, I'll tell you more about him in the next issue. In the rest of this particular column, we'll talk a little about the third man in my office who reported a couple of weeks ago:- Allan E. Horning. He is now the Assistant Regional Administrator.

Those of you in the Regional office, and many of you in the field, already know Al Horning well. Here's a thumbnail on him:-

Horning was born in 1906 in the state of Washington but was scheduled for the wilds of Alaska where his dad was looking for gold and found it. Al finished High School in Anchorage. He graduated from the University of Washington in 1928 with a degree of Bachelor of Science in Mechanical Engineering. Instead of going back to the mining business in Alaska after graduation, as he had planned, Al got the aviation bug and went south to the Hancock College of Aeronautics in Santa Maria, California. After learning what he could there, he stayed on as an instructor for three years. Then back to Alaska as a "Bush" pilot with Alaska Airlines and predecessors from 1934 to 1940.

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The CAA Alaska Region got him in 1940. He was first in Airways Flight Inspection and then moved on up to Chief of the ANF Planning and Control Staff. He transferred to the old Sixth Region in Los Angeles as a Flight Inspector in 1947. He became Deputy Chief of the Facilities Division in 1951 and Division Chief in 1952.

What happened after that may encourage those of you who have ever been caught in one of these RIF rat races through no fault of their own. Consolidation of regions took place in 1953. Horning was among those who had to be bounced around - back to Flight Inspection and a serious reduction in pay. It hurt, of course, but he took it as graciously as any man could. Seventeen months later, he went to Oklahoma City as Deputy Director of the Aeronautical Center. Now he is back with us in a still higher job. He will work across the board in my office but, in view of the rapid expansion in Airways, he will be primarily concerned for awhile with Airways programs and problems.

Mr. and Mrs. Horning have one charming 15 year old daughter, Susan. They brought Susan's horse back from Oklahoma. After they find suitable quarters for the horse, they will decide where they themselves will live.

I have known, liked, and respected Al Horning for 16 years. Those of you who don't yet know him will learn in time why I am sincerely happy that he is back on our team.

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Quoted is a letter received by Nathaniel Kennedy, Long Beach Control Tower, from Robert J. Hanley, Vice President, Avalon Air Transport, Inc., thanking our personnel for services performed.

> "With the closing of our third year of operation to Catalina Island, we pause in reflection on the many factors that have contributed to the success of the operation. In the passing of over twenty thousand crossings of the Catalina channel without a fatal accident or passenger casualty, one cannot but feel that a vote of special thanks should be offered to the Controlling Personnel of Long Beach Airport Tower. Without your careful understanding and guidance the completion of our success would have gone wanting. The trust and understanding your personnel have pervaded to our pilots when the 'going' and 'arriving' got tough has earned their personal and ever admiring gratitude.
>
> "Please accept my thanks again and understand that my personal association with the Long Beach Tower will be one of which I am deeply honored and truly proud."

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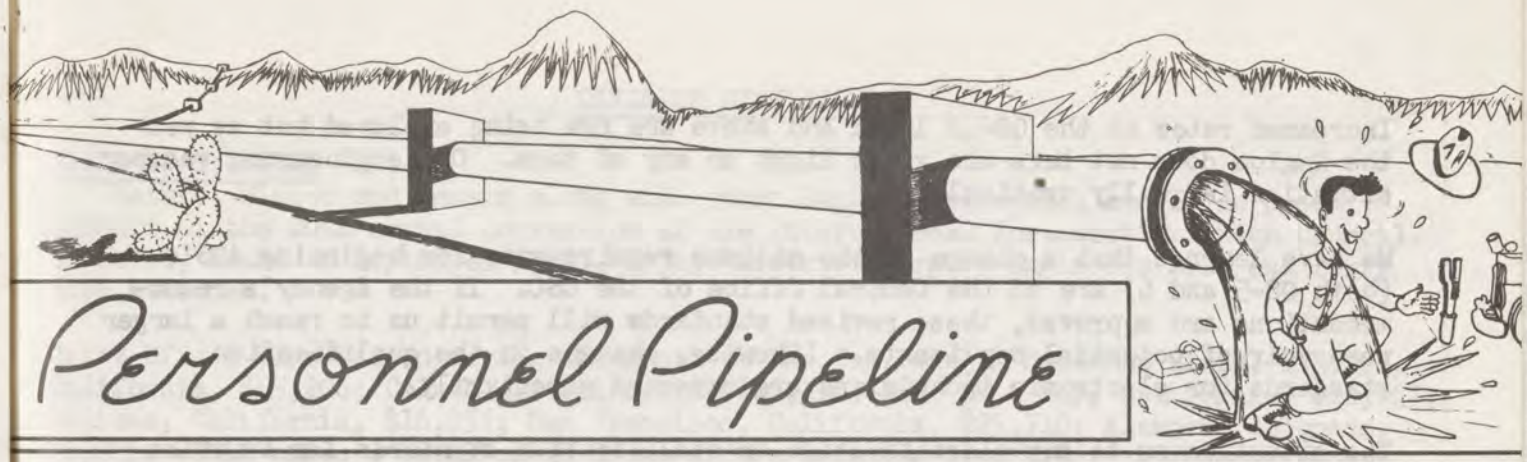

Personnel Pipeline

Race for Operation Employees

Business is moving at a blistering pace in the Personnel area. We believe that you will be interested in a roundup of recent developments.

Our unprecedented program to expand CAA service translates itself into a rather serious staffing situation. The need for qualified persons throughout Federal Airways, and, to a certain extent, in Aeronautical Engineering is acute. When we are confronted with a situation of this sort, there are always 3 possible clues that are traditionally explored in our efforts to obtain new personnel: (1) Perhaps our salaries may be too low; (2) Conceivably, our methods of recruitment may be weak or need overhauling; or (3) the minimum requirements for the jobs may be too high.

The operating divisions and the Personnel Branch have been concerned with making inroads in all three areas. Here's a bird's eye view of the progress: The long awaited reclassification of Electronic Maintenance Technicians was processed on September 9th. Many persons did not realize an immediate grade raise; however, a quick tally reflects that 225 Technicians received an advancement. This was really the first wholesale move on this block of jobs since June, 1945. Many persons have wondered why such action takes so long. The approval of any grade standards requires a lot of painstaking research. We, as an Agency, must first sell the need to ourselves and then comes the laborious task of clearance with other governmental agencies. The role of the Civil Service Commission is one of equating the proposed grades with comparable jobs in other Federal establishments.

Another significant change affects Airways Operations Specialists. In Mr. Pyle's letter of August 21, 1956, he mentioned the possibility of some reclassifications at the heavier and more complex centers, towers and stations. The general approach specified in that letter will now become a reality with early December as the target date for activation. The emphasis here has been on crediting those facilities where the increased traffic presents a workload. Miss Anselmo of the region's Classification Branch has been detailed to Washington to assist in working out the implementation of this program.

For professional Engineers the classification standards and job requirements have not changed. Instead, the emphasis has been on raising the rate of pay within the particular grades. The following in-grade salary increases have been adopted nationwide as follows:

GS-5 Engineers	were raised	from	$3670 to $4480
GS-7 Engineers	" "	"	$4525 to $5335
GS-9 Engineers	" "	"	$5440 to $6115
GS-11 Engineers	" "	"	$6390 to $7035

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Increased rates at the GS-12 level and above are now being explored but as yet the Region does not have the green light on any of them. Our engineering vacancy situation is really critical.

We have learned that a change in the minimum requirements for beginning AOS's (both GS-5 and 6) are at the Central Office of the CSC. If the Agency's recommendations are approved, these revised standards will permit us to reach a larger reservoir of potential applicants. Likewise, changes in the qualification standards for electronic technicians are expected momentarily.

The situation as to any classification or qualification standards for Aviation Safety Agents is status quo. Even though a lot of valuable information on these jobs was assembled, no changes are expected anywhere soon. As to our recruitment procedures, additional personnel jobs have been authorized. About a year ago we employed a Professional Recruiter who made college campus visitations last Spring. Next year's program to repeat this process is now being shaped up. We have now added another recruiter for our technical jobs in Federal Airways. A great many gimmicks to get our message across have already been started. As one indication we constructed a ten foot sign and placed it in front of the Regional Headquarters office calling the publics' attention to our need for people. This little idea has already produced many "drop-in" candidates. Plans are jelling for organizing field recruiting teams which will call our tower and station chiefs into prominent play. These recruiting visits will involve local press, radio and television coverage. All CAA employees are being urged to tell our story at every opportunity. In order that we might all be telling about the same story a recruitment kit containing sample press releases, etc. is now at the printers.

Re-employment Rights

Recently several of our employees were selected for positions at the Aeronautical Center and for foreign duty assignments. Several of these employees and their replacements have asked about their re-employment rights when these assignments are completed. The basic policy material on re-employment is contained in Standard Practice 3250 through 3253. The Standard Practice sets forth two types of Re-employment Rights - Statutory and Administrative.

Statutory Re-employment Rights are those required by law, i.e., a person furloughed for military service, etc. The person who has these rights has mandatory rights back to his old job. If it is occupied we run a reduction-in-force to determine which person will have to move out to make room for the employee who is returning.

Administrative Re-employment Rights - This type is granted by the Administrator. They may be withdrawn at any time. If the position is occupied we have a reduction-in-force to determine which employee should have the job. If the returning employee has a higher retention standing then he is placed in the job and it is then determined by RIF whether the employee occupying the position pending his return may be assigned to any other position. If the person returning has less retention standing then he may not be placed into that position. We likewise would have a RIF to determine whether he can be placed elsewhere in the organization.

Washington recently granted Administrative Re-employment rights for employees transferring to the Aeronautical Center training positions. This group is covered under Standard Practice 3253.

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DIVISION HIGHLIGHTS

AIRPORTS DIVISION

Messrs. Winger and Benson along with other Regional personnel served as panel members at the 20th annual convention of the International Northwest Aviation Council at Boise, Idaho on September 10-11, 1956. District Airport Engineers Drew and Perry also attended.

Grant Offers were issued during the month to the following: Buchanan Field, Concord, California, $45,206; Columbia, California, $16,356; Half Moon Bay, California, $18,967; Salinas, California, $16,257; San Francisco, California, $99,710; Alamosa, Colorado, $6,374. This makes a total of 13 Grant Offers totaling $1,659,867 in Federal funds issued so far this Fiscal Year.

Project Applications were received during the month from Kingman, Arizona, $14,455; Gillespie Field, San Diego, $71,574; Portland, Oregon, $868,193 and Salt Lake City, Utah $329,007.

The Grant Review Committee approved final payment on St. Maries, Idaho. In addition 15 progress payments were made on projects now under construction.

AIRCRAFT ENGINEERING DIVISION

Miscellaneous tests including flutter, vibration, operation, proof, and ultimate load tests have been conducted on the new aileron and wing configuration for the Aerocar. A redesign of these surfaces became necessary as a result of flutter experienced during flight tests. All control surfaces now have been balanced to the degree necessary to meet the simplified flutter criteria. CAA flight tests on the project are scheduled to begin about October 17th.

A letter has been forwarded to Boeing outlining the basis for certification of the Model 707-100 and -200 series, together with special conditions applicable to these aircraft. A large number of the scheduled tests on the KC-135 are scheduled to be used in the substantiation program on the 707. Several major structural tests of the program have been completed including fuselage pressure tests to 17.2 psi (which is twice the normal operating pressure) and positive high angle of attack condition, ultimate load tests for the wing to 95% of ultimate, both with and without pressure loading in the fuselage. Numerous drawings and some substantiating reports are being submitted by Boeing. Boeing advises the power plant installation is being designed to comply with the double liquid water content icing requirement proposed by CAA. This particular requirement has been controversial with Boeing as well as other jet aircraft manufacturers. The first production KC-135 airplane made its initial flight on August 31st.

An application for Type Certificate has been received from Boeing for the Model 707-400 series. This airplane is reported to be an intercontinental version similar to the -300 series except for the installation of Rolls Royce Conway by-pass type engines.

Flight tests sponsored by Pan American and Boeing on the Model 377 airplane, with Hamilton-Standard solid aluminum propeller blades installed, have been completed at Seattle and San Francisco. The data obtained during these flight tests still are being reduced, however, it appears that Pan American will be able to obtain an increase in the maximum weight great enough to cover the approximate 800 lb. increase in weight due to the propeller change. One item which needs to be cleared up before approval

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of this configuration is the required increase in kinetic energy for the brakes to permit an increase in the maximum landing weight to approximately 122,600 lbs. Goodrich personnel indicate this should be a relatively simple matter in view of the numerous design improvements which have occurred in the brakes used on this airplane. Pan American has indicated their willingness to accept interim certification at a reduced weight until the brake substantiation has been completed.

Evaluation of the Convair 440 airplane to permit an increase in the zero fuel weight from 45,000 lbs. to 47,000 lbs. has been completed satisfactorily and the appropriate specification changes are being made. Forty three Model 440 aircraft have been certificated to date.

As a result of the investigation of in-flight failure of the left elevator tab push rod on a USAF C131D aircraft (CV-340) Convair has prepared a service bulletin covering installation and replacement of the critical parts in elevator, rudder and aileron tab systems on Convair 240, 340 and 440 aircraft. All these systems contain similar control rods, accordingly a suitable proposed Airworthiness Directive has been prepared and is being coordinated with Convair. Tab system failures are considered particularly undesirable on these aircraft because the tabs are neither statically nor dynamically balanced, and a free tab can be expected to create a critical flutter condition.

A letter outlining the special design conditions applicable to the Douglas DC-8 has been forwarded to Douglas. Several analyses and reports pertaining to this project have been forwarded for CAA review. It is expected that additional data will be forwarded at an increasing rate in the immediate future.

Flight tests on the Douglas DC-7C for compliance with ARB requirements have been completed, and the results are being analyzed and reduced. Evaluation of the SAS and the Braniff configurations of the DC-7C also have been completed.

Dominion Engineering Company have advised that all rights to the Longren Model L-13 aircraft have been transferred to Longren de Mexico S.A. of Torrance, California. Future production plans of that company are unknown.

The Forney Manufacturing Company plans to make several changes to their Model 415G aircraft. These changes include increased HP, metal wing skins and a revised cockpit configuration. Five new aircraft are ready for certification and 10 additional aircraft are expected to be ready for delivery in the near future. Forney has requested a new model designation to identify aircraft produced by their company from those previously produced.

Negotiations with Hiller are continuing with regard to the HJ-1 flight test program. Hiller tentatively plan to conduct the basic Type Certification tests first and then to determine whether or not to go ahead with the functioning and reliability tests. A detailed program has been prepared and it is expected that CAA flight tests on the project may be continued in the immediate future.

Work on the Hughes 269 helicopter is proceeding at a rapid rate. Hughes personnel advise the prototype aircraft is nearly complete, and within a week or so is scheduled to be transferred to the test site for the start of tie-down testing.

Numerous tests have been conducted on the Lockheed Model 1649 including proof and operation tests of flight control systems which are approximately 90% complete.

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Drop tests on the main landing gear using full wing lift are under way. Oil tank and vibration slosh tests also have been conducted. As a result of the test program completed to date, necessary revisions are being made in the design. A meeting has been held with Lockheed and Hamilton Standard personnel concerning the use of an alternate propeller on this model airplane. It was explained that the model first will be certificated with a hollow dural Hamilton Standard propeller 43H60/HA 1783-4 installed. It is anticipated that subsequently the airplane will be submitted for certification with the 43H60/6993-4 solid dural propeller installed. The approval of the solid propeller is being planned on a comparative basis requiring a limited flight test program.

Copies of the special conditions for Type Certification of the Lockheed Model 188 have been forwarded to Lockheed together with copies of the Minutes of the Type Certification Board Meeting.

Recent information from Ryan indicates that this company has decided to retain the Navion Type Certificate. Tubular Service and Engineering of Houston, Texas will be authorized as a manufacturer of spare parts under a licensing agreement.

AIR CARRIER SAFETY DIVISION

Assigned inspectors of the Denver District Office observed operations of the Bristol Britannica Aircraft en route San Francisco-Denver, Denver-Chicago, as well as during local flights at Denver.

Mr. Parker, Director of Training for Rolls Royce Aircraft Engine Company, with headquarters in Montreal, Canada, spent a day with personnel of the Denver District Office and Continental Airlines outlining his training syllabus relative to maintenance and operations of Rolls Royce Dart Turbo-prop engines. Mr. Parker advises that CAA personnel directly interested in the maintenance and operation of Rolls Royce products are welcome to attend any of his seminars. The invitation is to be extended through W-94.

Continental Airlines advises that United Air Lines will provide DC-7 ground and flight training for twelve Continental Air Lines crews to be used on Continental's Los Angeles-Chicago operations starting in the Spring of 1957.

Representatives of the Civil Aeronautics Board, Accident Investigation Division, and United Air Lines are now at the scene of United Air Lines Medicine Bow accident (DC-4 in October, 1955) in an effort to uncover additional evidence of the cause of the accident. The site of the crash is at 11,000' and has been covered with snow until the past month. A nose heater has been recovered and was in fairly good condition. It will be carefully analyzed for any possible clue.

A Bay Area Traffic Control meeting was held during the month of August and the preferential traffic routing for the San Francisco-Oakland area was presented at that time to the airline industry. Preferential traffic routing received favorable comment and it is presumed that it will be put into effect prior to the time winter weather sets in. They Bay Area Traffic Control meeting is attended by airline representatives of the San Francisco Bay Area, the Air Force, Navy, Coast Guard, and local operators. Meetings of this type have proven to be very successful.

Inspectors Ward and Howard of the San Francisco District Office covered the arrival of Vice President Nixon and observed air traffic handling and public protection.

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Public protection was marginal at this time and a meeting was held with Airport Officials to improve the situation when President Eisenhower arrived. Inspectors Ward and Rudolph covered tower operation and the ramp area during the President's arrival and found the activities well organized, including public protection. The President arrived on the evening of 21 August 1956.

From 13 August through 15 August a meeting was held at Boeing Airplane Company to consider Air Traffic Control relative to jet transports. The CAA Washington Staff was well represented at this meeting and according to report, Boeing did an excellent job in presenting the anticipated performance of the Boeing 707, stressing operation in current air traffic and present instrument procedures. Inspector Robert Johnson of the Seattle District Office represented the Type Certification Board. A separate report is being forwarded.

United Air Lines has installed an automatic baggage distributor at Los Angeles. This installation is believed to be the first of its kind and was developed by a mining executive using a principle applied to handling of ore. The two units cost $3500 each. The total cost including the building is approximately $47,000.

Col. Lai, Nationalist Chinese CAA Administrator, visited the Division during this period. He also visited the Los Angeles District Office in order to gain familiarity with our inspectional methods.

Inspector Winder of the Burbank Air Carrier District Office attended the Coast Guard Ditching Drill held at Honolulu, T.H. It was reported to be very educational and of considerable assistance to any inspector assigned to an international carrier.

Mr. Paul Falconer of Bristol Aircraft, Ltd., contacted the San Francisco District Office early in August and requested assistance on Monday, 20 August 1956 and Tuesday, 21 August 1956, during their demonstration flights using the Bristol turbo prop aircraft. This assistance was furnished by Inspectors Ward, White and Rudolph and was for the purpose of assisting the Chief Pilot, Captain H. A. Pegg, and Mr. Paul Falconer in local air traffic and interpretation of our approach procedures during these publicity flights.

Agent Quick attended the U. S. Coast Guard Search and Rescue Drill at Honolulu, T.H. on August 22-23, 1956. He recommends that all agents assigned to overseas operators should attend one of these drills.

Continental Air Lines should complete their radar installations on their Convair fleet in October.

Southwest Airways have built two new buildings on their base in place of the one destroyed by fire the first of the year. One of these is to be the Stores Department and the other engine overhaul.

United Air Lines has for several months been negotiating a new contract with the International Association of Machinists. It appeared for some time that the company would be faced with a system-wide strike and as a result preparations were being made to stop all operations. However, an agreement between the negotiating committee and United Air Lines was reached at the last minute and has now been ratified by the membership. This contract gives the mechanics an 18¢ and the inspectors a 21¢ an hour increase in pay. The contract will expire in November 1957.

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The Burbank ACDO Electronics Agent assisted Mr. Girault, an Australian and a corporation pilot of Sydney, in obtaining the airborne equipment and appropriate frequencies for him to ferry a Twin Beech to Australia via the North Atlantic-Europe, Near and Far East.

GENERAL SAFETY DIVISION

Generally speaking, student training and pilot applicant activity continues at a higher than seasonal average throughout the Region. The appearance of pilots who have not been flying in recent years almost marks a trend. Flight operator and airport improvements indicate another healthy trend.

Broad utility of aircraft is probably the occasion for many accidents in our Region, but these "uses" get a job done. "Operation Fence Post" is still continuing at Ruidoso, New Mexico, according to our Albuquerque Office. The Mescalero-Apache Indians are building a cattle fence high up on the White Mountains Peak, Old Baldy. The problem of getting the steel fence posts up the mountain was solved by the local Brown's Flying Service and their Super Cub. There's a calculated risk to this one.

Just an incident - a qualified pilot in the employ of a qualified operator, dropped his load of jumpers over a forest fire, then turned to a spotter and stated that he wasn't feeling well and for the spotter to be ready to jump at any time. The pilot flew back to base and landed. He deplaned and walked almost fifty feet when he had a heart attack which proved fatal.

Some district offices report a renewed approved flying school activity and that there is evidence of the desire to more fully qualify pilots, in an effort to reduce the accident rate. One feature of this is a better job of teaching the use of radio.

Aerial application continues active in cotton and some other areas, but the season is about wound up in the wheat and rangeland. In some districts, this work has been "spotty", while in others it has been at a peak due to extensive grasshopper and forest work.

A new aerial application "use" of interest is the combating of forest fires. A group of seven aircraft and pilots, utilized on a stand-by basis, continually fly over the fire and dump full loads of water. The water is dumped directly from the tank without the use of a spray boom. This activity has proven more successful and economical than anticipated. In one case, a two hundred acre brush fire on a mountain side was not only contained by the "tank fleet", but was actually extinguished. The element of time is a factor of great advantage to this method, as the fire may reach "out of control" proportions before a ground crew can get to the scene.

There is a trend among aerial applicator pilots which indicates a preference for a large, cushion-like pad in lieu of shoulder harness. In the Stearman type of open biplanes, they fear broken necks in the event of turnover, as most of these pilots sit head, neck, and shoulders above the cockpit during flight. The plan is to wear a hard hat and throw themselves forward against the pad prior to impact, which movement is prevented by the shoulder harness.

Our Portland District Office has been contacted by the Air Reserve Officers' Training Corp (ROTC) unit at Oregon State College, Corvallis, Oregon, regarding a proposed Air Force training program. It is estimated twenty-two students will be enrolled this fall and that eventually there may be one hundred and fifty students participating

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within that district. Local flight operators will be utilized and CAA supervision sought. An official CAA check ride at twelve and thirty hours has been mentioned. Conferences have been arranged.

The first National Flying Club Convention ever to be held in the United States took place in Seattle, Washington. The convention was an outgrowth of the National Safety Program for Flying Clubs which originated in Region Four. Over three hundred and fifty delegates flew approximately twelve hundred miles at their own expense. The final awards banquet was climaxed by presenting of the Hughes Safety Trophy to the Anacostia Navy Flying Club of Washington, D.C. Guest speakers included Governor Arthur Langley of the State of Washington; Jerome Lederer of the National Flight Safety Foundation and Brigadier General Clarence A. Shoop of the Hughes Aircraft Company. Awards were made to flying clubs for safety achievement by Lear Radio Company and General Aviation News. A perpetual trophy was awarded by the Beech Aircraft Company to the Progressive Flying Club of Hawthorne, California for its outstanding safety record. Perpetual awards were also given by the States of Washington, Oregon, Utah and California to clubs in their state. All awards were based on the CAA developed formula for the National Safety Program. A national flying club organization was formed at this convention and is incorporating on a non-profit basis. The more than one hundred and fifty clubs represented will become the nucleus of the National Flying Club Organization. The highlights of the convention were: the keen interest taken in the safety panels, the high caliber of those in attendance and the fact that everybody wanted "some more."

The major activity of the General Maintenance Branch during August was the original certification of aircraft with expired certificates. Although we have the situation under control and do not expect unreasonable delays, the agents are inspecting more aircraft than at any time since 1946. As an example, Long Beach District Office inspected sixty-seven aircraft with expired certificates, Sacramento - forty-three, and Fresno - thirty. All of the districts have a similar high workload in that area. We are giving this activity a high priority and are falling somewhat behind in our other major responsibilites. We expect this workload to adjust itself within the next few months and to reach a reasonable level. The agents are doing an excellent job in exchanging ACA-1362's. As many as five hundred and seventy-five certificate exchanges have been reported by one district office during July and August. Our problem areas are the northern portion of the Region where communications are poor due to so many aircraft being based on ranches, farms and private flight strips.

Sales of new and used aircraft are reported far better than 1955, a record year. One Cessna dealer in Sacramento reports a greater volume of business in the first six months of this year than in all of 1955. A Piper dealer in the small community of Willets, California has sold twenty-four new aircraft in that area this year.

On the Inspection Authorization Program, we are not receiving the number of applications that we expected. The difficulty in obtaining technical data from Washington is holding back this program.

During the month of August, nine repair station files were processed.

AIRWAYS OPERATIONS DIVISION

Plans have been completed for a conference of facility chiefs to be held at the Hollywood-Roosevelt Hotel October 1-5, 1956. This may be the largest CAA conference ever held. In addition to the facility chiefs we anticipate participation from other regions and Washington, totalling approximately 180 people.

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Airways Operations and Aviation Safety representatives met with U. S. Border Patrol officials to draft an agreement whereby information regarding illicit border flights could be exchanged between CAA and Border Patrol. Procedures are now being drafted.

Cheh-Ming Wong from Formosa has been visiting Airways Operations facilities in California for familiarization purposes prior to his return home. He has been in this country about seven months during which he attended the full ATC course at Oklahoma City.

Walter Swanson and Perry Schriver have returned to Tacoma following a detail to Boston where they worked on the SAGE project for TDC.

Roy Roach returned to the Los Angeles Center after a two-year assignment with the International Region in Japan and Korea.

The "Place Names" project has been completed and recommendations forwarded to Washington. This was a major project which included a field survey of airport location appraisals. It could become a valuable tool in planning additional airway operations facilities in the field.

Considerable time was spent reviewing master plans for approximately 20 airports including Los Angeles. In addition, space requirements and equipment layout details were reviewed for the proposed new building to house the Center and Station at Phoenix as well as the stations at Sheridan and Billings.

Recommendations were forwarded to Washington outlining requirements for voice recorders in towers and centers.

A wire plan for March RAPCON was developed and furnished to AACS, Tinker AFB.

Tony DeAndrea was hospitalized September 5 for surgery. He is convalescing satisfactorily but it will be several weeks before he can return to duty.

Messrs. Hasford Palmer (Seattle), Dave Bussey (Albuquerque) and Ray Talbot (Tucson) are on detail to the Technical Services & Planning Branch.

Bill Breniman visited most of the facilities in Washington and northern Oregon during the month.

Len Middlekauff served as a member of a team surveying radar sites in the Seattle and Oakland areas.

The region's airway master plan was revised to coincide with routes proposed by Region III.

Hugh Shaw completed studies of Ream Field and Montgomery Field as possible sites for a civil air terminal in San Diego. He also completed a study of the proposed instrument runway alignment at Oakland.

Leased wire orders have been prepared covering establishment of RAPCONs at Davis-Monthan AFB and Malmstrom AFB.

A meeting was held September 17-18 at San Francisco during which the station chiefs from Anchorage and San Francisco made plans to improve operations in the San Francisco-

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Anchorage quadruplex circuit. Messrs. Wright and Palmer from the regional office attended.

Arrangements were completed to transfer the frequency utilization and radio interference functions to the Facilities Division in accordance with the new organizational concept. This work is being taken over gradually by Facilities and Sparky Wright remains available to assist in projects under way.

Wilbur Jones, Chief of the Albuquerque Tower, is again on the sick list. We wish him a speedy recovery.

Secretary of Commerce has approved our nominations for Civil Defense citations for William E. Owens and Harry B. Witter of the Marysville Station, Edward J. Sullivan and Thurber V. Thompson of the Sacramento CS/T, and Edward E. Johnson formerly of the Arcata Station for service rendered during the disastrous floods which struck northern California last winter. A citation was also approved for Stephen Temby a 15-year old amateur radio operator in Oakland with whom Arcata communicated during the emergency utilizing Johnson's amateur equipment. Johnson escorted Temby to Washington where the citations were presented by Under Secretary Walter Williams followed by a special tour of the White House.

FACILITIES DIVISION

Planning

Coordination of the 1957 EANF VOR Program was completed and regional recommendations thereon transmitted to the Washington Office for final approval.

Flight Inspection Branch

New VOR sites at Seattle-Tacoma, Fircrest and Eugene were flight checked with the mobile VOR equipment.

Ted Wilder, Los Angeles Flight Inspector is on two weeks active duty with the Marines at Los Alamitos. Bob Kelly, Seattle Flight Inspector, is also on two weeks active duty with the Navy at Seattle.

John Campell, Chief, Flight Inspection Branch, was in Spokane during the week of September 17th.

Following modernization, the San Diego VOR was flight checked and restored to operation.

Establishment Branch

The following personnel, under contract with RCA Service Company, have reported for duty and have been assigned to the sections indicated: W. C. Daly, Electronic Engineer, LA-354. Civil Engineers R. H. Johnston, Jr., C. L. Haltom, F. D. Sibby, and J. K. Merriman; Electronic Engineer F. J. Johnson; Crew Chiefs D. Young and M. D. Christensen; LA-355. Civil Engineers D. Peppin and J. Davenport; Electronic Engrs. J. E. Arenius, S. W. Nelson; Crew Chief A. J. Brklacich; Technician Journeymen F. W. Henny and E. L. Simmons, and Helpers R. N. McDonald and G. J. Crawford; LA-357.

Our student trainees have returned to school. We hope to see them again next summer.

Bill Foker, Dave Hegland and Walter Cooke completed the installation of the airport end of the VHF link to the Remote Transmitter/Receiver facility on Sandia Mountain at Albuquerque. Bill Foker then returned to Los Angeles for annual leave until October 1.

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Sam Rosenfeld is modernizing the A/G console equipment at Paso Robles INSAC. He was joined by Dave Hegland.

Walter Cooke joined Bob Faul on the installation of the ILS at Billings, Montana.

Ed Pardee, George Martin, LeRoy Gould and Murry Asilowitz are completing the new control tower at Albuquerque.

John Elwood completed the installation of two sector desks in the Salt Lake City ARTC Center and began the installation of an auxiliary operating position in the A/G console at Prescott INSAC.

Fred McCauley returned from annual leave and started the installation of an auxiliary operating position in the A/G console at Needles INSAC.

Jim Cheatham is nearing completion of projects at the Denver Center, INSAC and Tower.

Paul Allee, Richard Praeter, Darel Praeter and Tom Carrington completed the Mount Tamalpais remote site modernization to connect with the Oakland Center modernization.

Tommy Bracken and Vic Simmons completed the SECO installation at the Weather Bureau station at Troutdale, Oregon, and have started the INSAC modernization at Cutbank, Montana.

The crew of Jim Carr, Joseph Smith and Hilton Gabrielson completed the Walla Walla, Washington, INSAC modernization and the CS/T modernization at Pocatello, has been started.

Udell Larsen and Lloyd Allen removed the unused equipment and modernized the Ft. Bridger satellite station and have started the Rawlins, Wyoming, INSAC modernization.

Howard Pyle and Clyde Olsen have started on a program of minor O&R projects in the Seattle area.

Virden Vick is at San Jose, California constructing a TVOR facility. This is a force account job.

Marion Duncan is now at Farmington, New Mexico supervising construction of a VOR. His next assignment will be the Valle, Arizona and Myton, Utah VORs. Contract Engineer R. H. Johnston will assist.

Tom Tarpo has been busy with engine generators at Fairfield, Utah, San Simon, Arizona VOR and Corona, New Mexico VOR. His present assignment is supervision of construction of the El Centro, California VOR.

Maynard Hegland completed the modernization of the Cutbank VOR and is now at Ellicott, Colorado constructing an HW facility by force account. His next project will be supervision of modernization of the Wells, Nevada VOR.

Bill Beekman has been in the office working up site drawings for the Alamosa VOR and has explored the Daggett area by air for the purpose of selecting sites in that area. Our pilot for this aerial survey was Fred Hempt. We hope to be able to cover territory a lot more rapidly through use of aerial surveys. (Continued on next page)

Stan Erickson has been negotiating rights of way in the Cutbank, Montana area, has taken some annual leave, and now is at Ellicott where he will take over construction of the "H" facility.

Jack Scherbel is still at Pinon, New Mexico grading a mountain-top VOR site.

Chuck Dickow, A. C. Beard, and Erwin Clark have tested VOR sites near McChord Field, on the Seattle Airport, and at Eugene, Oregon. We expect to test Pinon before the end of the month. Chuck will be back in the office for a short period.

Wes Martyn is still at the Army training school at St. Louis, Missouri learning about TACAN. He will be detailed to our Washington office upon completion of the course.

John Williams has returned from his Honolulu vacation and is now at Alberton, Montana installing an electronic modulator and power supply at the Fan Marker, assisted by Lonnie Tarver.

Emmett Whitney, Bob Crookshank and Lonnie Tarver completed the Sacramento VOR modernization and have the Williams VOR modernization well under way.

Boyd Preece and Bob Stevenson have completed the Long Beach VOR modernization and have joined Glenn Shoop at The Dalles, Oregon where they will modernize The Dalles VOR.

Chuck Daggy, Al Calloway, and Harold Dickenson have completed the San Diego VOR modernization and are now modernizing the Oceanside facility.

Mr. B. Nasiruddin of Pakistan has observed tune-up procedures with Chuck Daggy and Boyd Preece and is now at Williams where he is observing final tune-up of that facility.

Glenn Kassing, Don Robb, and Nick Smokey completed the Kremmling, Colorado VOR modernization and are now bringing the Pueblo facility up to date. Glenn will be in the office shortly to take over a portion of the VOR program. Don Robb has gone back to school to complete his education.

Mike Domitrovich and Roger Baker are modernizing the Cutbank, Montana VOR and will next modernize the Akron, Colorado facility.

Installation of the new localizer monitor at Colorado Springs, Colorado has been completed by Darol Hafner and Clyde Harrell. Site surveys for the TUS glide slope at Colorado Springs were conducted and installation of the slide slope was completed.

The VHF/DF survey at Burbank, California was completed by Frank Beauchamp and Victor Beacken. The crew then conducted a series of tests at the Long Beach, California ASR site to determine the extent of interference caused by installation of the VHF/DF antenna mast.

Frank Beauchamp assisted by Kenneth Van Dyke commenced work on the often delayed civil communications installation at Fairchild AFB RAPCON, Spokane, Washington. It is expected that this installation will be completed approximately October 19, 1956 so that this facility can commence manual approach control operation on November 1.

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Norman Carlberg has completed the ASR-3 repeater installation at Denver, Colorado and is now at Los Angeles Tower. Victor Beacken joined Norman at Los Angeles. They are replacing the ASR-1 radar repeater with an ASR-3 indicator. This is the final phase of a complete modernization of the Los Angeles tower radar facility.

Rex Brown and Don Hughes are "ironing out the wrinkles" and preparing Forms 198 on the commissioning of the Long Beach, California ASR-3.

Site surveys are being conducted at Albuquerque, New Mexico and Phoenix, Arizona, in conjunction with the long range radar program, by David Peppin.

Earl Trejbal decommissioned a portion of the neon approach light lane at the Seattle/Tacoma Airport until the contractor completed the fill around the existing light standards. He is also supervising the final assembling of the plastic detector shelters being shipped out to the various ILS sites. He is making a study of the necessary dismantling of the neon approach light lane at Eugene, Oregon. It is anticipated that the work being accomplished by the City in their runway extensions will require the decommissioning of the light lane.

John Franklin completed the removal of the localizer site from its present location to a temporary area in the vicinity of the proposed site at Fresno, California. The City of Fresno is extending the instrument runway approximately 2,000' which includes 1,000' of concrete overrun area. The survey has been completed and the plans and specifications are being prepared for Washington's approval for fund allotment. Proposal is in preparation and will be issued by the time this appears in print.

Preliminary planning has begun for the installation of sequence flashing lights to be installed in conjunction with the Configuration "A" approach light lane at Los Angeles, California. Gene Newman will supervise the installation of the Configuration "A" to be accomplished under contract by E. Seymour.

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A preliminary survey is underway for the relocation of the existing off-center approach light lane at Lockheed Air Terminal, Burbank, California.

Wayne Brown and his contract crew are at Albuquerque, New Mexico installing the Sandia Crest UHF site.

Ed Alfonso has started installing auxiliary microphone amplifiers to complete the UHF work at most of the locations in the Pacific Northwest.

Orion Betz and contract crew are completing the Elko, Nevada INSAC, installed locally, inasmuch as the link equipment was destroyed by a fire. Upon completion he will also be doing auxiliary amplifier work in the Nevada area.

Carl Weidert and contract crew are completing the remote UHF at Reno, Nevada and their next work is for the Portland, Oregon four-channel UHF recorders.

R. G. Nicholls is still on sick leave but by telephone he reported that he is slowly recovering and feels better now. His return to duty is still indefinite.

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Len LaFornara has been busy conducting final inspections with SAS Maddox throughout New Mexico and souther Utah.

Harry Romanishin is supervising construction at Miles City, Montana.

Jack Coogan is completing construction at Bryce Canyon, Cedar City and Delta, Utah.

Clyde Lee has completed Zuni and Hobbs, New Mexico and is now supervising engine generator work at Las Vegas and Grants, New Mexico. Upon completion he will be assigned to a short form contract at Albuquerque, New Mexico.

Dave Evans is completing the supervision of contract work at Elko.

Maintenance Branch

Most Maintenance reclassification actions are complete as of this writing, although there are certain areas which generally involve exceptions to the reclassification program which are yet to be cleared up. We hope that all Maintenance technicians involved realize that the best overall result for the Region was considered to be the important point in this reclassification program, rather than the best possible grade for each particular technician involved. Basically, we desire to have equal grades for equal work in all areas but there are certain conditions which make this aim impossible to attain in a program as large as this. We expect to receive comments on the reclassification action for the next several months, and Harry McConnel is doing his best to keep all of these inquiries adequately answered. This present Maintenance reclassification is the first general up-grading of Maintenance personnel which has taken place for a number of years. We feel that it is long past due and hope that we are now able to keep up with the general electronic industry in our grade and pay structure.

The large establishment program which is expected to take place this year and next year will result in the need for appreciably greater numbers of trained technicians in the immediate future. We hope, therefore, that all field personnel will continue to assist this office in obtaining applications from all qualified, interested local candidates. At the present time we are particularly interested in trained radar technicians because of the imminent commissioning of a number of our RAPCON facilities. Recent press releases have shown the extent of the CAA program at the completion of the present three or five year plan. We all realize that this system is of no value unless it is adequately maintained in an operable status. Adequate maintenance, of course, requires trained, qualified technicians, as well as good working and operating equipment. The RAPCON program is progressing satisfactorily, with a few minor exceptions, and, if we can obtain the balance of the technicians which we require, we expect the program will continue without hitches. All personnel should have received by this time a general description of the staffing at RAPCON facilities. Grades of personnel maintaining the Air/Ground equipment were not generally as good as we had hoped for but we believe that they are consistent with grades for personnel accomplishing similar duties in non-RAPCON facilities. Now that we have the grades, all we have to do is find the people.

One of our old timers in the Maintenance Branch was suddenly stricken by a heart attack several weeks ago. Ken Doolittle, familiar to all of you as our VOR Engineer, suffered a heart attack while at the bowling alley and has been in the hospital ever since. As a heart attack of any kind results in long periods of absence, we expect

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that Ken will be away from his desk for several months. We hope, however, that as soon as he begins to feel fit, he will return to work with us. During his period of convalescence, he will probably appreciate letters from his many friends throughout the Region.

One of our other regional office Specialists, Mr. Steve Parker, who heads up the Grounds and Structures program, has recently returned to duty after a hospital session. We are all happy to see Steve back on the job and hope that he will remain healthy in the future.

Our Region UHF Training School is gradually coming to a close, with the last class of the present series being conducted at Albuquerque. Floyd Corpus has earned a good rest by his strict attention to his training assignments and his close attendance to his schedule. We know that Floyd has made a lot of friends during this tour, and information which we have received in the way of personnel comments indicates that he has dispersed a great deal of valuable information relative to UHF equipment. Mr. Corpus will, under the direction of Regional Office Specialists, establish a training schedule on some of the newer types of Air/Ground Control equipment used with RAPCON facilities. If a successful series of instructions can be worked out he will then proceed with some classes on this equipment. The classes will of course be only at the RAPCON sites.

Our other travelling Regional school, conducted by Mr. Pierson, is maintaining its schedule fairly well and, insofar as we are able to determine, is highly satisfactory. The course of instruction covers Model 28 Teletype equipment and is being received very well.

Washington Office Inspector T. G. Edwards completed his itinerary in this Region and most of the reports covering this trip have been received. Some very interesting items were unearthed, and it appears that this trip was very successful. At the present time, Mr. Fred Hartquist of the Washington Inspection Staff is working in the Region. Those of you who knew Fred while he was employed by the former Sixth Region, and all others on his itinerary, will be happy to have him work with you in this inspection assignment. Mr. McMasters, Airways Engineer from the Quality Assurance Branch, W-675, is currently making a Plants and Structures inspection in the field and plans to be in the Regional office approximately October 9.

Recent graduates at the Aeronautical Center are: Roy Tunby, Denver; Paul Rooney, Kremmling (ILS/VOR Class #117). Frank Sabourin, Salt Lake City; William Preston, Denver; Hans Andersen, Los Angeles (DME Class #116). Those currently attending classes are: Bernard Wingert, Gila Bend; Erwin Brooks, Medford (ILS/VOR Class #118). Milton McKinney, Riverside; Porter Williams, San Francisco; Dale Anderson, Ogden (ASR/PAR Class #112). Elmer Miller, Portland; Carlos Keasler, Oakland; Clayton Parks, Salt Lake City; Edward Cian, Los Angeles; Theodore Ross, Los Angeles (ASR/PAR Class #113). Harold Hardy, Salt Lake City; Edward Guagl, Arcata (Communications Equipment Class #67).

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V. P. P. NOTES

No News - Is Good News!

CREDIT UNION WILL CELEBRATE SEVENTH BIRTHDAY
and INTERNATIONAL CREDIT UNION DAY on
OCTOBER 18, 1956

October 1, 1956 is the seventh birthday of CAA Region 4 Credit Union. Every CAA Credit Union member can be justly proud of the tremendous growth and progress that has been made in the seven years of operation. With the Credit Union rapidly approaching a two million dollar organization, each member should take time to remind himself that he is a part of a great, idealistic movement, dedicated to helping people help themselves. The success of a Credit Union is due, primarily, to the members, in making maximum use of the many advantages and the sharing of the benefits of Credit Union membership.

Thursday, October 18, is International Credit Union Day and will be celebrated by Credit Unions all over the world. Credit Union Day is becoming recognized as a time, not only to observe the founding of Credit Unions, but for Credit Union people to renew their faith in an institution dedicated to the welfare of mankind.

The CAA Region 4 Federal Credit Union will observe Credit Union Day and also modestly celebrate our own seventh anniversary by serving coffee and cake to all members and prospective members who can be present on the afternoon of October 18, between 2:00 PM and 3:00 PM.

It is our sincere desire and hope that the observance of Credit Union Day will bring into sharper and brighter focus, the benefits provided as a result of the development of the Credit Union doctrines. It has been said, "The real job of the Credit Union is to prove, in modest measure, the practicality of the brotherhood of man". The real job of Credit Union Day is to remind us all of this truth.

ARE YOU A MEMBER?
<u>IF NOT, JOIN YOUR CREDIT UNION NOW.</u>
Fill in and mail this blank today

- -

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

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

__________ Also, I wish to apply for a loan of $________ to be repaid in

__________ monthly payments.

Name: ____________________

Address: ____________________

NOTE: Loans up to $150 may be granted to new employees on signature alone. Loans up to $400 may be granted on signature alone if employed by CAA one year or more. Higher loans are available provided adequate collateral is furnished, such as automobile, co-signers, etc.