



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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### BAND-AID VS. SCALPEL

By

K. W. Hornor, Acting Chief  
General Services Division

THE VICTIM WAS MOWED DOWN BY A SHOTGUN BLAST!!! Even with this limited information we can come to a quick decision. Treatment with a first aid kit will not be enough. In all probability the skilled hands of a surgeon will be needed. Furthermore, if we wait too long, even the most expert surgeon may not be able to help our anonymous victim. In this event, the coroner and undertaker must be called in to perform their grim tasks.

During the month of October all of us were figuratively exposed to a shotgun blast in the campaign called "Operation Paperwork." The improvements reported throughout the Region attest to the merits of such a comprehensive review. On the other hand, the fact that this was a whirlwind campaign leads to the suspicion that Band-Aids may have been used for treatment when a surgeon's scalpel would have been more appropriate. In "Operation Paperwork" we were asked to look at specifics -- forms, reports, instructions, records. Let's check to see if we have a "victim" needing emergency treatment by taking a look at how we do our work -- our work procedures. In a broad sense, work procedures will inevitably cover one or more of the specifics of forms, records, etc. But let's see what can be done with work procedures and find out if the specifics aren't further improved as a by-product of an overall review.

Imagination is an essential ingredient of any plan to review work procedures. Ideas are the starting point -- and ideas are the products of imagination. Listen to this story of an idea which sprang from imagination! Some 70 years ago an old country doctor drove into town, hitched his horse, quietly slipped into a drug store by the back door and engaged the young drug clerk in conversation. For more than an hour, behind the prescription counter, the old doctor and the drug clerk talked in low tones. Then the doctor went out to the buggy and brought back a large old-fashioned kettle and a big wooden paddle. The clerk inspected the kettle, reached inside his pocket and handed to the doctor a roll of bills -- \$500 -- the clerk's entire savings.

The doctor handed over a small slip of paper on which was written a secret formula. The words on that small slip of paper were worth a fortune, but not to the doctor.

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Those magic words were needed to start the kettle boiling, but neither the doctor nor the young clerk knew what fabulous fortunes were destined to flow from the kettle. What the clerk really purchased was an idea.

The old kettle and the wooden paddle and the secret message on the slip of paper were incidental. The strange performance of that kettle began to take place after the new owner mixed with the secret instructions an ingredient of which the doctor knew nothing. In short, he used imagination. The product? -- Coca Cola. Yes, Coca Cola was originated with this combination of an idea and imagination.

It is unlikely that our imagination will create improvements in our work procedures with such startling results as described in this story. However, the combination of many improvements will unquestionably result in reduced operating costs and more personal job satisfaction. In reaching these objectives, there are two barriers which must be hurdled. First, it is human nature to resist change and it is human nature to resent criticism. We would much rather keep on doing things as we have always done them. It is much easier to say, "It can't be done", or "We tried it once and it didn't work." Furthermore, while a new plan may be easier to operate, it may be more difficult in the beginning. To illustrate, try writing your name on a sheet of paper. Then turn the paper over and write your name again, but simplify it by eliminating every other letter. The second time you will be doing only half the work, but chances are it will take you twice as long. You had to think much harder about what you were doing -- and so it is with many improvements. It may take longer until we get the knack of it, until it becomes part of our habit pattern.

Every time you change a procedure, you are, in effect, criticizing someone. The old method which you are seeking to change was designed by someone or grew up under someone's supervision. The moment you suggest change, you imply criticism.

What can be done to overcome this natural resistance to change and resentment of criticism? The solution seems to lie in having the individual directly concerned with the function participate in the plans for changing the operation. This is perfectly sound since the people actually doing the work know it better than anyone else and therefore are better able to improve their methods than anyone else.

We believe that "Operation Paperwork" may have started you thinking that some work procedures are suspect and may need treatment. After reaching that stage in your thinking, don't let the opportunity slip away. It is a natural tendency to believe that our own work has conditions or features which are unique. Supervisors, in particular, are usually convinced that particular problems in their own specialty or location or personnel make a different set of principles necessary to their operation. Not true. Conditions may vary, but principles remain unchanged. Take this opportunity to streamline your work procedures so that they will keep pace with a new dynamic program in CAA.

GET RID OF THE BAND-AIDS AND REACH FOR THE SCALPEL!

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SERVICE AWARD CEREMONY - REGIONAL OFFICE

October 19th was Long Whiskers Day in the Regional Headquarters as 10, 20 and 30 year eligibles received their service award pins.

In the Regional Office ceremony the 30 year service pins were awarded by Regional Administrator, W. P. Plett to the following:

Sam Griffin, AOS, Los Angeles  
Arthur Herbert, Supervisory Electronics Engineer, Los Angeles  
Wm. Leavy, Jr., AOS, Santa Barbara  
Eugene Mathews, Electronics Engineer, San Francisco  
Harry Nunn, Chief Audit Section, Los Angeles  
Lacy Thompson, Electronics Specialist, Bakersfield  
Ray Tripp, AOS, Salt Lake City

Of the 30 year eligibles who had been invited to the Regional Office ceremony, the following were unable to be present:

Ernest Dickes, AOS, Dubois  
Benjamin Gaines, Electrical Electronics Engr., Aircraft Engineering  
John Masiello, AOS, Imperial  
John Nicholson, AOS, Truth or Consequences  
Gordon Pascoe, AOS, Los Angeles  
Frank Rhoads, Electronics Maintenance Technician, Billings  
Samuel Sampsell, AOS, Burbank  
Bessie Teplitz, Clerk-Stenographer, Los Angeles

Mr. Plett commented that each person who has contributed 30 years of faithful service should have the opportunity at least once in their federal career to come in and bang on the Regional Administrator's desk if they want to.

In the Los Angeles area - 20 year service pins were awarded to:

Paul Allee	Robert Dake	Clifford Smith
Leonard Ashwell	Grant Eckholdt	Kenneth Wall
Walter Blankmann	Charles Grosh	Hubert D. Washburn
John Campbell	Carl Hand	Gerald Webb
Allen Carter	Nellee Papson	Fred Wild

Ten year pins were also awarded to:

Earl Baxter	Robert Hilborn	Darel Preator
Willard Bethel	Joseph Hinds	Theresa Rathjen
Belle Bowen	Ray Hollingsworth	Sarah Raucci
Douglas Brown	Annie Hopkins	Gaylord Strehl
Wayne Brown	Robert Huber	Stanley Styles
Charles Burch	Ruth Keller	Paul Thornbury
Albert Carmona	Abraham Levine	Evelyn Torgerson
Domingo DeCasas	Rafael Lopez	Manuel Valenzuela
John Denend	Robert Mason	Louise Walters
David Earley	Margaret McCormick	Michael Wandrick
Lulu Edmiston	Richard McHugh	Paul Watkins
John Elwood	Leo Morrow	Clark Williams
Jacqueline Fairbairn	Thomas Moulton	Kathleen Winters
Robert Frieburg	Charles Nafus	Donald Yungman
Roger Greenman	Ruth Pearlman	

Field ceremonies were held for 10 and 20 year eligibles at their present duty location. In each case Mr. Plett directed a representative to handle the ceremony. Reports from the field designees indicate that a great deal of local publicity was obtained.

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## 30 YEAR SERVICE MEN RECEIVE AWARDS



### Reading Left to Right

#### Standing:

Wm Leavy, Jr., AOS  
Santa Barbara  
Ray Tripp, AOS  
Salt Lake City  
W. P. Plett  
Regional Administrator  
Lacy Thompson, ES (R)  
Bakersfield

#### Seated:

Harry Nunn, Chief, Audit  
Section, Los Angeles  
Eugene Mathews, Elect.  
Engr., San Francisco  
Arthur Herbert, Sup.  
Elect. Engr, Los Angeles  
Sam Griffin, AOS  
Los Angeles

## 20 YEAR SERVICE ELIGIBLES

### Reading Left to Right

Gerald Webb  
Civil Engineer  
Allen Carter  
AOS  
Ken Wall  
Personnel Officer  
Charles Grosh  
Deputy Chief, Fac. Div.  
W. P. Plett  
Regional Administrator  
Hubert Washburn  
Airways Engineer  
John Campbell  
Flight Inspection Br.  
Walter Blankmann  
Sup. Electronic Engr.  
Leonard Ashwell, Chief Air  
Carrier Safety Div.  
Carl Hand  
Airport Engineer





## REGIONAL ADMINISTRATOR'S COLUMN

A great many of you who have had occasion to visit the Regional Office during the last month or so have heard something of the Region's part in the tremendous expansion of the airway and traffic control system now facing us.

We are already well along in providing the many new VOR's needed to implement new direct routes and to beef-up our terminal area traffic handling capabilities. The "crash" program that concerns us most right now, however, is our commitment to provide sufficient communications outlets to the Centers to permit them to control all air-space above 24,000 feet by early spring. This means establishing enough remote sites to permit each Center to talk to any airplane within its control area at or above that altitude. It also means providing more room in each Center for the additional progress and plotting boards on which to record the necessary control information. While we know that the addition of this activity, plus long range Center radar, will ultimately require new and modern buildings for most, if not all of our Centers, we cannot wait for these new buildings to get this first phase, high altitude control, commissioned. We must, somehow, provide this service in our present Center quarters. This all leads up to the fact that some of you folks are going to get moved around somewhat in order to make Center space available, and I want to take this means of asking that you recognize the urgency of the situation and bear with us. Rest assured that this is only a temporary measure until new buildings can be provided to house the expanded Centers and such other C.A.A. offices as may be incorporated in them.

Our third "top-hand" showed up in my office last week, so I can no longer complain of being lonesome. As I promised you in the last issue, here is a run-down on Ernie Hensly, our new Deputy Regional Administrator:

E.S.H. (Ernest Shelby Hensley) - born in Memphis, Tennessee December 21, 1903. Ernie attended the University of Cincinnati and University of Florida. He learned to fly with McMullen Aircraft Corporation, Tampa, Florida in 1927, and later became flight instructor and general manager for this Company. He was a pilot for the Florida State Road Department for three years before joining C.A.A. in 1937 as Aeronautical Inspector at Fargo, North Dakota. He transferred to the Washington Office of General Inspection Section in 1940. Went on active duty with the Air Force in 1942, serving in Headquarters AF and Pacific Division MATS until returning to C.A.A. in 1946 as Deputy Assistant Administrator for Safety Regulation. Served as Director, Office of Aviation Safety from 1949 until transferred in 1953 to Honolulu as Deputy Regional Administrator, serving in that position for a year before transferring in same capacity to New York. Mr. Hensley is married. He and his wife Margaret have not taken root in any particular spot as yet. They are checking the various localities around this part of California before deciding on a permanent residence.

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## DIVISION HIGHLIGHTS

### AIRPORTS DIVISION

Mr. Winger attended the National Airports Conference at Norman, Oklahoma, sponsored by the University of Oklahoma and the American Association of Airport Executives with the cooperation of CAA.

Mr. Winger and Mr. Archie W. League, Assistant Regional Administrator, Region 3, conducted a public hearing in Cleveland, Ohio, regarding the opposition to the further development of the Cuyahoga County Airport.

Grant Offers were issued during the month to the following: San Diego, California, (Gillespie Field) \$71,574; Sterling-Logan County, Colorado, \$16,259; Great Falls, Montana, \$15,575; Carbon County, Price, Utah, \$38,722; Yakima, Washington, \$142,084; Lusk, Wyoming, \$8,565; and Casper, Wyoming, \$60,656. This raises the total Grant Offers issued so far in the Fiscal Year to 21, totaling \$2,023,164 in Federal funds.

Project Applications were received from Porterville, California, \$10,838; La Junta, Colorado, \$7,988; Pullman, Washington - Moscow, Idaho, \$50,742; Moose Creek, Idaho, \$40,139; Santa Fe, New Mexico, \$126,753; Manti-Ephraim, Utah, \$26,307; and Casper, Wyoming, \$59,457.

The Regional Grant Review Committee approved final payment on Flagstaff, Arizona. Also 11 progress payments were made during the month on projects under construction.

### AIRCRAFT ENGINEERING DIVISION

CAA flight testing on the Aerocar Model I was resumed on September 19th following the flutter difficulties previously experienced. A considerable number of flight tests were conducted; however, several additional unsatisfactory items were encountered. As a result, a second Discontinuance Report has been issued requiring correction of these miscellaneous items prior to the continuation of flight tests.

At the request of the Baumann Aircraft Co., a report was compiled showing the exact approval status of the Baumann Model B-290 airplane. It is understood that Baumann is studying this report preparatory to resuming the type certification program on this model.

Miscellaneous engineering discussions are under way with Boeing regarding the 707 type certification program. One significant item pertains to the approval status for auxiliary turbine installations throughout the airplane. The degree of protection required against turbine wheel failure in these installations is being worked on with Boeing and AiResearch. Boeing was visited by a member of the French Society Technique, Aeronautics (French CAA) during which the prototype airplane was examined and a discussion of the powerplant and installation requirements occurred with Boeing and CAA personnel. The French representative appeared to agree wholeheartedly with the CAA Special Conditions, particularly with regard to the fire prevention requirements.

An applicant contacted this office regarding the feasibility of obtaining a Type Certificate for Boeing YC-97 aircraft which are expected to be available from the Military as surplus in the immediate future. The detail problems in such a program were reviewed and the applicant was advised that this approval would be extremely difficult.

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Flight tests conducted by Pan American with Boeing's assistance on the Model 377 airplane with Hamilton Standard solid aluminum propeller blades installed were completed last month. It is our understanding that Pan American still are reducing the data obtained. Continuation of the evaluation of this configuration depends upon receipt of these data from Pan American. Preliminary indications were that the performance with the new propellers will permit a gross weight increase approximately equal to the increased weight of the propellers. An increase in the take-off weight will necessitate an increase in the landing weight because of the fuel dumping requirements. Landing and approach climb performance appears adequate for the increased landing weight; however, the K.E. rating of the Goodrich brakes will need to be increased to accommodate the increased landing weight. It is our understanding that Goodrich presently is engaged in establishing a higher K.E. rating for the brakes and it is expected that substantiation will be completed in the near future.

Personnel from this Division consulted with CAA representatives from Washington and the USAF AMC representatives regarding the purchase by CAA of several Convair C-131E aircraft. Necessary information to facilitate the procurement of these aircraft is being supplied by Convair.

Engineering work on the Convair Model 22 turbo-jet transport is progressing according to schedule. Convair personnel advise that construction of the mock-up will begin approximately November 1st.

Several miscellaneous flight tests have been conducted on various versions of the Douglas DC-7C. Included in these tests are evaluation of the Braniff configuration which has a Bendix ADF and Marker Beacon radio installed with "X" band radar. Flight tests also were completed covering increase in low blower maximum continuous power for the "E" series turbo-compound engine from 2850 to 2910 BHP at critical altitude.

To date approximately 10 volumes of basic load analysis data have been received from Douglas pertaining to the Model DC-8. Evaluation of these data is beginning.

CAA flight tests of the Forney Model F-1 have been satisfactorily completed. Miscellaneous substantiating data items are being prepared for submittal to CAA, after which it is expected this model will be added to Aircraft Spec. A-787.

Following the discontinuance of type certification tests on the Herrmann Engineering Company's Model X-375 engine, a considerable amount of re-design and revisions have occurred. Subsequently, the Type Inspection Authorization has been reactivated and the Herrmann Engineering Co. performed a "green" run on the revised engine. Upon teardown it was observed that three of the pistons had become scarred. It was felt that this was a result of insufficient clearance between the pistons and the cylinder walls. This condition is being corrected and the engine is being prepared for another "green" run. If this run proves successful, the engine will be ready to begin CAA type certification tests again.

Negotiations with Hiller concerning the flight test program on the Model HJ-1 ram-jet helicopter are continuing. The present tentative plans are to resume this flight test program about October 15th.

Several ground trial runs have been conducted on the Hughes Model 269 tie-down test helicopter. It is expected that the 100-hour rotor drive endurance test will begin in the immediate future. Three test helicopters have been practically completed.

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Two of these are scheduled to be used for ground tests and the other for flight tests. During ground resonance investigations on the tie-down article, the helicopter was successfully hovered for several minutes in free flight a few feet off the ground.

A large number of structures and powerplant tests have been completed on the Lockheed Model 1649. Included are flutter and vibration tests, landing gear drop tests, oil tank vibration and slosh tests, and approximately 35% of the miscellaneous airframe static test program. As a result of the vibration and flutter tests, Lockheed decided it would be necessary to install appreciable amounts of lead ballast weight in each wing tip. On October 10th, the prototype airplane successfully completed its first flight lasting approximately 50 minutes. During the flight test it was reported, the control system and general flight characteristics were found to be very good. Preliminary indications are that the power-off stall characteristics are quite good under the weight and CG conditions tested. Most of the engineering work on this project is being handled by designees and it appears that evaluation of the data will continue for at least another month before it will be possible to issue a Type Inspection Authorization. A preliminary review of the data is being made to determine whether or not CAA personnel should be permitted to participate in the Lockheed flight test program prior to the issuance of the TIA.

A partial Type Certification Board meeting was held to evaluate the Lockheed 1049H airplane. This airplane is essentially similar to the Lockheed 1049G configuration except that it has a reinforced cargo floor and provisions for rapid conversion from cargo to passenger configuration. The Type Board evaluation of this project indicated that the configuration was satisfactory for type certification.

The majority of the basic load criteria for the Lockheed Model 188A turbo-prop transport have been received from Lockheed. Engineering work on this project is proceeding rapidly and Lockheed personnel indicate the project is essentially on schedule. A detail examination of the full-scale mock-up of the power egg is scheduled next week at Rohr.

Engineering work on the Monte-Copter pressure cycle helicopter is proceeding slowly. The first helicopter will be used as a test article. Recent ground tests of the transmission which is being developed by Western Gear Works resulted in a major bearing failure after approximately 13 minutes of operation.

Since the Application for Type Certificate was received, very few contacts have occurred between this office and North American regarding their Model 246 airplane. Recent unofficial information reveals that work on this project is progressing at a rapid rate. A full-scale mock-up has been completed and a presentation to the U.S. Air Force is scheduled for the immediate future. It is understood that evaluation of this mock-up by the CAA also is scheduled for the near future. Unofficial information from military sources indicate that the Air Force is interested in this project and early production may be diverted for military use.

The first flight of the Transland Model AG-2 airplane occurred on October 11th. The flight lasted approximately 35 minutes during which general flight characteristics were investigated and found to be satisfactory. Large amounts of substantiating technical data have not yet been prepared by Transland. Company personnel advise this program now is being expedited.

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## Division Highlights Continued

### AIR CARRIER SAFETY DIVISION

The Flying Tiger Line, Operations Department, is negotiating with Lockheed Aircraft Corporation for a Constellation Procedure Trainer. The trainer is designed to aid both in flight engineer training and crew coordination.

Trans American Airlines completed the major overhaul on the first of five Eastern Air Lines' DC-4 aircraft.

Trans American have contracted for seven ICEM flights from Europe to New York for October. They ferry to Europe and transport immigrants back to New York. Other activity will be CAM and common carriage operation.

Trans Continental Airlines, in addition to their CAM and common carriage flights, have 18 round trips between Travis AFB and Tokyo scheduled for October. All west bound flights will be cargo; 7 passenger flights Tokyo to Travis; 11 cargo flights Tokyo to Honolulu; 11 passenger flights Honolulu to Travis.

During the first six months of 1956 Slick Airways carried a total of 37,569,000 ton miles of freight and passengers, reporting an increase of 75% over the corresponding period for 1955. Common carriage air freight ton miles were 13% higher than for the first half of 1955. Expanded military contract and charter operation produced a traffic increase of 440% over the same six months of 1955.

International Aircraft Maintenance is modifying a C-46 to meet T-Category requirements using the L.B. Smith kit. It is expected to be completed in approximately six weeks. The aircraft will be listed on S. S.W. certificate.

Pacific Northern Airlines made an unusually hard landing at Seattle-Tacoma Airport on the morning of September 25 with an L-649 Constellation. The landing gear remained operational and the aircraft taxied to the ramp, but the wing was so severely damaged that the ship will have to be rebuilt. A serious fire hazard developed as the integral fuel tanks drained on the ramp.

Westair Transport damaged a C-46 at Kotzebue, Alaska due to pilot error. The ship was later ferried to Fairbanks where a gear collapsed due to mechanical damage and later ferried to Anchorage where the gear collapsed again. Temporary repairs are being made at Anchorage.

A group of aviation interests headed by the Management of Westair Transport, Inc. has purchased a Ballospot Portable X-Ray Unit, (manufactured by Batleau at Standford, Connecticut, and distributed as a Westinghouse Product).

This group is setting up an Aviation X-Ray Laboratory on Boeing Field and has hired an x-ray inspection specialist from the Boeing Airplane Company. The Company plans are to develop an organization specializing in aircraft x-ray inspection and is particularly interested in applying its specialty to Curtiss C-46 and Douglas DC-3 aircraft to reduce the amount of disassembly required for inspection on these airplanes. The group also hopes to interest several local carriers (Pacific Northern Airlines, West Coast Airlines, etc.) in contracts or agreements for its services.

California Eastern Aviation and Resort Airlines are now outlining their training programs and developing plans and procedures pending the delivery of their Lockheed 1049H aircraft. Both companies will take delivery of the 1049H aircraft early in the summer of 1957.

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Southwest Airways has completed the installation of propeller reversing on one of their Martin 202 aircraft. Taxi tests and flight tests have now been completed and the company is awaiting approval of their engineering order. At that time, they will install prop reversing on all the Martin 202 aircraft. Pilot training program for prop reversing has not been completed as of this writing. This particular Martin 202 aircraft with prop reversing will not be placed in schedule until the engineering order has been approved or until this installation of the new prop dome and propeller has been approved with the reversing made inoperative.

Thirty-six military contract flights are scheduled to depart San Francisco during October for Honolulu, Guam and Tokyo. Carriers that were awarded contracts are Pan American, United Air Lines, Capitol Airways, Slick and Flying Tigers.

Rick Helicopters are setting up an approved helicopter school at San Francisco. Personnel from the Palo Alto and San Francisco Air Carrier District Office are cooperating in handling the necessary details.

Last year the unscheduled removals of the R-3350 power recovery turbines in United Air Lines DC-7's were running about six per 1000 engine hours. This was equivalent to about one replacement for every two-and-half round trips, coast to coast. Since these power recovery turbines represent an investment of \$4,270 per copy, this performance represented an intolerable financial situation. Still the small turbines captured otherwise wasted exhaust gasses and fed 450 useful horses back to the crankshaft. United Air Lines Engineers were not convinced that the design was as good as it might be and offered many suggestions to the engine manufacturer. As a result of the suggestions by UAL and other operators, Wright Aeronautical went into the problem. When the best ideas of all the interested operators were put together, the result was a modified power recovery turbine unit which is easier to repair. The unscheduled removal rate has now dropped to two per 1000 engine hours. The prediction for the entire year is an average of under one, which would mean an improvement of about 600 percent.

A source of concern for all CV-340 operators has been the loss of control of the aircraft in case of failure of the elevator trim-tab actuator rods. To correct this apparent weakness, Convair designed a dual rod configuration. This new design has been incorporated in one of United's Convairs and has satisfactorily passed conformity inspection and load tests. If flight tests prove satisfactory, Convair proposes to fabricate kits for installation in all CV-340 aircraft.

United Air Lines will start their program of giving all 6-month proficiency checks, with the exception of the four maneuvers required in the airplane by Civil Air Regulations, on October 1, 1956, in Chicago, for New York and Chicago based captains. It is anticipated that their new Dehmels will be ready for operation in Denver sometime during the month of October. Seattle, San Francisco, Los Angeles and Denver based captains can then receive their instrument checks in the Dehmel. Three check pilots have been appointed in Chicago to handle this program. Five check pilots will be appointed in Denver to handle the program and act as examiners for all Airline Transport Pilot and type ratings.

A Continental Air Lines DC-3 aircraft in regular scheduled service with fourteen passengers aboard collided in mid-air with a Cessna 170 containing five people in the immediate vicinity of Bartlesville, Oklahoma on September 9, 1956. Fortunately, there were no injuries to the occupants of either aircraft and they both landed without further damage.

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Agent Stophlet attended United Air Lines Flight Operations meeting in San Francisco on September 19 and 20. Mr. D. R. Petty, Vice President, Flight Operations, acted as Chairman, and Vice Presidents of the other departments participated. The problems of each of the departments in integrating the Douglas DC-8 aircraft into their operations was one of the principal subjects reviewed. A new supplemental jet or turbo-prop aircraft for intermediate or short flights was also discussed. The consensus was that the decision on the aircraft to supplement the DC-8 would have to be made in the near future.

Mr. O. R. Hauter, Vice President of Operations, and the Director of Communications, Mr. Eric Forsman, of Continental Air Lines returned from a visit to the Viscount factory in England, where additional details of Continental Air Lines purchase of Viscounts were discussed.

Western Airlines have their first DC-6B in for overhaul and are accomplishing the necessary service changes developed by the manufacturer. Considerable difficulty is being experienced with the rework to the spar chords at wing station 60 as called out in a DACO Service Bulletin. The necessary parts and tool for its accomplishment have not been forthcoming as scheduled from the factory. New VHF communications equipment, (Collins 1716 transmitter and Bendix RA-18C1 receivers) as well as a new dual flush type ADF installation, is being completed on this aircraft.

Bonanza Airlines have completed the fourth of their new VHF radio installations (Wilcox 440C) on their fleet.

Western Air Lines are gradually disposing of their DC-3 and DC-4 type aircraft which will lead to standardization of their immediate fleet to DC-6B and CV-240 type aircraft.

Bonanza Airlines have started training on the Dart Engines. They have some of their supervisory personnel in school at Montreal and will gradually route all maintenance and inspection lead personnel through the school.

The Chief Pilot of Bonanza is scheduled to go to Holland to fly the F-27 next month. This is his second trip. Bonanza is scheduled to receive their first F-27 in January 1958.

The Los Angeles Airways have purchased another S-55 helicopter which is scheduled for delivery around the first of the year. This additional equipment will make a total of eight helicopters -- six S-55s and two S-51s.

The Stewart Air Service is negotiating for the purchase of another DC-3. The Douglas Aircraft Company has indicated a desire to have both DC-3s under contract for shuttle service between Edwards Air Force Base, Long Beach, LATA and Santa Monica.

Long Beach Aeromotive, Long Beach, has received another C-54 fuselage. It was used as a residence in Alaska. The cockpit has shelves, etc. built in it. Apparently this section of the fuselage was used as a kitchen. It is our understanding that Long Beach Aeromotive will make an airplane out of it again.

#### GENERAL SAFETY DIVISION

The week of September 5 through 11 inclusive was proclaimed Aviation Week in Boise, Idaho. Service clubs and fraternal organizations scheduled aviation speakers or films at their meetings. Merchants had window displays, and a static display

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of aircraft was conducted at the airport. In conjunction with Aviation Week, an aviation fly-in breakfast was sponsored by the Boise Chamber of Commerce on September 9. One hundred sixty some odd planes arrived for the event. During September 9 through 11, three conventions were in progress: the National Northwest Aviation Council, Flying Farmers from the Pacific Northwest area and Ninety-nine's from this region. All three met in joint assembly with the exception of their business sessions held on the closing day.

The month of September was highlighted by the Jet Age Conference held in Spokane and sponsored by the Air Force Association. Among the speakers were Mr. William M. Allen, President of Boeing Airplane Company; Mr. John Alison, Vice President of Consumer Relations for Northrup Aircraft, Inc.; Colonel Harry W. Shoup of ADC, and Mr. Robert Dake of the Civil Aeronautics Administration, who delivered a talk for Mr. James T. Pyle, Acting Administrator of the Civil Aeronautics Administration. Mr. Pyle had been scheduled to talk, but was unable to attend following the unfortunate death of Mr. Lowen. The conference was well conducted and was received by an appreciative audience of Spokane business men. It is felt that a great deal was accomplished at the conference in bringing the problems and the growth of the jet age to the attention of the average business man.

The California Aeronautics Commission is working hard to develop new airports in the State of California, and to protect those already in existence. Private airports are especially having trouble, not only from making a profit standpoint, but by being squeezed out through residential development, the increase in land values and taxes. In some cases, efforts are being made to either close the airports for nuisances and hazards, or to purchase the property for subdivision reasons.

During the past few weeks there have been three deaths in Arizona caused by Parathion. One was a pilot, who spilled insecticide on him in an accident. A loader for another operator contacted the poison in mixing the spray. A farm worker died from the effects of Parathion. It was not known how he contacted the poison. In addition to the deaths, there have been several cases of serious illness. The Governor has ordered an investigation by the State Health Department. Rules will be set up to control the use of Parathion. None of the articles have directed any criticism toward the Civil Aeronautics Administration.

The Long Beach ASDO/G participated in arrangements for the presentation of the Good Will Helio-plane "Friendship of Orange County" to the Republic of Peru at Santa Ana College by Richard Nixon, Vice President of the United States. In view of the unusual performance characteristics of the Helio-plane, authorization was given to permit operation of the aircraft from the College baseball field. The aircraft was accepted by the Peruvian jungle by the Summer Institute of Linguistics (affiliated with the University of Oklahoma).

A trend to use aircraft to carry prisoners to their respective prisons and also to pick up prisoners who must return for trial, has developed in the Fresno area during the past year. Now Kern, Tulare, Kings, Fresno and Madera Counties are using aircraft for their transportation. Responsible officials of several of these counties agree that this system has saved money, not to mention the saving of time. We shall attempt to compile some statistics on this subject which we believe will be extremely interesting and may reveal some facts and ideas which might be applied to similar operations in other parts of the country. (Continued on next page)

Since the elimination of the annual inspection July 17, 1956, our district offices are not receiving the expected number of periodic inspections. Our agents are in many areas inspecting more aircraft than all of the combined mechanics with Inspection Authorizations. More than 50% of the aircraft inspected by agents are being turned down due to unairworthy items.

#### AIRWAYS OPERATIONS DIVISION

The Operations Branch and the Technical Services & Planning Branch jointly prepared a plan dealing with control of all airspace at the higher levels in collaboration with the Facilities Division. Messrs. Church and Middlekauff are now attending a national meeting in Washington to discuss this program.

A program has been announced by the Administrator to reclassify positions at Airways Operations facilities. Some of the high activity facilities will be upgraded when this reclassification becomes effective; tentative target date is some time in December. Final criteria for determining various grade structures have not been received but are expected soon.

A conference of all facility chiefs was held October 1-5 at the Hollywood-Roosevelt Hotel. This is the first meeting of this nature to be held in approximately five years. 182 persons were present the first morning, including representatives of our Washington Office, the Kansas City Regional Office, CARF, and various other Divisions of the Los Angeles Regional Office. It is possible that this was the largest meeting ever held by CAA employees. Reports indicate that the meeting was very worthwhile. The agenda contained about 125 items.

Regional Office representatives attended a meeting in Oakland October 24 where TDC representatives presented a review of the simulated air traffic study which was conducted last spring. Results of the meeting have not yet been announced.

Tom Rigdon, representing W-500, visited Salt Lake City and Denver during the month to assist in development of radar control procedures which we hope to implement in the near future.

We have been advised that the relocation of the Mullan Pass station will be delayed until next spring.

Tony DeAndrea returned to duty October 22 after a considerable absence due to surgery. We are glad to welcome him back after a complete recovery. Hank Palmer of the Seattle station and Dave Bussey of the Albuquerque station have assisted in carrying on leased wire order work during Tony's absence.

Pacific Telephone & Telegraph has informed us regarding instructions they received from the Office of Defense Mobilization regarding a priority system for resumption of inter-city leased wire service following interruption. Under this plan priority classifications are assigned for each intra-state circuit. We are endeavoring to obtain a blanket priority classification for these CAA circuits similar to that on the long lines.

The American Telephone & Telegraph Company has inaugurated a program designed to improve quality of service on circuits leased to CAA. The Company has designated a representative at Los Angeles to make studies and to investigate all reports dealing with leased teletypewriter and interphone circuits in the region. Similar

(Continued on next page)

arrangements have been made locally with Western Union at Los Angeles for improved service on circuits leased from that Company.

Hugh Shaw has visited the Fort Worth Regional Office to coordinate plans dealing with air routes, radar, peripheral communications and airspace cases involving both regions. He will visit various facilities in New Mexico and Arizona en route.

Harold Korell of the Oakland Center is on detail in the Regional Office assisting the Technical Services and Planning Branch during Middlekauff's absence.

Representatives of the Airways Operations and Facilities Divisions worked with Don Pearson and H. A. Hook of the Washington Office developing plans for Center expansion to accommodate equipment necessary to inaugurate control of air space at 15,000 ft. and above.

Len Middlekauff assisted Facility Division representatives in conducting survey of long range radar antenna sites in the Oakland area.

Bob Graner, with representative of the Facilities Division, attended a meeting in Albuquerque to resolve problems relative to a new RAPCON and control tower installation plans. February 15, 1957 is the target date now for inauguration of both services.

Recommendations were submitted regarding a site for a proposed new airport control tower at Palmdale Airport.

A plan has been developed showing locations at which airport traffic control service should be established in F.Y. 1958.

CAA ADLOs and officers of the 27th, 33rd, and 34th Air Defense Divisions met at Norton AFB to discuss operation of border patrol aircraft during the periods when SCATER has been implemented and general problems associated with the U.S. - Mexico border. A proposal to develop a new SCATER Annex was rejected and it was finally agreed that the 27th ADD Annex already prepared would be considered the standard for all Divisions with local modifications wherever required. There is no solution to identification of aircraft below the border and none is expected until a U.S. - Mexico agreement is developed. We feel that CAA facilities should not be required to attempt to get piecemeal information from Mexican sources.

Art Johnson visited all facilities in Colorado as well as those at Las Vegas, Santa Fe, and Farmington during the month.

#### FACILITIES DIVISION

Charles B. Kohli and Merle E. Zeigner are currently in Washington, D.C. attending a conference on High Altitude Control and Peripheral Communications.

#### Flight Inspection

Charles Graham and William McLin of Denver Airways Operations reported to the Aeronautical Center October 1 for Flight Inspector training. This course will last for 3 months.

Bob Lewis and Stan Compton ferried N-18 and N-22 to Santa Monica for a 150 hour inspection.

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Oceanside VOR was flight checked and returned to Operation following modernization.

Ontario ILS was flight checked and returned to operation following frequency change.

#### Establishment Branch

Ed Pardee, LeRoy Gould and Murry Asilowitz have started rearrangement of 4-channel control equipment in Denver ARTC Center in connection with A/G peripheral facilities being installed at Black Forest, Cheyenne and Rapid City.

George Martin joined Paul Watkins on the RAPCON installation at Albuquerque.

Wm. Foker, Dave Hegland and LeRoy Dale began installation of peripheral A/G equipment at Las Vegas CS/T for control by Salt Lake ARTC Center.

Sam Rosenfeld completed the modernization of A/G console equipment at Paso Robles INSAC and began the installation of Service B automatic scanning equipment at Los Angeles INSAC.

Fred McCauley completed the installation of an auxiliary operating position in the A/G consoles at Needles and Yuma INSACs. He began work on the modernization of A/G console equipment and the Service B automatic scanning equipment at Albuquerque INSAC with John Elwood assisting.

Jim Cheatham started installation of Service B automatic scanning equipment at Denver INSAC and the installation of military flight service teletype equipment at Lowry Field.

Dave Domaskin is completing delta antenna structures at Grand Junction and Akron, Colorado, with some electrical work at the Akron station being added.

The Black Forest Fan Marker building is being enlarged by Frank Dettmer to accommodate peripheral radio equipment.

Bids for the relocation of the Mullan Pass, Idaho INSAC were taken on October 4. The low bid received was in excess of the funds available and all bids were rejected. This project will be re-advertised for construction completion in the Spring.

The Oakland Center modification has been completed by Paul Allee, the Preator boys, and Tom Carrington.

Tommy Bracken and Victor Simmons have completed the INSAC modernization at Cutbank, Montana and are now installing the peripheral communications outlet for the Seattle Center at Burlington, Oregon Remote Site. Parker Negus has constructed a new antenna support for this project at the Burlington site and is now working on plans for a new INSAC at Sheridan, Wyoming.

Jimmy Carr and Joe Smith have finished the modernization of the Pocatello Combined Station/Tower and are now installing a peripheral communications outlet at Boise for the Salt Lake City Center.

Udell Larsen and Lloyd Allen have partially completed the Rawlins INSAC. They dropped this job and went to Cheyenne to install a peripheral communications outlet for the Denver Center. They will return to complete Rawlins when their assignment at Cheyenne is completed.

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Howard Pyle and Clyde Olson had been doing miscellaneous jobs at Seattle when Clyde transferred to Maintenance. Howard is now working on the Seattle Center end of the Burlington, Oregon peripheral communications outlet.

Fred Yandell is completing the modernization of an antenna support structure at the Boise INSAC and is now constructing additional storage space and modernizing an antenna support structure at Drummond, Montana.

Bob Payne, with Max Harvey and Tom Moyer, hope to complete the Great Falls Tower modernization this month.

Virden Vick completed construction of the San Jose TVOR as a force account project and now is in Seattle for some more force account work.

Marion Duncan has completed construction of the Farmington, New Mexico and Valle, Arizona VORs. He is expected to complete construction of the Myton, Utah VOR by the end of the month. Engineer R. H. Johnston is assisting with construction supervision.

Maynard Hegland is supervising modernization of the Wells, Nevada VOR.

Bill Beekman and Frank Sibby surveyed the La Joya, New Mexico VOR site and are now conducting survey of a VOR site near Show Low, Arizona.

Stan Erickson and Cliff Haltom are putting on finishing touches at the Ellicott "H" facility and, in their spare moments, are conducting a VOR site survey near Aroya, Colorado.

Jack Scherbel and John Merriam completed grading of the Pinion, New Mexico mountain-top VOR site and are now conducting a VOR site survey near Clovis, New Mexico.

Chuck Dickow, A.C. Beard, Erwin Clark, and Mel Christensen completed the Pinion, New Mexico VOR survey flight check and were fortunate to bring the test van down off the mountain just ahead of a snow storm. This crew is now at La Joya, New Mexico where they are conducting a VOR survey flight check.

Wes Martyn has returned from the Army Training School at St. Louis, Missouri and is now our TACAN expert.

John Williams completed installation of an electronic modulator and power supply at the Alberton, Montana fan marker and is now at Cheyenne, Wyoming where he is assisting Udell Larsen with ARTCC peripheral communications. John will install the Ellicott, Colorado "H" facility electronic equipment upon its arrival.

Emmett Whitney, Bob Crookshank, Lonnie Tarver, and David Young are at Klamath Falls, Oregon where they are modernizing that VOR.

Boyd Preece, Bob Stevenson, and Glenn Shoop are modernizing The Dalles, Oregon and the Twin Falls, Idaho VORs.

Chuck Daggy, Al Calloway, and Harold Dickenson completed modernization of the Oceanside, California VOR.

Mike Demitrovich and Roger Baker completed modernization of the Cutbank, Montana VOR and along with Nick Smokey will next modernize the Akron, Colorado VOR.

(Continued on next page)

Glenn Kassing has reported to the Regional Office where he will plan installation of electronic equipment at the El Centro, California VOR.

We wish to welcome a new Electronic Technician into the Branch, Harold K. Fontecilla.

Final surveys of the Colorado Springs, Colorado glide slope relocation were completed the early part of October by Darol Hafner and Clyde Harrell. This crew is presently engaged in changing the frequency of the Santa Barbara localizer.

Installation of the ASR-3 repeater at the departure control position at the Los Angeles Tower was completed by Norman Carlberg and Victor Beacken assisted by two of our new RCA Contract Services personnel, Francis Henney and Robert MacDonald. This crew then completed the frequency change of the Ontario, California ILS. They have since departed for Tucson, Arizona for the completion of the Tucson ILS.

Installation of the ASR-3 repeater at Long Beach is nearing completion. This work is being performed by one of our new RCA Contract Services crews, Tony Brklacich, crew chief, Eldon Simmons and George Crawford. This crew has been under the supervision of Rex Brown who has been dividing his time between the crew and completion of the 198's, etc., for the final acceptance of the Long Beach ASR-3.

The Kirtland RAPCON is nearing the final stages of completion. Paul Watkins' crew is down to a skeleton force with several of the crew catching up on their annual leave before the end of the year.

Final acceptance was made on the structural portion of the relocation of the Billings, Montana ILS.

Gene Newman is supervising the installation of the Los Angeles, California ALS being constructed by Mr. Seymour, Contractor.

The Long Beach, California ILS relocation survey is proceeding at full speed. RCA Contract Services Engineer, John Davenport, is on hand supervising the installation of cables leading to the glide slope site and making a survey for the relocation of the middle marker.

Preliminary surveys have been made for the establishment of the Burbank, California ALS.

John Franklin has been relieved by Harry Mellen at Tucson, Arizona and is now at Fresno, California supervising the relocation of the localizer facility. The installation of the approach light lane by the City of Fresno, in cooperation with the ANG, is underway after a meeting was held with CAA representative and ANG officials at Fresno.

#### UHF

Jim Pace is completing construction at Idaho Falls, Idaho and will take annual leave after first returning to the Regional Office.

Clyde Lee has completed Grants and Las Vegas, New Mexico engine generator exchange, and is slated to supervise force account accomplishment of engine generator exchange at Fresno, California.

Wayne Brown and his contract crew are nearing completion at Albuquerque, New Mexico Sandia Crest site. Upon completion, his Technical Services men will be released

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and Mr. Brown will install the auxiliary console position at Las Vegas, New Mexico, and Trinidad and LaJunta, Colorado.

Ed Alfonso completed the auxiliary microphone installations at Mullan Pass, Dubois, Idaho Falls, Malad City, Burley and Gooding, Idaho; Missoula, Bozeman and Dillon, Montana and Ogden, Utah. He will be assigned the remainder of the Washington and Oregon stations yet to be done.

O. F. Betz completed the Elko, Nevada INSAC and has accomplished the auxiliary microphone installations at Battle Mountain, Winnemucca, Lovelock and Tonopah, Nevada, Wendover, Cedar City, Bryce Canyon, Delta and Hanksville, Utah. He is now at Grants installing the Phase V UHF. He will complete the auxiliary position at Zuni, New Mexico and return to the Regional Office for annual leave.

Carl Weidert will complete the Portland, Oregon UHF 4-channel recorders within the month of October and then report to Howard Pyle in Seattle, Washington to assist with installations there.

Harry Romanishin of the Technical Services Corporation is supervising a short form engine generator exchange at the Albuquerque, New Mexico SRA range. Upon completion, he will be given a like engine generator exchange project at Tucson, Arizona.

#### Maintenance Branch

We are very proud to see the achievements of two of our specialists recognized nationally by the CAA for outstanding participation in Civil Defense Service. Harold Cobb, Supervisory Electronic Specialist, Marysville, California, did outstanding work in providing communications during the flood conditions this last spring and Stanley Williams, Supervisory Electronic Specialist, Crescent City, California, worked with other personnel at that location in providing 100 per cent communications with the outside world during flood conditions in northern California. Both of these actions were taken without direct advice from their supervisors and, in each case, utilizing both personnel and government equipment. The ingenuity and civic pride of these men is truly outstanding and we are happy to see them recognized nationally.

Our two Regional Office specialists who have been on the sick list for the past month or so have both returned to their homes, although it will be some time before they are able to return to duty. You probably all remember from our last month's issue that Ken Doolittle, Electronic Engineer in the Electronic Aids Section, was hospitalized with a heart attack and that Charlie Givens, Electronic Engineer in the same group, was hospitalized at about the same time with severe internal troubles. The loss of two of our top specialists is seriously handicapping the Electronic Aids Group but the balance of the crew is carrying on the work and will continue to provide service in the specialties involved in this group. We know that Ken and Charlie will welcome any correspondence they receive from field personnel as there is not much else that either of them can do during the recuperative period. We suggest that letters from all of their respective friends will be greatly appreciated.

Because of the greatly increased workload in our Radar Group, occasioned by progress of the RAPCON program, we have two field engineers accomplishing temporary duty in the Regional Office Radar Aids Group. Cliff Feten, SES (Radar), San Francisco, is on a 30-day detail in the Regional Office completing preliminary work required before issuance of a FMM on Radar Facilities. Jack Barton, the RAPCON Liaison

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Engineer from March Field, is also in the Regional Office working with the Radar Aids Group in establishing allowances, tool lists, and other procedural necessities required in connection with maintenance of RAPCONS. These details will probably not be required for too much longer as we now have Mr. Van Voorhis our RAPCON Engineer back from the Washington Office. Van has been on a 60-day detail in Washington, accomplishing various types of radar work in the new Radar Engineering Division and he reports that progress at the Washington level is very rapid in the Radar Group and that the experience he gained was very valuable to him in attempting to obtain the overall picture of CAA's Radar Program.

One of the highlights of this month has been our ATDS Conference. Several new procedures were instigated at this Conference which will result in a better overall program. While we did not have as much time as we would have liked for technical discussions, we at least had half of the time during this Conference for them. All conferees expressed their appreciation for technical discussions relative to engine-generator governors conducted by W. R. Erickson, Supt. Facilities Maintenance Shops. Hubert Huber gave a very good description of the operating conditions necessitating MTI in radar and the general set-up required to make it work. Dave Earley then carried on with discussions of the stability requirements of components of an MTI system and some of the problems which are encountered in these systems in actual field operation. Walt Blankman gave us some interesting ideas on VOR problems, particularly with reference to the modernization program, and several other specialists gave brief discussions of items having particular interest to ATDS. Future conferences, we hope, will give more opportunity to present this type of information as it was very well received by all conferees.

Professor Corpus, who established himself as one of our leading instructors in the Branch during his UHF School Series, is now rapidly working up a series of instructions covering FSA-4a control equipment and associated tower and center control equipment used with RAPCON and other Radar facilities. As soon as he gets the course material in good shape, he will start another series of travelling schools which will probably again cover the entire region. We expect this series to start sometime in December.

Our Model 28 Teletypewriter School being conducted by Mr. Pierson is meeting with a great deal of success and proceeding on schedule. The class was completed at Billings on October 19, with the Class at Idaho Falls beginning, October 24th. Our schedule calls for future classes at Boise starting November 6 and Salt Lake City November 19.

Because of the conference and other highly important assignments, Regional office personnel have not been able to travel as much as they should this last month. At the present time, however, Henry Jenkins, our ILS Specialist, is at Billings working with maintenance problems in connection with the newly reinstalled ILS.

Lonnie McAdoo of the Wire Communications Section is at Albuquerque working with ATDS Mundhenk and other Albuquerque personnel in an Acceptance Inspection of the FM Link and Communications equipment recently installed on Sandia Peak. As cool weather has set in at both Billings and Albuquerque, we expect that these two specialists will be happy to return to the Regional office and our mild California weather.

One Washington Inspector, Mr. Fred Hartquist, currently active in the Region, is working on communications equipment at Boise, Idaho, and will go from there to Salt Lake City, Utah.

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Another Regional office crew covering the Region is the Electrical Circuit Improvement Crew consisting of E. Waldrip and D. Giles. These men have completed electrical improvement work throughout Montana and Wyoming during the past several months and are now working in Colorado. They hope to finish their work in the Colorado area before severe weather catches them and will proceed from these Colorado assignments into New Mexico.

The Regional Mobile Shop, together with the Salt Lake City Grounds and Structures Crew, is making a major change in the prime power equipment at Hanksville, Utah. The old diesels are being removed from this site and modern butane powered engines are being installed in their place.

The beacon discontinuance program has received a lot of publicity during the past few months. During the present month we have discontinued five beacons in the California area and if a current discontinuance program materializes, we will discontinue a large number in other areas of the Region.

Recent graduates at Oklahoma City are: Roy H. Tunby, Denver, and Paul Rooney, Kremmling (ILS/VOR Class #117); Milton McKinney, Los Angeles, Porter Williams, San Francisco, and Dale Anderson, Ogden (ASR/PAR Class #112); Frank Sabourin, Salt Lake City, William Preston, Denver, and Hans Andersen, Los Angeles (DME Class #116).

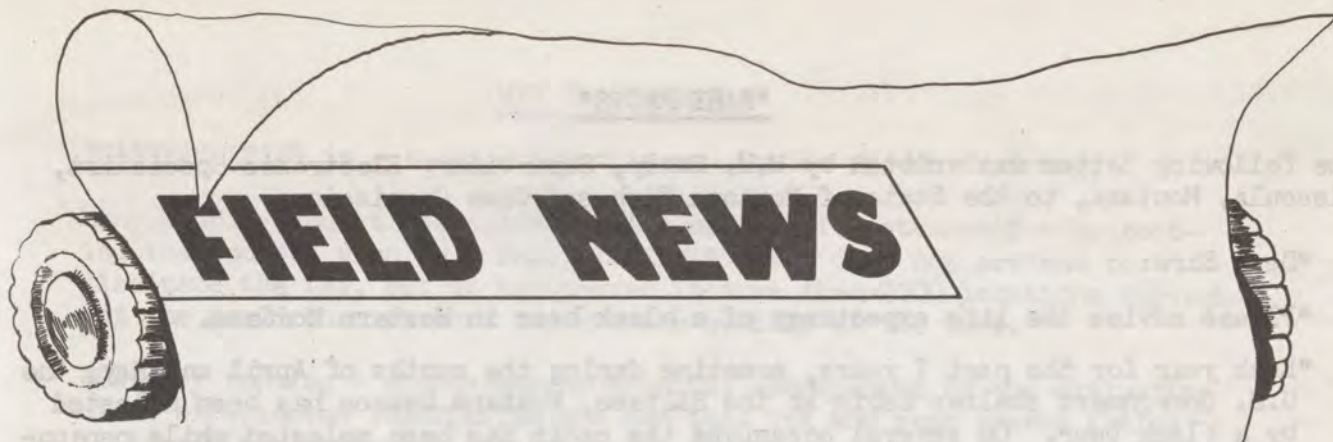
Those currently attending classes: Bernard Wingert, Gila Bend, and Erwin Brooks, Medford (ILS/VOR Class #118); Elmer Miller, Portland, Carlos Keasler, Oakland, Clayton Parks, Salt Lake City, Edward Cian, Los Angeles, and Theodore Ross, Los Angeles (ASR/PAR Class #112); Harold Hardy, Salt Lake City, and Edward Gaugl, Arcata (Comm. Equip. Class #67); Raymond Hawk, Spokane, and Marion Neary, Laramie (ILS/VOR Class #119); Harold Pinnock, Douglas, Bob James, Riverside, Norris Griswold, Seattle, Keith Hunter, Great Falls, R. Chesney Jameson, Great Falls, Grant Eckholdt, Long Beach, Gerald Dobson, Portland, Louis Schmitt, Albuquerque, Byron Mabee, Long Beach, Harold Eggers, Burbank, Joseph Ringhofer, Salt Lake City, and James Ells, Los Angeles (ASR/PAR Class #114); John Livingston, Trinidad, and Calvin Gordon, Prescott (Comm. Equip. Class #69).

#### News from Structures and Grounds Crew No. VII - Salt Lake City, Utah

The entire Structures and Grounds Crew from Salt Lake City is working at Hanksville changing engine-generators which supply prime power to the facility. On September 30, we were all amazed to see a "flying box car", type C119 aircraft, with Marine Corps markings landing at Hanksville with only one motor operating. The crew made a real nice landing and sent messages to their base listing their difficulties. On October 2nd, a second plane arrived at Hanksville with a new engine for the first one. Those of you who have been at Hanksville know that there are no facilities whatever at this location for handling engines which weight 5000 pounds apiece. As it appeared to us that we could render a service to National Defense, we made available to the Marines, our Structures and Grounds general purpose truck which mounts an "A" frame and a power winch. The Marine mechanics, with the use of the truck, were able to change the engine on their aircraft and fly it out of Hanksville successfully.

While this is not part of our job duties, we believe that it shows very well the versatility of the CAA equipment and the fact that sometimes we are in the right place at the right time to provide valuable assistance to the flying public.

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## AKRON, COLORADO

COMMUNICATIONS STATION: (Submitted by M.J. Galard, Chief AOS)

While this information may be more under the heading of history, I am taking advantage of the fact that one of the operators here (McGrath) pioneered in the establishing of this facility. Have noted that our low frequency range transmitters carry a serial number of 4. Anyway here is a summary of information compiled by Mr. McGrath:

"The Akron Colorado L/F radio range station was installed and operated by United Airlines (about 1935) and I understand Mr. Kuskrow (in Honduras) installed the equipment. The watch house and field were originally located south of Akron but were moved by CAA to the present location (about 1940). United also operated the old Hayes Center radio, which is now CAA operated at Imperial, Nebraska.

"I (McGrath) worked for UAL as relief operator at Akron and Hayes Center from June to December 1939. They were interesting and exciting days. There was considerable student training at Akron because there were few fields in the Denver area and planes and students came to Akron for flying instructions at the field. We did not have teletype equipment and only weather available was what we got by radio from UAL station at Denver and Hayes Center. New students did not at first believe the compass in planes and numerous were our worries and telephone calls when they did not return by dusk from cross country flights. It was beacon to beacon flying at night, as few civil pilots had instrument ratings. The visibilities were given as so many beacons.

"I (McGrath) was fortunate in working at Hayes Center when Max Collins (believe in Washington) and Holsclaw (MKC) were there. They are both in maintenance now. Mr. Fred Brown (now in DC) used to visit the stations for CAA in those days. It was about 1940 that the CAA took over the operation of these two stations."

Adding somewhat to Mr. McGrath's article: until the advent of the DG-4 type aircraft Denver was "dead end" as far as cross country flying. The mountains west of Denver were a solid barrier and Cheyenne was more on the trans-continental route.

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"BARE FACTS"

The following letter was written by W.W. Davey, Supervisory Electronic Specialist, Missoula, Montana, to the State of Montana Fish and Game Commission:

"Dear Sirs:

"Please advise the life expectancy of a black bear in Western Montana.

"Each year for the past 7 years, sometime during the months of April and May, the U.S. Government shelter cabin at the Saltese, Montana beacon has been molested by a black bear. On several occasions the cabin has been molested while personnel were inside the cabin preparing meals.

"Every year since 1949 this bear has had little regard for the oil barrel and has removed same from the shelter cabin. On one yearly major servicing trip we bolted the barrel to the side of the cabin with heavy strap iron and the next Spring the side of the cabin was torn out in order to get the barrel loose. On another occasion, the roof was damaged by attempts to gain admittance. Claw marks were clearly evidenced.

"Last May I contacted the local Game Warden and was advised to contact Mr. Homer Ford, U.S. Fish and Wildlife. This I did and was advised an attempt would be made to trap the bear. I have tried numerous times to call Mr. Ford at his office and at his home since that time. From stakes we left on the Saltese beacon road, we have assumed that no attempt had been made to do away with the bear.

"Mr. Lewis of the Local District Game Department Office, this date advised no regulations are made governing issuance of a permit to kill a predator, and I was again referred to Homer Ford.

"We would like permission to shoot-on-sight this large black bear if spotted near the Saltese beacon in the Spring months. If desired we will notify your department so that the remains may be legally disposed of.

"If permission to kill is not granted, I assume we will have to wait for the animal to die of old age."

\* \* \* \* \*

Quoted is a letter from Lewis S. Clouvier, Billings Junior Chamber of Commerce to Thomas Lane, Chief of our Billings, Montana tower, expressing appreciation for services rendered during an Air Show which was held on September 29 and 30.

"Dear Mr. Lane:

"The Billings Jaycee Air Show was a tremendous success and the advice and guidance we received from you was a key to our success. Our entire community was greatly benefited by the displays of air power and aircraft which we ordinarily would never see.

"From the citizens of Billings, the Billings Junior Chamber of Commerce, and especially our Air Fair Committee, may we extend our deepest gratitude for all you have done for us."

\* \* \* \* \*

## WHY TOASTMASTERS?

TOASTMASTERING is = among other things - Public Speech Training.

Many people conduct themselves in the manner of a steamship = by tooting the loudest when in a fog. TOASTMASTERING does not pretend to dissipate the fog, but it has proven in more than 2000 locations throughout the world that it does improve the quality of the toot.

HOW? By tooting = speech-making practice accompanied by the evaluation of an experienced TOASTMASTER who can tell you why your speech failed to "send" him. Chances are, the same reason applies to why you failed to "send" the boss with your latest 24-karat idea - because the kind of people you are "sending to" in TOASTMASTERS are the same kind you are "sending to" in the office, club, community meeting - wherever you speak to another person.

WHY spend half your life learning WHAT to tell people about engineering, operations, administration, etc., then drop the ball because you neglected to learn HOW to tell them?

Examine the background of the man who knows "how to tell 'em" = in large groups or small = and you will find "Public Speech Training" written across it somewhere = and most likely it will be branded: "By TOASTMASTERS."

Your community TOASTMASTER group may have a few openings for active or associate members. Next time you meet a TOASTMASTER ask him to evaluate your diction and delivery of the following line: "Whom do I see about joining TOASTMASTERS?"

(Regional Office personnel please refer to the TOASTMASTERS Bulletin Board.)

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### V. P. P. NOTES

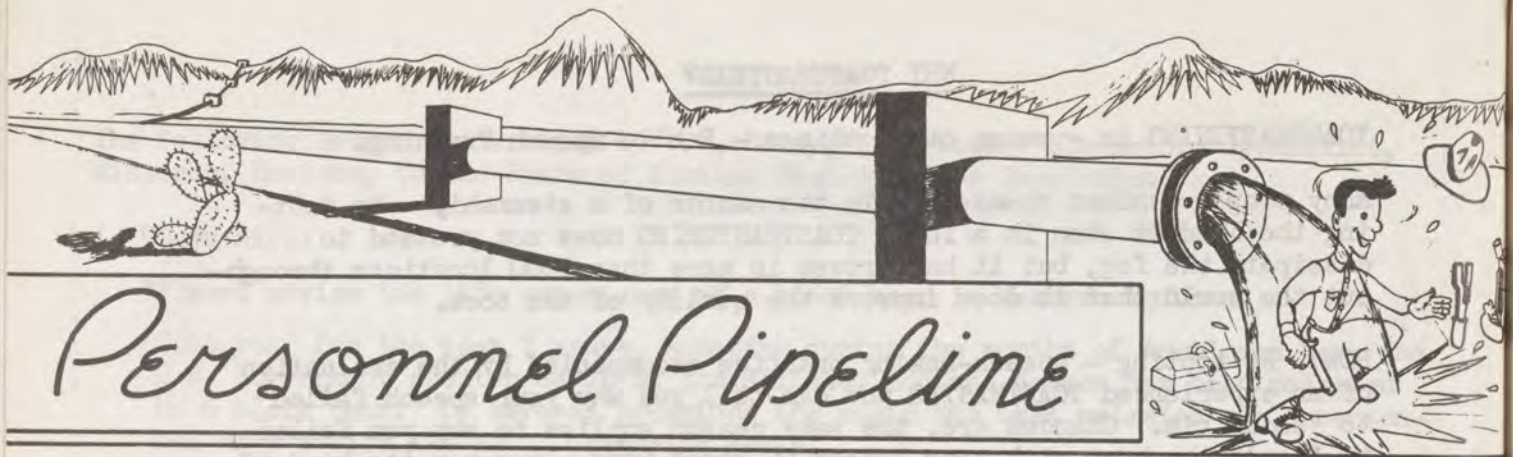
Wilbur W. Jones, Airways Operations Specialist, Albuquerque, passed away October 28, after an extended illness from cancer. Mr. Jones was a member of VPP, and a check for \$2500 was forwarded to his widow, Mrs. Opal Jones, on October 29. The remainder of approximately \$5300 will be forwarded at the expiration of the repledge grace period.

Repledge grace period expires midnight November 13, 1956.

Based on a majority vote of all members, the VPP plan will be reopened for membership from November 1 through December 31, 1956. Former members who have dropped from the plan are not eligible for reinstatement. For details contact your local VPP Chairman, or if no chairman is available at your location contact IA-75. Your VPP Administrative Board will issue complete details on the reopening plan.

Because of organizational change, please address all inquiries concerning VPP to IA-75.

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### New Employee Handbook

A new employee handbook representing the combined efforts of both the Department and CAA will be issued shortly to all employees. It contains important information on a variety of subjects of interest and should be retained as a reference source by each employee during the term of his employment.

The handbook is of the looseleaf variety which will facilitate changes as they become necessary from time to time.

After the initial distribution, new employees will be furnished a handbook by the Personnel Division when they enter on duty.

### Longevity Step Increases

Several inquiries have been received concerning the receipt of longevity step increases less than three years after the first increase. Public Law 763 approved September 1, 1954, amended the pay regulations to provide that all service immediately prior to that date at the top step of the grade for employees through grade GS-10 would be counted for 1, 2 and 3 longevity step increases. For example, a GS-7 employee at the time he completes his ten year aggregate period had been at the top of the grade five years. He is given one longevity increase and the remaining two years are carried over to apply on the second longevity which would be due a year from the date the first was processed.

### Leave Notes

1. Holiday Policy. Since the month of November will have two holidays -- Veterans Day, November 11 and Thanksgiving, November 22, a reminder as to the Department's policy on holidays is timely. It is the policy of the Department that employees shall not be assigned to duty on a holiday unless such work is necessary for the protection of life or property, is in the interest of the general public, or is to meet an unforeseen emergency. All offices on a single shift basis will be closed Monday, November 12th and Thursday, November 22nd. Facilities engaged in a 24-hour operation will normally maintain their regular schedules except that employee's request for time off on either holiday will be approved if operating circumstances permit.

2. Since the end of the year is fast approaching, all offices should review vacation leave balances and schedules; advise employees of their leave balances and give them an opportunity to use such leave which would otherwise be forfeited because of the maximum accumulation of leave fixed by statute. The end of the 1956 Leave Year is

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January 12, 1957. Employees therefore will be able to use 1956 leave accruals through that date. Since there are 27 pay periods in the 1956 leave Year, in contrast to the normal figure of 26, leave is earned for one additional pay period.

3. In accordance with the policy of the Department and the Administration, to encourage employees to vote in all elections, an employee should be given excused absence for the length of time necessary for him to vote, even though he may be in an Annual Leave status on the day on which he votes. Where an employee votes in a state which because of the distance from his place of employment requires an absence from his duties of more than one day, a deduction of one day should be made from the total time absent. Employees are to be granted the excused time even if they are on annual leave for vacation purposes. This policy applies only to Annual Leave. An employee will not be allowed official leave for registering or voting during a period of absence of sick leave or leave without pay.

4. A recent decision of the Comptroller General (B-128494, dated August 30, 1956), relates to the granting of sick leave for the employee who is absent from duty for the purpose of caring for a member of his, or her, family, who is afflicted with a contagious disease. In this decision, it is stated that no objection will be raised by the General Accounting Office -- at the granting of sick leave to an employee who is required to care for, or attend, a member of his, or her, immediate family who is ill at home with a disease requiring isolation quarantine or restriction of movement for a particular period of time in accordance with regulations prescribed by the local health authorities. In this connection it is ruled that if the health regulations or authorities recognize a limitation of freedom of the patient, the disease is to be regarded contagious and quarantinable. In instances where the health regulations do not specify the period during which the patient shall be isolated, or his movement restricted, a certificate from the attending physician stating the period of isolation or restriction of movement of the patient will be accepted in support of any employee's request for sick leave under these circumstances.

5. Excused absence for treatment of injury. You should review the provisions of Standard Practice 3684.2 which covers excused absence for employees sent for treatment for injury in the performance of duty. Please note that excused absence is granted on the day of the injury unless the absence is for the entire day. Also the additional excused absence for the examination or treatment of the same injury may be granted to a maximum of ten hours. When an injury has been reported on Form CA-1 and CA-2, indicating that the employee did not return to duty, Form CA-3 should be submitted promptly to LA-90 on the first day of the employee's return to duty after the injury.

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

A Cash Awards ceremony was held in the Regional Office on October 19th for beneficial suggestions submitted by:

SYLVIA G. ABBETT, Voucher Examiner - received \$10 when she suggested certain information be overprinted by addressograph on Standard Form 1170 resulting in a workload saving in the Audit Section.

WALLACE K. BARRY, Chief of the Civil Aeronautics Administration's facility maintenance program at the Los Angeles International Airport - was awarded \$25 for his suggestion to utilize overhead space in sectional buildings at remote sites for storage purposes.

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JACK K. BULMER, Design Evaluation Engineer - received \$10 for his suggestion to list the telephone extension of the Suggestions Officer in the Regional Office telephone directory. He pointed out this would serve as a reminder as well as advertisement of the program.

PHILIP G. FRAZELLE, Chief Materials Liaison Section, Los Angeles - award of \$25 was for suggesting a procedure to expedite the surveying and disposition program of good and serviceable equipment that is no longer needed in the 18 Airways Technical Districts.

FREDERICK E. HEMPT, Electronics Engineer, - was awarded \$50 for developing a protractor for use by the Airways Flight Inspector at the time of the theodolite flight check. The practice of using graphs drawn for each individual VOR facility is no longer required since the Flight Inspector can obtain the same information by using Mr. Hempt's computer. Protractors for use on a Region-wide basis have been fabricated.

PHILIP NICOLETTI, Electronic Installation Supervisor - was granted a \$10 award for suggesting fabrication of an inexpensive saw-guard from a wooden dowel which would protect the saw and other tools in the tool box.

GLYNDON M. RILEY, Deputy Personnel Officer - received \$75 when he suggested another suggestion form be included with a letter rejecting a person's suggestion. This would tend to encourage that person to submit other ideas and also help "soften the blow." His suggestion was adopted through the CAA.

CLARENCE VAN NESS, Electronic Engineer - received a supplemental check of \$50 when the Washington Office adopted and approved his idea pertaining to the meggering RF transmission lines. Mr. Van Ness received a cash award for this suggestion from the old Fort Worth Fourth Region.

HELEN I. WALKER, Stenographer - was granted \$10 for the idea that stenographers use rubber glue on the bottom edge of their notebook covers to prevent them from slipping on the desk while transcribing.

EMMETT M. WHITNEY, Installation Supervisor - received \$15 for outlining an improved method for racking lighting at VOR facilities.

In localities outside the Los Angeles area the following suggestion awards were given to:

WOODROW I. HIGBEE, Supervisory Electronic Specialist - received \$50 when he suggested a means to eliminate a potential shock hazard on the DTB Blower Motor Terminal.

THEODORE R. JEFFERS, Airways Operations Specialist, - \$25 for his recommendation that the agency adopt the use of the phrase "For Flight Plan Information Call (number)" in the telephone book listings of CAA Communications Stations.

AKIKO MIKAMI, Clerk Stenographer, Boeing Field, Seattle, Washington - was mentioned in the June issue of the Newsletter when she received a \$15 award from Washington in May 1956, for suggesting the use of a paper fastener as a notebook holder clip. This idea will be publicized in the next issue of the Bulletin on Office and Business Machines which is issued quarterly by the Office of Administrative Operations. This suggestion has also been referred to the CSC for possible Government-wide use. Washington has approved an additional \$25 for this suggestion.

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RALPH J. VROMAN, Airways Operations Specialist (RAPCON), was awarded \$25 for a suggestion pertaining to the conduct of searches for overdue or missing aircraft. In a revision of the manual "Standard Procedures for Flight Assistance Service" R3/2/1/56, the Office of Federal Airways included a provision authorizing operating personnel to incur telephone toll charges as needed in conducting searches for overdue or missing aircraft.

WALLACE E. WARD, Supervisory Electronics Maintenance Technician, March AFB, received \$25 for recognizing that transmitter TUS Glide Path was improperly designed in that personal contact between the motor housing in the ground could result in a serious electrical shock. He expended the time and effort to figure out a means by which this shock hazard could be eliminated. Instructions have been issued that all electrical motor frames should be grounded in accordance with his suggested method. This idea was forwarded to Washington for national consideration.

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#### Paper Work Savings

Did you make your formal suggestion on how to eliminate and save paper work during October. If so, you'll be one of those considered for a \$50 cash award given by the Incentive Awards Committee for the best suggestion submitted during October 1956. In addition, the Commerce Department is giving prizes of \$100, \$75 and \$50 for the three best suggestions made by field employees throughout the Department.

The mention of Incentive Awards brings to mind that the Region recently employed a full-time Training-Incentive Awards Officer - Mr. Chet Stalker. Mr. Stalker comes to CAA from the Bureau of Internal Revenue and the Air Force. He will head up the new Proficiency Development Branch in the Personnel Division and will be responsible for administrative training, incentive awards and performance ratings. His first big assignment will be to tie into the backlog of suggestions, superior performance awards and get this program current before launching a training program.

#### Recruitment Drive

Our experimental recruitment drive to interest AOS's and Electronic Technicians seeking CAA jobs gets underway in the State of New Mexico. Mr. William T. Sullivan, Recruiting Officer, pulls the switch with the aid of facility chiefs on November 4. Mr. Sullivan will spend most of the week in the larger population centers throughout the state. We plan on similar drives in other sections of the Region in the near future. All concerned will be contacted before final plans are made for any particular area.

Many of the field chiefs have indicated that they are making good use of the Recruitment Kits recently furnished to them. This is reflected by publicity they have obtained in local newspapers, applications being received as a result of interviews at the station, tower or center. We have received no reports from some points. IA-90 is extremely interested in any efforts made, progress, results, etc. Please keep us advised on any results you have. Also, if you have any ideas or suggestions send them in.

Recently we instituted the practice of CAA employees passing out recruitment cards to associates, friends and others who might be interested in a CAA job. There were specific jobs mentioned on this card but unfortunately many people have shown no interest in these specific jobs but desire information on other types of positions

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which we may have. This has created a workload and public relations problem since LA-90 cannot handle the additional load imposed by digging up information to answer the inquirers. As much as possible we would like these cards to be used for those jobs specifically mentioned.

As far as we know, the activation date for the new AOS Standards is still slated for early December. A joint AOD and Personnel Conference has been called in Washington for the week beginning November 26.

The reclassification of EMT positions has been completed except for a few isolated field offices. Every technician in the Maintenance Branch should now have a copy of his job description unless his is one of the unfinished ATFO's.

#### COMMENDATIONS

Six Fourth Region employees were recently recognized by the Secretary of Commerce, Sinclair Weeks, for outstanding performance during natural disasters. Persons receiving the Civilian Defense Certificate of Merit included:

Stanley S. Williams, Crescent City, California  
Harold L. Cobb, Marysville, California  
Edward J. Sullivan, Sacramento, California  
Thurber Thompson, Sacramento, California  
Harry B. Witter, Williams, California  
William E. Owens, Williams, California

Messrs. Thompson, Sullivan, Owens, Witter, Cobb and Williams contributed outstanding volunteer service in the December 1955 floods at Marysville, California. Thompson and Sullivan established emergency airport traffic control. Owens and Witter were recognized for maintaining emergency point-to-point radio communications. Cobb received his citation for maintaining communications equipment and providing communications services. Williams was decorated for maintaining aeronautical communications equipment and operating Civil Defense radio communications during the December 1955 floods at Crescent City, California.

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#### SAMUEL GILBERT RETIRES

On October 31, 1956, a small party was held in the Regional Shops to honor the retirement of one of our complement who has been with the Civil Aeronautics Administration and precedent organizations for a good number of years - Sam Gilbert retired as Machine Shop Foreman working with the Facilities Maintenance Branch. He has held this position ever since the Regional Shops were organized at Santa Monica, when the Regional Office was moved to Santa Monica from Oakland. In Oakland, Sam was working with the Warehouse Group, as well as accomplishing a certain number of field assignments at outlying facilities in the old Sixth Region.

Before arriving at Oakland, Sam worked with various airways facilities out of the Portland, Oregon, area and a lot of the old timers who worked for the Bureau of Lighthouses along about 1932 will remember working with him.

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C. A. A. REGION FOUR  
FEDERAL CREDIT UNION

The month of October saw the Credit Union celebrate the completion of seven years since organization. Also during the month, the Bureau of Federal Credit Union Examiners made their annual examination of our Credit Union. The primary purpose of their examination is to determine two things: (1) whether there has been compliance with the law; (2) whether the Federal Credit Union is financially sound. The Federal Credit Union Act, and the regulations pertaining thereto, specify the purposes of a Federal Credit Union and fix limitations on the scope of its operations. The examiner's concern with solvency, of course, has to do with the policies, practices, and procedures that affect the safety of the members' savings. This Federal examination is in addition to the regular quarterly audit made by your own Credit Union Supervisory Committee.

The Federal examiner made his report to your officers and committee members at the regular monthly Board of Directors meeting held on October 16, 1956. We are pleased to advise the members that the report was extremely favorable which indicates the Credit Union is in excellent financial condition and is serving the membership well in the purpose for which it was organized.

If you need MONEY = let your Credit Union help you.  
If you have MONEY = let it earn interest in your Credit Union.

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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 \$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.

10/56

Sam has a great number of friends around the organization and at one time or another has worked with the majority of the mechanical and electro-mechanical personnel in the present Region Four. His friends got together and purchased a beautiful Zenith portable radio which Sam says will fit very well into his retirement plans. At the present time, he plans to purchase a house trailer and travel with his wife throughout the California, Arizona and Mexico areas. He mentioned a lot of places that he has always wanted to visit which he says, "Now he is going to visit without having to worry about getting back to his job or any particular schedule." As soon as he has covered all of these vacation spots, he intends to headquarter in Michigan and to travel as he wishes - probably in the south during the winter and in the north during the summer.

We are sure Sam will be very happy to receive letters from any of his friends who care to wish him well in his vacation and retirement plans, and we have promised that correspondence forwarded to IA-360 will get to him one way or another.

\* \* \* \* \*

Q. Revised A.O. No. 200 provides for use of combined requisition-invoice numbering in lieu of a separate series for requisitions and for invoices. Is it necessary to change to this revised numbering at this time or can we wait until next July 1 to make the change?

A. If more convenient, change next July 1.

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.