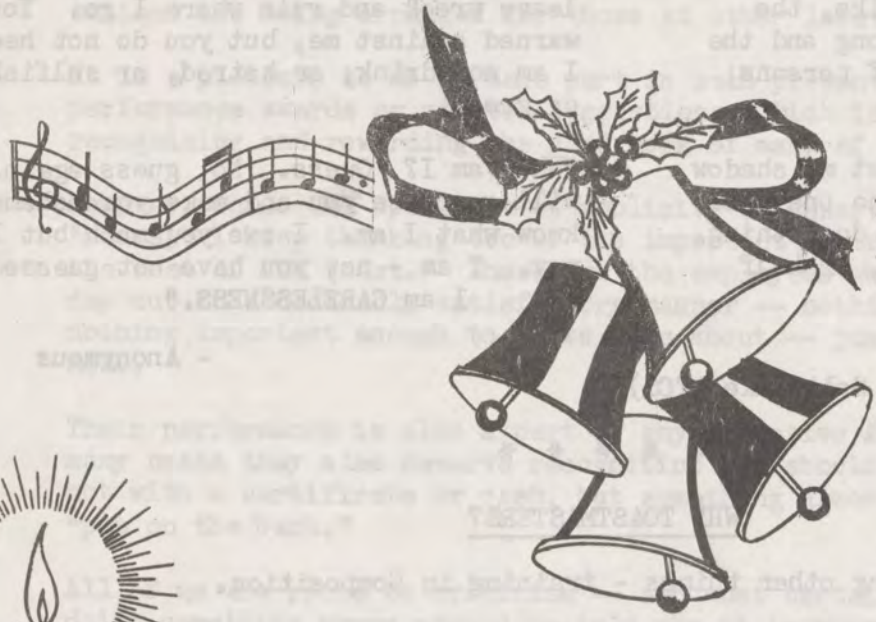
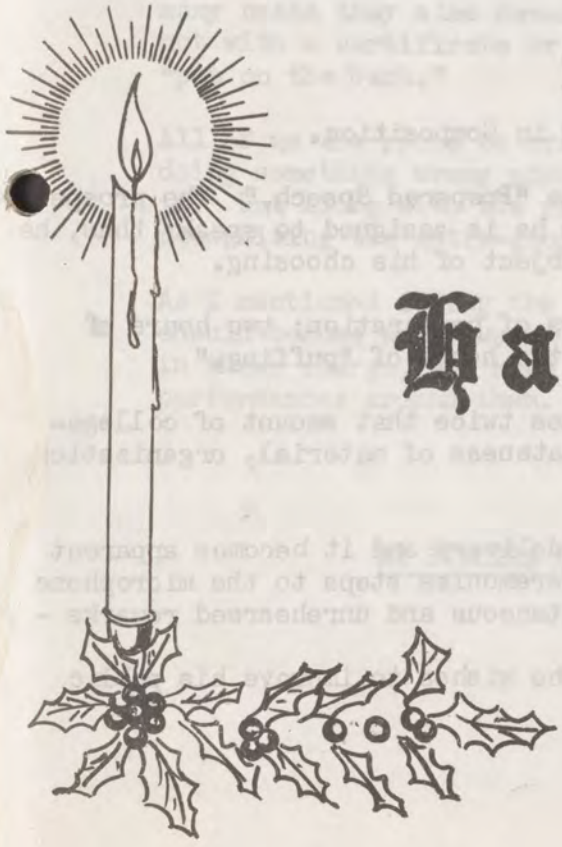
REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. IV NO. 7 JANUARY 1, 1957





Happy New Year

MONZON

WHAT AM I?

"What am I? Can you guess? I am your worst enemy, but you do not know it. I cause you more trouble than anything else, yet you seldom think of me. That is why I am what I am.

"I am more powerful than all the armies and navies in the world. I kill more people than all wars. I steal millions of dollars, but I am too wise or too stupid to get caught.

"I spare nobody. I find my victims among the rich and poor alike, the young and the old, the strong and the weak. I am no respector of persons; everybody does my work.

"I loom so large that I cast my shadow over the whole world, yet no one sees me. I am very busy, yet I do nothing. I just leave things undone, or half done and let them go.

"I am everywhere - in the home, on the street, in the factory, on the land, on the sea; in every hospital, in every office, on every train, in every auto; I play in every game.

"I hide in secret places and do my work by stealth. I leave doors unlocked, I burn down houses; I bring sickness, destruction, and death - yet few really seek to avoid me.

"I give nothing, and take everything. I leave wreck and ruin where I go. You are warned against me, but you do not heed. I am not drink, or hatred, or selfishness, or greed.

"What am I? Guess. No, guess again. It will surprise you and make you ashamed to know what I am. I owe you much but I never pay. I am - no, you have not guessed
I am CARELESSNESS."

- Anonymous

(Above submitted by Chief, Salt Lake ATCS)

* * * * *

WHY TOASTMASTERS?

TOASTMASTERING is - among other things - training in Composition.

One of the prime features of TOASTMASTERING is the "Prepared Speech." The prospective speaker is alerted approximately two weeks before he is assigned to speak; thus, he has sufficient time to prepare a speech on any subject of his choosing.

This speech should require approximately six hours of preparation; two hours of research, two hours of composing and editing and two hours of "puffing."

These six hours of practice "for real" approximates twice that amount of college-level English Composition in word usage, appropriateness of material, organization, dramatic appeal, coherence, logic, etc.

Add to this the bonus of expert evaluation after delivery and it becomes apparent why the TOASTMASTER is ready when the Master of Ceremonies steps to the microphone and says: "The next speaker will make a few spontaneous and unrehearsed remarks - ."

TOASTMASTERS always have an opening for the man who wishes to improve his public speaking ability.

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Regional Administrator's Column

We held a Regional Office incentive awards ceremony on December 19 in which special recognition was given to a group of employees who had performed in an exceptional manner. Those who are stationed in this area were presented with both honorary and cash awards. Similar presentations are being arranged for those at other locations.

It is a pleasure to me to take part in such presentation ceremonies for performance awards or adopted suggestions, which is a formal way of recognizing and rewarding the good work of many of our employees.

However, while the spotlight of publicity is deservedly focused on the "stars," I keep thinking too of the important contributions made by the rest of the "cast." These are the employees who perform day in and day out in a decidedly satisfactory manner -- nothing spectacular -- nothing important enough to write home about -- just good solid accomplishment.

Their performance is also a part of any Incentive Awards Program. In many cases they also deserve recognition and should be rewarded -- perhaps not with a certificate or cash, but something almost as real -- a sincere "pat on the back."

All of us are prone to criticize -- and most certainly an employee found doing something wrong should be told why it is wrong and how to correct it. But along with the right to criticize goes the responsibility for recognizing the extra-good work and giving proper credit where it is due.

As I mentioned during the awards ceremony, I believe all supervisors should become more aware of the good ideas and suggestions of the employees in their charge, and more conscious of the "better than satisfactory" performances around them.

MY SINCERE BEST WISHES FOR A VERY HAPPY 1957.

C. A. A. REGION FOUR
FEDERAL CREDIT UNION

Following is a list of officers and committee members of the CAA Region Four Federal Credit Union. The terms of office of those marked with an asterisk (*) will expire as of January 1957:

Board of Directors	Credit Committee	Supervisory Committee
K. W. Horner *	F. A. DeAndrea *	Henry Slayter *
Elwood B. Cole *	R. O. Blanchard	Granville Marshall *
John Garrison *	A. J. Vergilio *	M. H. Griffith
E. J. Jakobi *	(Vice Gunn until Jan. 1957)	
K. B. Wall		
R. F. Denzer		
Florence Smith		

Mr. Bob Gunn has recently resigned from the Credit Committee. This will leave an additional vacancy for a one year term. A nominations committee has been appointed and they have proposed the following candidates for the vacancies indicated:

Board of Directors	Credit Committee	Supervisory Committee
Elwood B. Cole	F. A. DeAndrea	Henry Slayter
Fred Townsend	Eleanor Main (1 yr.)	J. P. Chadwick
John Garrison		
E. J. Jakobi		

Your Credit Union is nearly a $ 2,000,000 organization and it should have competent and experienced officers and committee members. The above candidates were carefully chosen and have agreed to accept the responsibilities of the offices indicated should you elect them at the Annual Meeting.

ANNUAL MEETING - REGIONAL OFFICE CAFETERIA - 7:30 P. M. - JAN. 15, 1957

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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 card and additional information.

__________ Also, I wish to apply for a loan of $__________ to be repaid in __________ monthly payments.

Name: ____________________

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..

FIELD NEWS

CASPER, WYOMING

COMMUNICATIONS STATION: This station was commissioned in 1938 at the now abandoned Wardwell Field. In 1950 it was moved to its present location on what had been the Casper Army Air Base, now known as Natrona County Airport. Although there have been some changes in personnel, most of the people have been here for many years and consider it their home. The Station and Maintenance office are located in the Terminal Building, which is a converted Army building of the old Air Base. A new Terminal Building is nearing completion which will be more spacious and will offer more and better facilities than are available in many of the larger terminals of the country. Arrangements have not been made as yet for the Station to move to the new building, but it is expected that such arrangements will be made in the not too distant future.

The CONTROL TOWER was commissioned October 1, 1955, in the old wooden Army tower. The new control tower, a five story brick faced concrete structure, is scheduled for completion February 1, 1957. On several occasions during the past year the old tower has been abandoned by Controllers when gusty winds in excess of 75 MPH caused the tower to shake with such violence as to spill their coffee. Needless to say, the controllers are watching the progress of the new tower with keen interest.

The City of Casper, with an estimated population of 40,000 is known as the Oil Capitol of the Rockies. Three major oil companies have refineries here and many more have large field office headquarters here from which they oversee oil field drilling and pumping operations in the entire Rocky Mountain area. The city and entire area are rich in the historic lore of the early West. Old Fort Casper, on the outskirts of the city, has been restored in recent years and is maintained by the city as a museum.

Many of the oil companies and associated businesses maintain business aircraft at this location and are very active. Since oil pipelines emanate from Casper in all directions, many companies maintain pipeline patrol aircraft here while others hire local aircraft to patrol pipelines on a contract basis. The airport is served by Western and Frontier Airlines with a winter time schedule of fourteen flights daily. We also enjoy a quite active intinerant aircraft business due to our location at the junction of a number of heavily traveled VFR as well as IFR air routes. The Air National Guard maintains a permanent training site at the airport and Air Guardsmen from seven states hold annual summer encampment here, using the Split Rock Gunnery Range for air-to-air gunnery practice. Each group consists of approximately 2000 men and from 75 to 100 aircraft. This activity is almost continuous from early June to mid September. Throughout the winter months individual squadrons from the various wings schedule week end gunnery practice. National gunnery meets of the Air National Guard and the Air Force Reserve were held here during September with jet fighters, pilots, and ground personnel from all parts of the United States and possessions.

(Field News continued on next page)

GRANTS, NEW MEXICO

COMMUNICATIONS STATION: It's still a days ride from Grants to the Navajo Reservation. This may have occurred to Paddy Martinez one sunny day back in 1950 when he fell off his burro and bumped his head on a fabulous rock. Being something more than just an ordinary sheepherder, Paddy threw away the empty jug and put the rock in his pocket.

The uranium strike transformed the sleepy adobe village into a rip-roaring boom town with far reaching results. Now the Anaconda Community alone, is bigger than the Grants of 1950. An additional 8 million dollar uranium processing mill is being planned and a 5 million dollar housing project is under construction. Trailer parks and drilling rigs are everywhere and real estate is obtained only at a premium. The Royalties paid the Lagunas from the Jackpile strip will rival the income of the Osage's of Oklahoma.

It is estimated that the 60 mile area around Grants overlies some 45 million tons of uranium, three times that of all the rest of the known U.S. uranium deposits put together. It places the U.S. among the top three nations of the free world in uranium reserves. (Life 12-10)

In order to serve the area better the Acomita station was discontinued in April of 1953 and moved to Grants. The station and Municipal Airport is 3 miles northwest of town on the east slope of the Continental Divide. Facilities here are sufficient for the present needs of the area with the possible exception that the airport is inadequate for light aircraft during the windy season of from about February through June.

With the death of the Albuquerque ADIZ, the birth of the Sandia High Site, and more ARTC direct communications it is very probable that our future workload will be even more modest than that in the past. Aircraft incidents in the vicinity have become more and more infrequent due, no doubt, to better briefings by all stations and an increase in the use of omni equipment. Occasionally a private pilot will ask us to verify his calculated position just for practice, we suppose. The itinerants in low powered aircraft seem to be our biggest concern as some of the 65 HP models need a cold day to clear the terrain over the divide.

The number one tourist attraction is the Acoma Pueblo which is better known as "Sky City" and which is the oldest continuously inhabited site in North America. The original Fort Wingate was established a couple of miles south of Grants during the Civil War and has since been moved 40 miles northwest. The lava flow in the area was the result of an upheaval which occurred about 1500 years ago according to posted information, this being one of the latest major eruptions on the continent. Another historical attraction, nearby, is the El Morro National Monument of Inscription Rock which records the passing of some of the Conquistadores as well as many of the frontiersmen, scouts and pioneers.

BOISE, IDAHO

UHF/DF = ES (Relief) Carpenter. Attached to the rear of the Airport Tower Cab is the highest structure on the Boise Airport Terminal Building. It projects upward above surrounding installations like a ship's mast and looks somewhat like an oversize "Bazooka" standing on its nose. And -- speaking of shocking deviation from standards -- the "thing", mast, catwalk and all, is painted -- not orange and white,

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not "office green" but-- blue-black. Associated with this structure, inside the tower, are two boxes of assorted tubes, whirring gear chains, clicking channel switches, blinking lights and a "scope" tube that displays a "Figure 8" or "daisy" pattern, depending on the desires of the operator. This assortment of gear is combined in a cooperative function to provide a very valuable and frequently used facility known as UHF/DF.

A recent, among many "save" incidents, involving the service of this facility concerns two jet aircraft that were to terminate flight at Boise from a southwesterly departure point. At the time when the pilots of the two craft thought they should be in the vicinity of Boise, overheard air-to-air conversation indicated they were actually lost. A subsequent "DF" bearing request was received by the Boise tower. The Mountain Home Air Force Base operations was also requested for an assist. Briefly, from bearing information obtained by use of the Boise UHF/DF facility and with assistance of additional information from the Air Force Base, the aircraft were advised of their position and reoriented in bearing. One of the craft landed safely at the Air Force Base and the other landed at Boise with "flame-out" glide-in landing because of exhausted fuel supply. The latter craft had to be towed off the runway.

Subsequent appraisal of DF information indicates that the craft at the time of distress call were in the vicinity of Twin Falls and on an approximate heading for Idaho Falls.

The finish of this incident was nerve-wracking and marginal but none-the-less, non-disastrous thanks to the quick and efficient action of tower operating personnel and the availability of an expertly maintained gadget known as UHF/DF.

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V. P. P. NOTES

We were sorry to hear of the death of Richard V. Brunson, Air Route Traffic Controller at Seattle, who passed away December 20, 1956. Mr. Brunson was a member of V.P.P. and a check for $2500 was forwarded to his widow Mrs. Betty Brunson. The balance of approximately $5300 will be forwarded to her at the expiration of the repledge grace period which expires at midnight January 11, 1957.

During the opening for new members, which closed at midnight December 31, 1956, numerous applications were received. We have been unable to make a tally of new memberships as yet but a complete report will be submitted in the next issue of the Region IV News.

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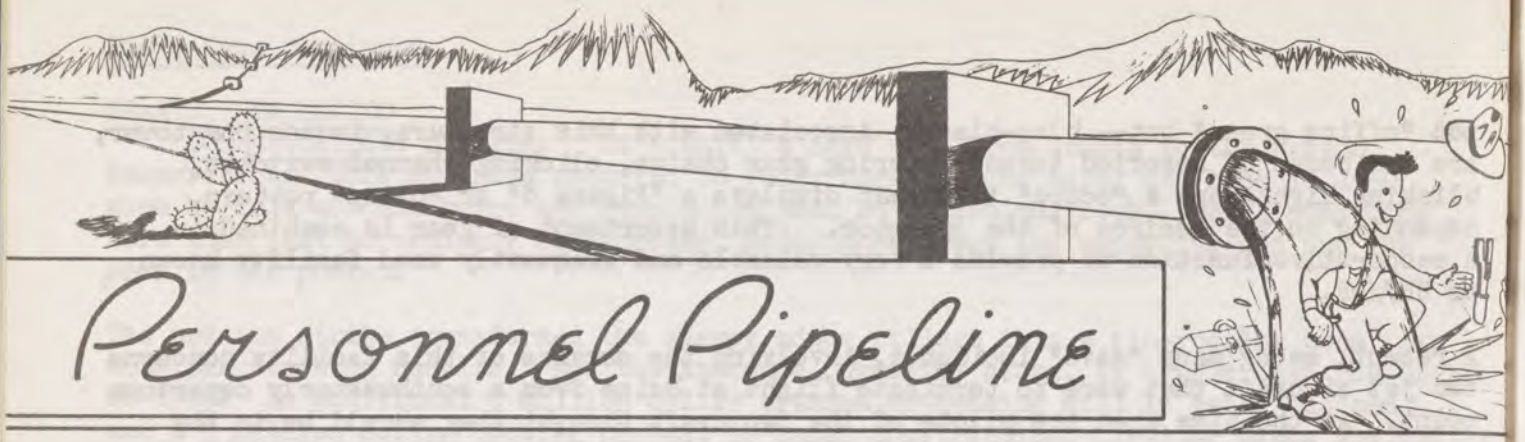

Personnel Pipeline

STANDARDS CHANGE!

The long awaited change in qualification standards for Airways Operations Specialists has now been received and is effective immediately. We think it will do much to alleviate the recruitment difficulty in Airways Operations. The notable changes are:

1. The 10 year recency clause and the requirement of 6 months communications experience in the last 10 years have been deleted.
2. Instrument rating requirements have been deleted. New specifications are 250 solo hours for GS-5 and 350 solo hours for GS-6 with evidence of private pilot's rating or higher.
3. 3 years experience in radio-telegraph or radio telephone point-to-point communications to qualify for AOS (Comm) GS-5 only has been added.
4. Substitution of education has been changed to permit crediting education in accredited colleges or universities for general experience at rate of 1 year of education for 9 months general experience or 60 hours solo flying time provided applicant has 1 year experience or 120 hours solo flying time.
5. Physical requirements have been revised to permit granting of waivers under certain conditions.

It is quite probable that you have acquaintances or friends who applied for positions in the past and who were informed that they did not meet the qualification standards. Please advise all such people of the changes and urge them to reapply. It is probable too, that some of our employees now working in other fields may wish to apply under the new qualification announcement.

* * * * *

RETIREMENTS

During December, many Regional Office employees used both Christmas and the Retirement of several "old-timers" as convenient excuses to get together and recall a few of the experiences "way back when". The Airports Division lost three of its old-timers - Stanhope S. Boggs, Airport Engineer, George E. Johnson, Chief, Airport Engineering Branch and Clarence W. Butler, Electrical Engineer. The Aircraft Engineering Division will be minus its Chief, Armer M. Alcorn. Warehouse Manager, Reese A. Clark has stepped aside to devote full-time to his avacado ranch.

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Retirements - Continued

Airport Engineer Stanhope S. Boggs is one of aviation's real pioneers. His flying career goes back to World War I. He was commissioned a Second Lieutenant following his graduation from Army Air Corps Flying School at Kelly Field, Texas in the spring of 1918.

Stan entered the Post Office Departments brand new Air Mail Service on his discharge from the Army and has the distinction of piloting the first air mail flight from Salt Lake City to San Francisco in June, 1920. On one mail trip, engine failure and a heavy fog were instrumental in Stan's attempting to land his plane on San Francisco's Market Street. Some transmission lines interfered - the plane didn't make it but Stan and the mail did.

Stan continued as an air mail pilot until the Air Mail Service was turned over to private enterprise in 1927.

At various aviation gatherings, Stan's efforts as a "pioneer" have been applauded. A few years ago, he was one of the featured figures in a San Francisco radio station program, "Scrapbook Stories". Many of his early day reports, photographs, etc., during the "Airmail" era are in the Smithsonian Institution in Washington, D.C.

Stan's current tour of duty as a civilian federal employee has spanned the years since 1928 when he was appointed to the position of Airways Extension Superintendent in the Lighthouse Service. He has held such responsible positions as an Airways Maintenance Supervisor, Airport Engineer, Assistant Superintendent of Airports, Chief, Airports Planning Branch and Deputy Chief, Airports Division.

Warehouse Manager Reese Clark can claim a varied and unusual career. His early occupation (about 1907) was as a Telegrapher for the Santa Fe and other railroads. He also worked as a telegrapher with the Canadian Pacific Railroad in Vancouver, B. C. In 1914, he served one hitch in an isolated area of Canada where food and other supplies were hauled in by pack train once a year.

By 1921 Reese had turned to politics. He served for four years as City Marshal and Chief of Police at Florence, Colorado. He was also a delegate to the Colorado State Political Convention for Fremont County. Politics began to go "sour" after four years.

Reese joined the old Lighthouse Service in June 1929 as a Radio Operator. He had duty assignments at Salt Lake City, Reno, Boise and Seattle. In 1936 he was named as Warehouse Manager and Depot Superintendent at the Oakland Air Navigation District Office. He brought his job and his stock of supplies to Santa Monica in 1938 when the CAA established its original Regional Offices.

Reese was an old bachelor for the first 46 years and then along came a Texas flower, Ella Wilbourn Clark. Since 1938, Reese and Ella have accumulated a great deal of property - typically an avacado ranch near Escondido, California. They will devote the rest of their time to cultivating their flourishing fruit business. Good Luck, Reese and Ella!

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Retirements - Continued

Armer M. Alcorn, Chief of the Aircraft Engineering Division, begins his retirement after over 27 years of service with the CAA and its predecessor agencies. Al's colorful and interesting career in aeronautics began in World War I. He served as pilot officer and flight instructor with the British Royal Flying Corps until the end of the war. On one occasion during this period he was fortunate enough to survive "spinning in" in a "Jenny".

After World War I, he spent a few months as a flying salesman. On October 1, 1929, he was sworn in as an aeronautical inspector with the Aeronautical Branch of the Bureau of Air Commerce. Al's positions in the CAA included being Superintendent of the Aircraft Branch in Chicago and Seattle before beginning his present duty as Chief, Aircraft Engineering Division, in Los Angeles in 1948.

He served on active duty with the U. S. Army Air Force during World War II and later was recalled to active military duty for a third time with the U. S. Air Force during the Korean "police action". He was retired from the USAF approximately three years ago with the rank of Lt. Colonel. He still is an active pilot and literally has flown everything from "Jennies to Jets" including the experimental prototype of the Boeing Model 707.

Al and his wife, Clarabelle, have many interesting plans for the immediate future. In March they have reservations on a Holland-American Line ship departing from Los Angeles harbor for Europe. On arrival in Europe they plan to accept delivery of a Volkswagen which is already ordered. They plan a leisurely tour through Europe, after which they expect to return to New York by boat, bringing the Volkswagen with them. Following this, they may visit eastern parts of the United States and Canada and probably will spend next Christmas with relatives in Canada. After this they probably will return to Los Angeles for a breathing spell before embarking on another exploration trip covering the Pacific area. This trip probably will include Honolulu, Tahiti, the Fiji's, Australia and New Zealand, and any other fascinating place they take a fancy to visit.

Clarence W. Butler, Airport Lighting Engineer, has gained a reputation as an authority on Airport Lighting. He has worked closely with the industry in the development of various types of flashing obstruction lights and other lighting equipment. His official travel orders show trips to such far-flung places as Bangkok, Tokyo, the Philippines and other Pacific Islands, helping to solve airport lighting problems. He has received numerous commendations for his excellent work -- both at home and overseas.

Litchfield, Illinois, was the birthplace (March 12, 1894) of "C. W." By the time he was ready for high school, he'd been "transplanted" to Carthage, Missouri. His college days were spent at George Washington University in Washington, D. C. where he majored in Electrical Engineering.

He was introducted to Civil Service as a "Copyist" with the Navy Department in January, 1915 when he worked with Franklin D. Roosevelt, who was then Under Secretary of the Navy. From 1923 to 1935 he worked in private industry and also had his own

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electrical contracting business. In February, 1935 he accepted a position with the Veterans Administration and later worked for the Government of the District of Columbia. In October, 1937, he joined the Bureau of Air Commerce (CAA's predecessor agency).

"C. W.'s" future plans include visiting his son Robert and family in Little Rock, Arkansas. From there, he and Mrs. Butler will travel to the East Coast to visit friends and relatives. He has many interests and hobbies -- has a well-equipped shop which is full of gadgets that he has invented -- some of which have been patented. He has a rock collection, dabbles in plastics, makes "teeny" transistor radios. He says he expects to get "brain-washed" from Government red tape during the next few months and then accept one of several positions he has recently been offered.

George E. Johnson is a relatively newcomer to CAA. In 1940 he joined our Agency as an Airport Paving Engineer at Seattle, Washington. In 1946 he advanced to Head the Airport Engineering Branch in the former Seventh Region at Seattle. He came to Los Angeles in 1953 at the time of the regional consolidations. His only other Federal service was in the U. S. Navy during World War I.

George is a Civil Engineering graduate from the University of Washington (Class of 1916). From 1920 to 1940 he was employed in various engineering capacities by the State of Washington, Department of Highways. It's only natural that he decided to return to his native Seattle upon retirement.

* * * * *

On December 21, a luncheon was given at Seattle-Tacoma Airport in honor of Gordon H. Pascoe, Operations Supervisor (Communications) who retired November 30th. The Chiefs of most of the stations in his district attended, as well as many of the CAA people who are stationed at Seattle. Bill Larsen presided as M.C. "Gord" was presented with a fine wrist watch and a bag of golf clubs. He has asked Region IV News to "convey my heartfelt appreciation of this signal honor, and to tell those who were unable to attend what a great experience it has been to work with such a fine body of men and women. This not only applies to those within the area of Supervisory District One but to all others throughout our widespread Region and to those in the Regional Office."

Our best wishes to you "Gord" - stout fellow, always sincere and dependable.

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DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

Flight tests on the Aerocar have been completed. Completion of the Type Inspection Report is progressing rapidly. An interim Type Certification Board Meeting Has been held and the remaining items which need to be corrected prior to type certification have been outlined to Aerocar. It is anticipated that the Type Certificate will be issued within a week or so. Aerocar intends to replace the present Lycoming O-320 engine with a O-340 engine. This will necessitate a re-check of the drive shaft vibration characteristics, the fuel flow, and engine cooling. In addition, the existing Hartzell propeller may not be eligible for this installation. Also, Aerocar desires to increase the maximum weight to increase the utility of this aircraft. These problems may involve an appreciable program of substantiation.

Flight tests have been conducted on the Aerojet-General Corporation's Model DC-3 for the purpose of determining the effect of installing two 15KS-1000-A1 rocket engines on the performance and flight characteristics. The Type Inspection Report and Airplane Flight Manual revisions are being processed.

Engineering activity on the Boeing Model 707 is proceeding rapidly. Part I (of three Parts) of the basic loads has been received. The review of this report is scheduled to begin immediately. Decisions on the slosh and vibration test program for the center section fuel tanks, the elimination of the oil shut-off valve, and fire protection for the aft portion of the engine installation have been forwarded to Boeing. Manufacturing Inspection personnel have conferred with Rohr personnel regarding the manufacture of components for this aircraft. Rohr has designed the power pack and the nacelle struts for the model and now is in the process of making detailed drawings and tooling for the first article which is scheduled for delivery in June 1957. Portions of these parts will be manufactured at Rohr's Riverside plant. Details of the quality control system are being worked out. Major components of the first type test model 707 are appearing in production. The forward fuselage section is being assembled. The wing spars are scheduled to go into the jigs by the end of December. The prototype airplane is scheduled to be sandwiched between KC-135 airplanes Nos. 21 and 22.

On November 28th the prototype Boeing 707 airplane narrowly avoided an accident which could have been serious. During an approach for a landing it was impossible for the crew to lower the nose gear. After repeated attempts were made to dislodge the nose gear in flight, the crew attempted to land the airplane with the nose gear retracted, and the main landing gear extended. When the main landing gear contacted the runway, the nose gear broke loose and extended. The pilot immediately executed a go-around and was able to lock the nose gear in the extended position. A safe landing was then made without damage to the aircraft. Inspection revealed that a bolt had lodged in the locking cam mechanism of the nose wheel well door. Apparently this bolt had been in the system for some time and was contained in the grease. Changes are being incorporated to prevent recurrence of this type of incident.

Completion of the Pan American project to substantiate solid aluminum propeller blades on the Boeing 377 model still is pending. The difficulty is that the original flight tests were conducted on the basis of chart powers whereas the Pan American tests were done with torquemeters installed. As a result, a dilemma exists regarding the maximum permissible weight and the performance which may be shown in the CAA Approved

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Flight Manual. Completion of this project depends on the resolution of the policy phase of this problem which still is being investigated between Washington CAA, Pratt and Whitney, and Pan American personnel.

Investigations with Convair toward solution of the carburetor "transport setting" problem on Convair 240, -340, and -440 aircraft is progressing to the point that corrective action is under way on the CV-440 and an Airworthiness Directive is in process to correct this problem on CV-240 and -340 aircraft.

As a result of numerous service incidents, Convair has developed a new design replacing the original Edison continuous fire detector secondary system in Zone 2 of the CV-440 with an improved Edison detector of the same type. The revised system has been installed in six new 440 aircraft to be delivered to various operators. During early use of this new system, special operational and reporting procedures for handling fire warnings which may appear on the secondary system were agreed upon and information has been supplied by Convair to the affected operators. The primary Edison unit detector system in Zone 2 is not affected by the new installation or the new procedures. Further action on this problem will depend on the experience obtained on these six airplanes.

Engineering work on the Douglas Model DC-8 is progressing rapidly. Recent discussions with Douglas have covered fire protection matters concerning the turbine section detection and extinguishment, the need for flame arresters in the vent lines, and the possibility of icing of the flame arresters. It appears that the possibility of icing of flame arresters may be a troublesome matter, therefore Douglas is considering other possible solutions to this problem. The possibility of tank explosions during high rate refueling on the ground also has been discussed with Douglas.

The Herrmann X-375 cam engine has successfully completed all phases of the tests for type certification as a helicopter engine, including the 150-hour endurance run. During the teardown inspection after the endurance run it was noted that the main cam track was badly spalled in two areas. One of these areas appeared to be caused by a soft spot in the cam. The Herrmann Engineering Company plans to complete the teardown inspection and make an analysis of the cam track. This information will be included in a report which will be forwarded to the Power Plant Branch in Washington for evaluation.

Miscellaneous engineering work on the prototype Hiller UH-12D helicopter is under way. Hiller personnel advise that they are experiencing vibration difficulties in the cooling fan drive shaft. Fatigue tests on the second set of Parsons metal blades for the UH-12D have been completed. These blades failed after experiencing load repetitions representing approximately 40 - 100 flight hours. The failure occurred in the inboard section in a similar manner to the failures experienced prior to the reinforced design of this section. One set of blades with the reinforced section reportedly survived approximately 1000 hours of equivalent test time before failure. The design problem for the metal blades has been referred back to the Parsons Company for further study. In the meantime, Hiller plans to use wooden blades to complete the type certification program.

Lear Inc. Aircraft Service Division has been purchased by Pacific Airmotive Corporation and is now doing business as PacAero Engineering Corporation at the same address as the former Lear Corporation.

Company flight tests on the Lockheed Model 1649 prototype airplane are continuing. The proposed CAA flight test program has been reviewed and found to be generally

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acceptable. CAA participation in the Lockheed flight test program was scheduled to begin about December 15th. This date now has been deferred to the first or second week in January. With the help of CAA personnel from Indianapolis, flight tests have been completed satisfactorily. The fuel tank pressure tests were somewhat unusual in that this airplane has a very flexible wing in conjunction with a long spanwise dimension for the tanks. This necessitated an increase in the pressure to account for the static head of fuel caused by wing deflection. This, in turn, necessitated tank pressures of approximately 7 psi for these tanks.

Numerous engineering tests including "fail-safe" tests are under way on the Lockheed Model 188 turbo-prop airplane. Plans are being finalized for a meeting with Lockheed personnel to review their over-all program for substantiating fatigue characteristics of this airplane. As a result of investigations regarding the need for flame arresters in the fuel tank vents, Lockheed has revised their system to a normal suction vent-type system with the vents located approximately in the center of the wing area where lightning strikes would be improbable. The matter of additional fireproof material in the compressor section cowling to provide improved fire resistance has been discussed with Lockheed. They were very receptive to the CAA proposal for the addition of protection and are developing a design to provide this additional protection.

Transocean Air Lines was contacted for the purpose of determining the status of the Short Solent Flying Boat project. It was determined that work on this project is still progressing, but slowly. It is expected the airplane will begin Company flight tests within a month.

The program for recruitment of engineering personnel in this Region is proceeding slowly. To date, one GS-12 Airframe engineer has been employed and presently is on duty. One GS-12 Flight Test engineer has accepted employment and is scheduled to report for duty on December 17th. One GS-11 Power Plant engineer has agreed to accept CAA employment and it is expected this man will carry out his plan to join our organization; however, he probably will not become available for three or four weeks. In addition, the employment of six Manufacturing Inspection agents is in process.

AIR CARRIER SAFETY DIVISION

On November 15th Los Angeles Airways initiated helicopter service into the new Pomona heliport. This new site is located adjacent to the factor of the Convair Missile Division in a long rectangular field. The heliport area is 125' x 300'. It is properly fenced and completely covered with blacktop.

Bonanza Airlines has started service into Riverside Airport, with an eastbound and a westbound trip per day. At the present time the service is limited to VFR day operation.

American Airlines has been interviewing pilot applicants for the position as copilot. The majority of applicants are men just out of the military.

Slick Airways, Inc., has been awarded a MATS contract for six months in the Atlantic area. The schedule calls for 14 round trips per month between New York and Frankfurt, Germany. Slick is also participating in the transportation of Hungarian refugees to this country.

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Relocation of the Slick Airways, General Executive Offices to Dallas, Texas, began November 15. The principal maintenance base will remain at Lockheed Air Terminal, Burbank, California, and this location will also be retained as a crew domicile point.

Rick Helicopters has received permission from the San Francisco Harbor Commission to operate a helicopter air taxi service from the Ferry Building in downtown San Francisco to the San Francisco International Airport. Application for an Air Taxi Service has been made to the Palo Alto Air Safety District Office. Rick Helicopters intend to use two Bell D-1 helicopters on floats each carrying a pilot and two passengers and 40 pounds of baggage. Average time will be 11 minutes and the fare will be less than $1.00 more than taxi fare. Information relative to this service was carried in the San Francisco papers as a news item on November 29, 1956 and Rick Helicopters advises they have been deluged with inquiries concerning the proposed operation. They have even had inquiries from as far south at Watsonville as to the possibility of extending the service to include them.

Southwest Airways has completed installation of a 250-watt H.F. radio station at the Eureka-Arcata airport. This will supplement their teletype at this point and allow communication with San Francisco during flood or other emergency periods, such as occurred during the past winter, when radio afforded the only means of communication from this point.

Mr. Connelly, President of Southwest Airways, is presently in Europe. During his trip he will visit various aircraft manufacturers for equipment to replace the DC-3 and Martin 202. He will visit the Viscount, Fokker F 27 and the company now experimenting with Convair Turbo-prop.

United Air Lines have finalized an overhaul philosophy which calls for holding the structure overhaul at a definite ceiling or reducing the structure overhaul as the time on the aircraft increases beyond a certain total time. This reflects a philosophy which the CAA is now evaluating. Based on current thinking the DC-6 aircraft is being held at a maximum of 12,000 hours overhaul for major structure overhaul. DC-6B and DC-7 are at 13,200 and may be increased. Convair 340 is at 12,000 hours, which is a maximum. As the DC-6 and CV-340 accumulate time, consideration will be given to reductions in overhaul time.

United Air Lines has contracted for some 250 sets of Collision Warning Radar devices to be manufactured by Collins Radio Corporation. These sets will, as presently contemplated, present to the pilots by means of lights, information regarding nearby aircraft in 200' -400', 400' -800', 800' - 1 mile, 1 - 2 mile, increments, as well as up to 800' directly above or below the aircraft. The devices, due to be in use in about two years, are intended only as an interim protection, and will be supplemented by more elaborate arrangements when the technical problems can be overcome.

On December 5 West Coast Airlines celebrated its 10th Anniversary. It is particularly gratifying that the 10 years of operation have been conducted without any serious injuries to passengers or flight crews. West Coast Airlines has dynamic plans for the future as the Company expects to take delivery of Fokker Friendship Turboprop aircraft in late 1957 and is planning on acquiring Vickers Viscount Turboprops within five years.

The Civil Aeronautics Board has reported that Seattle ranked third as an overseas air terminal in the year ending June 30, 1956. New York led with 404,329 passengers,

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Miami was second with 312,644 and Seattle had 93,580. San Francisco was fourth with 64,695 and Los Angeles fifth, with 59,995.

Civil Aeronautics Board Chairman James R. Durfee, three other Board Members, and personnel of several CAB staffs made their first flight in a jet plane, the Boeing 707 prototype November 29 on a trip from Seattle to Los Angeles in 2 hours, 4 minutes over a 1,007-mile route. On Thursday's flight the plane averaged 500 mph against a 75 mph headwind. The highest true air speed reached was 590 mph. Cruising altitude was 15,000 feet. The CAB and staff then visited other jet transport manufacturers in Southern California in preparation for the formulation of safety, economic and operations regulations for jet transport travel.

GENERAL SAFETY DIVISION

Montana had two breakfast flights during the month - one to Lewistown, Montana, and one to Cody, Wyoming. Both of these breakfast flights were well attended.

The Montana Chapter of 99's held their monthly meeting at Malmstrom Air Force Base, Great Falls, Montana. Mrs. Rolle, Billings ASDO stenographer, was in charge of this meeting and made the necessary arrangements for touring this base. The Billings Squadron of the Civil Air Patrol has become very active and now has over 65 cadet members, including a new girls' squadron. Mrs. Rolle, at the present time, is in charge of these girl cadets.

A Jet Age Conference sponsored by the Air Force Association was held in Boise the first part of November. Nationally prominent speakers from both the civil and military were on the program. Gen. George Kenney was the speaker at the banquet held that evening. Mr. Robert Dake represented the CAA. There was an exceptionally good turnout of educators and businessmen from the area. A cut-away jet engine was on display in the Hotel Boise lobby for several days. From the attention and interest shown it appears that the trouble and expense the Air Force Association went to in getting it was well worth the effort.

The mechanic school at the University at Pocatello, Idaho, had an enrollment this fall of twenty students. This is a substantial increase over the numbers beginning previous years. At this time school officials are discussing the advisability of hiring an additional instructor.

We anticipate an increase in tower incident reports on aircraft entering the Long Beach Control Zone without clearance when visibility is less than three miles, when the tower changes their receiving frequency from 122.5 to 122.6 on January 1. There is a growing trend for pilots to use the 121.5 emergency frequency when they do not have the proper tower frequency.

Medford ASDO reports that many of the operators enjoyed a good season under their forest service contracts and the work performed included such unusual assignments as providing three hot meals a day to men on the fireline by air drop. Regular meals including such items as bacon, eggs, and hot cakes for breakfast, and steak, potatoes, and gravy for dinner were provided to 65 men for a week by one operator.

Aerial seeding of grass in burnt over land has also provided a source of revenue to some operators during the fall. One operator put out 50,000 pounds of seed during one month in a comparatively small area near his base of operations. Aerial seeding, when properly done, has proved to be not only cheaper but far more effective and, of course, faster than hand seeding.

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San Bernardino Valley Junior College is in the process of enlarging their Mechanic's training program to the extent of taking over the large hanger at Morrow Field, Rialto, California. Agent Outcen has been working quite closely with this school in assisting and furnishing technical advise. Mr. Outcen took the school's Aeronautical Department officials on a conducted tour through Mt. San Antonio College and Chaffey College approved school facilities, in order to give them a first hand view of what we classify above average facilities.

Another air race from Fullerton, California to Phoenix, Arizona, gas stop at Blythe, California, was held during the month, and was conducted through this district without incident or accident, reports the Ontario ASDO.

Problem child Student Pilot, during a solo flight buzzed a fishing boat off the coast of San Pedro, California. He told his flight instructor about the incident, who advised the operator, who became quite disturbed and advised LA Sheriff's Office and this ASDO. The Sheriff's Office and ASDO were unable to take any formal action due to our inability to obtain witness statements. The reporting Agent discussed the matter with the Student Pilot's father, who was quite anxious to cooperate, and subsequently advised his son that the CAA had been in to see him. The father picked up the son's Student Pilot Certificate, Medical and log book, locking them in his business safe for 90 days. At the end of the 90 day period, the father surrendered the documents to the CAA, who in turn returned same to the boy. This action apparently was very effective and impressive according to the report furnished this office by boy's father.

Agent Byrd, Portland ASDO, gave a lecture on preventive maintenance and recent changes in CAR, to the Vancouver Squadron, CAP. A lecture the previous week scheduled for general pilot information had to be cancelled due to illness, and Mr. Ward Cutting of the local INSAC kindly filled in with a talk on aids to navigation.

AIRPORTS DIVISION

Messrs. Winger and Benson attended the conference in Washington, D. C. during the week of December 9 to finalize the Regional recommendation for the Fiscal Year 1958 Federal-aid Airport Program.

Grant Offers were issued during the month to the following: Bisbee-Douglas, Arizona, $56,950 for reconstruction of taxiways; Porterville, California, $10,838 for land acquisition; Glasgow, Montana, $16,326 for medium intensity lighting system, segmented circle and lighted wind cone, and move and remodel equipment storage building; Santa Fe, New Mexico, $126,753 for construction of terminal building including control tower and extending gas line.

Project Applications were received from the following locations: Oak Creek (Sedona) Arizona, $12,198 for landing strip and entrance road; Ontario, California, $89,924 for clear zones, sewer and storm drain; Riverside, California, $41,815 for clear zones, medium intensity lights and fencing; Santa Monica, California, $26,256 for taxiway and obstruction lighting and entrance road; Santa Ynez, California, $8,648 for extension to landing strip; Billings, Montana, $319,860 for new Administration Building, resurfacing apron and entrance road; North Bend, Oregon, $14,443 for clear zone and fencing; Pasco, Washington, $28,997 for runway lighting.

The Regional Grant Review Committee approved final payments on Pueblo Colorado, Project -0602; Las Vegas, Nevada, Project -0608; Jackson Hole, Wyoming, Project -501 and Riverton, Wyoming, Project -502. In addition progress payments were authorized on 12 projects totaling $738,794. (Highlights continued next page)

AIRWAYS OPERATIONS DIVISION

Our number one priority project is that of preparing for the control of all air space at the higher levels. We are attempting to meet a target date of April 1957 for control of all air space above 24,000 feet, and to lower this floor to 15,000 feet early in 1958. Many of our people in both branches are participating in this program, which includes expansion of Center quarters, relocation of equipment within Centers, the high altitude route structure, radio and interphone requirements, and personnel placement and training.

Messrs. Middlekauff and Shaw have made a study of air traffic procedures and restrictions involved in the use of various airport sites being considered for a civil air terminal in the San Diego area.

One Service "F" interphone circuit and one Service "B" teletype circuit in the new Anchorage-Seattle cable have been ordered with terminations in the Seattle Center and the Seattle Station. It is probable that these services will be available in January. Operational arrangements will be determined after coordination with the Fifth Region and Canadian DOT.

The Flight Assistance Service project, which was requested in the call for estimates, has been completed and forwarded to Washington. The project took several months and involved a great deal of detail in planning.

Target date for establishing the Phoenix Air Route Traffic Control Center has been postponed to late in 1957.

We have requested the Air Navigation Facilities Division to implement the 121.5 mc channel in all communications stations.

The Oakland Center presented its proposed airway structure realignment into and out of the San Francisco Bay Area, for Regional Office consideration. Their planning is a modification of the study made by TDEC and the regional master airway plan. In general, this provides for three routes into and out of the Bay Area from the north, south and east. This project must now be cleared through the Regional Facilities Clearance Committee and, if approved, will be forwarded to Washington for final concurrence.

We are in the process of transferring approximately 75 Specialists from stations to centers and towers. Many of them have air traffic control backgrounds and have been serving in stations for a considerable time awaiting transfer. Delay in transfer has been due primarily to our inability to recruit sufficient communications personnel for their replacement. Modified Civil Service entrance requirements have been approved, which should permit us to bring our communications staff back up to an acceptable level. In the meantime, overtime will be authorized where required to continue communications services where complements are short.

Radar arrival control service was inaugurated at Hill AFB during the month. Departure control at Hill AFB and Salt Lake were also commissioned. The target date for establishing radar arrival control at Portland is February 1. Long Beach surveillance radar service will be inaugurated as soon as we have an additional ground/air radio channel available. This channel is expected shortly. (Continued on next page)

Harold Phillips, Senior Controller of the Albuquerque Center, has been serving on detail to the Technical Services and Planning Branch in the Regional Office. He is engaged in preparing detailed information concerning the requirement for each route segment in the long range airway plan.

Bill Larsen is presently making a routine field visit to facilities in the State of Washington.

FACILITIES DIVISION

Realignment of the Air Navigation Facilities Division was effected on December 5th. Personnel of the Establishment Branch were reassigned to the new Program Engineering, Plant Engineering, and Electronics Engineering Branches, on an acting basis. The Maintenance Engineering and Flight Inspection Branches remain essentially the same. We are presently working up classification and other administrative details and expect to implement total reorganization within the next 90 days. People have been temporarily relocated, phones changed, mail rerouted and everything generally has been given a "new" look.

Electronics Engineering Branch

Mel Christensen, Erwin Clark and A.C. Beard have been keeping the VOR Test Van extremely active during the past month. They completed survey of the Bovina, Texas VOR (Clovis), Polvadera and Show Low VORs, and are now on their way to check the VOR sites at Chinle.

Emmett Whitney and his crew of Bob Crookshank, Lonnie Tarver, Bill Keller, Nic Smokey and Will Zeigner, have completed the Klamath Falls VOR modernization; have the San Jose TVOR installation well under way, and have started the Casa Grande VOR equipment installation.

Boyd Preece and his crew consisting of Bob Stevenson, Glenn Shoop and Ed Jansen, are completing a difficult VOR modernization at Twin Falls, and have modernization of the Truth or Consequences VOR well under way.

Mike Domitrovich's production gang consisting of Roger Baker, Al Calloway, and Hal Fontecilla completed modernization of the Akron, Wells and Las Vegas VORs.

Phil Nicoletti and his crew consisting of Jim Barnes, Bob Betz and Ray Dickenson are at Winslow where they are modernizing the VOR. We expect their next assignment will be modernization of the Mormon Mesa VOR.

The RCA crew consisting of David Young, Don Gross, and Eugene Mallory, are installing electronic equipment at the El Centro VOR. They expect to complete this facility early in January.

We regret to report that John Williams is on the sick list with a cranky heart. He will be at the Veterans Hospital in Northfield, Minn., for an indefinite period. We all wish John an early recovery and return to duty.

Norm Carlberg and Vic Beacken completed the Tucson ILS installation. Norm and Vic then joined the crew at Burbank on the ASR repeater installation.

The Billings ILS installation was completed by Darol Hafner, Clyde Harrell and Red Pedri. The glide slope at Billings is a side band reference system which has produced

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a very good facility at a site where a commissionable null reference system could not be obtained.

The RAPCON at Fairchild was completed this month.

Frank Beauchamp, Ken Van Dyke and Henry Scribner started re-installation of the Fresno localizer.

Paul Allee, the Preator boys and Tom Carrington are still at Oakland cleaning up miscellaneous projects in that area. They have completed the ASCU installation at Oakland ATCS and also the installation of new VHF transmitters at Pise Mountain.

Tommy Bracken and Vic Simmons have completed the Portland peripheral installation and are now at Toledo where they are modernizing the ATCS.

Bob Payne, Max Harvey, Lance Guyton and Walter Cooke have completed the air/ground console modernization and UHF installation at Great Falls. They are now completely revising the teletypewriter installation in connection with the ASCU installation.

Dell Larsen and Lloyd Allen have completed the ATCS modernization at Burley. Lloyd is now at Sacramento where he is extending the VOR control line to the tower.

Howard Pyle, John Biggs and Delmar Shelton have completed the installation of radio control equipment in two additional positions in the Seattle Center. These positions control the temporary peripheral equipment at Portland. They are continuing with miscellaneous small jobs in the Seattle area and will move to Toledo as soon as possible.

Sam Rosenfeld and Roger Greenman completed removal of military flight service relay station equipment at Thermal ATCS and began the modernization of console equipment at Long Beach ATCS where they were joined by Carl Weidert and Fred Gebler.

Jim Carr, Joe Smith, Everett Harvey and Bryce Sanders completed the Dubois ATCS modernization and began modernization of Miles City ATCS.

George Martin and Erich Hoeft completed the installation of 4-channel equipment in the Albuquerque Center for control of the peripheral facility at Amarillo.

Fred McCauley and John Elwood completed the installation of Service B automatic scanning equipment at Salt Lake City ATCS and returned to Albuquerque ATCS to complete the rearrangement of equipment.

Bill Foker and Dave Hegland completed installation of the Las Vegas, Nevada peripheral equipment for the crash program. They were then joined by Clyde Baker and Ronald Landau and completed the installation of an air/ground communication channel in the Salt Lake City Control Tower for radar departure control and began modernizing console equipment at Burbank ATCS.

LeRoy Dale completed the installation of the radar departure channel at Denver ATCT. He then began the relocation of MEDIS equipment at Denver with Jim Cheatham and Donald Gaba to allow for expansion of the Air Route Traffic Control Center.

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LeRoy Gould, Don Collins and Franklin Kohagen, under direction of Ed Pardee, completed the Black Forest peripheral facility, after which they were joined by Murray Asilowitz and continued with the ARTC center modernization.

Plant Engineering Branch

Frank Sibby and Maynard Hegland have completed the survey for the Polvadera VOR facility, and are now engaged in making a survey near Rice for the proposed Coxcomb VOR.

Clifford Haltom and Tommy Tarpo have completed the preliminary survey for grading a mountain top VOR site and access road near Newhall, and are now working on site selections for VORs near Piru and Upland. Tommy's next assignment is inspection of Hugo VOR construction.

Stan Erickson and Marion Duncan have completed VOR surveys for the Basalt and Warm Springs VOR facilities. Stan will continue making surveys in Nevada while Duncan will proceed to Pinon to supervise the construction of a VOR on that rocky mountain top.

Jack Scherbel and John Merriam have completed the VOR survey near Clovis. For a suitable site they had to invade Texas. They are now making a VOR survey near Congress Junction (Rock Springs).

John Davenport is supervising the relocation of CAA ILS facility at Long Beach. He is surveying localizer site, installing cable to Glide Slope site, and relocating the middle marker.

John Franklin is supervising the relocation of Fresno ILS, replacing Glide Slope antenna pole, surveying for ANG and CAA dual project approach light system.

Gene Newman has completed the installation of approach light lane at Los Angeles and is now working on plans for establishing sequence flashers.

Earl Trejbal has completed survey, plans and specifications for establishment of a new approach light lane at Billings. He has also completed specifications and proposal for lowering San Francisco ASR-2 tower. He is now working on plans for relocation of Burbank approach light system.

Dave Domaskin has completed the Zuni INSAC living quarters expansion leaving minus 5 degree weather behind.

Radar reflectors at the Seattle-Tacoma International Airport are being replaced by Frank Dettmer, the new type reflectors improving the scope images considerably.

Don Medwedeff and Fred Lee are supervising the ARTC Center and office expansion at Salt Lake City Airport. This involves remodeling of existing quarters, existing building extension and construction of a Type "S" prefab building.

The Center expansion at Albuquerque is being developed by George Bishop. This also involves new building construction, two in fact, with the attendant power and control connections, lighting, heating and ventilating, and antenna structure.

The long range radar installations, covering sites and facilities, are being guided in their preliminary stages by Dave Peppin working in conjunction with Milt Bezouska.

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The contract for the relocation of the Mullan Pass INSAC has been awarded to McKim-Kiser Company of Wallace, Idaho and notice to proceed is being issued prior to the beginning of the new year.

All hands are busy making surveys and preparing proposals for the interim expansion of the Air Route Traffic Control Centers at Oakland, Seattle, Spokane and Great Falls.

Fred Yandell has completed construction of additional space at the Drummond ATCS together with a Delta antenna structure at the same location.

Jim Pace and Clyde Lee have been completing some odds and ends of the UHF program.

Maintenance Engineering Branch

Latest news from Miramar RATCC indicates that members of our radar maintenance crew are happy in their new invironment. Although the RATCC is several months away from commissioning, there is much to learn about the new equipment and time is not heavy on their hands. Miramar will have the first long range radar in the region and will also be the first station in the region to use horizontal plotting (projection type) indicators. In fact, all the radar equipment to be used at Miramar will be different from that used elsewhere in the region. John Towey, Porter Williams and Ed Ball have all been through the Marine Corps school on the FPS-8 radar. Although their six weeks at the Marine Base did not result in any of them applying for enlistment in the Marine Corps, they have all come away with a warm regard for the Marines and high praise for the school and the cooperation extended them.

All the fellows are pretty well settled with the exception of Ed Cian who recently reported in after completing the radar course at Oklahoma City. Ed still has his family in Los Angeles and is commuting weekends. George Henke, our Liaison Engineer, has apparently decided "this is the place" and is building a house in the Claremont area.

Dave Earley, Radar Engineer, and C. B. Harman, Electronic Specialist, represented the Branch in the first joint acceptance inspection of a RAPCON facility held during the week of December 12 at Hill AFB. Since this was the first inspection of its kind, which is to be conducted at all RAPCON facilities in preparation for CAA acceptance of maintenance responsibility, scheduled to follow in approximately 3 months, this was considered the pilot inspection. Much information and experience obtained during this inspection is expected to be useful in expediting inspections at other facilities. In addition to Messrs. Earley and Harman, representatives from LA-629, W-630 and W-670 as well as representatives from local, group and wing echelons of AACS participated in the inspection. A second inspection was conducted at McChord RAPCON and others are expected to follow in the near future.

Readers of the Region IV News will recall the lead article in the July issue describing the ASDE equipment under evaluation at the Seattle-Tacoma Airport. While not necessarily depicting the primary function of such equipment, the following reported incident should be of additional interest: "Tower advised that recently they observed a target on Runway 34 approximately 3/8 mile from the antenna. Since the visibility was less than 1/4 mile (fog), they sent a car to investigate and had to direct the car to the target. The car found the target to be a landing gear pin approximately 18" long and 1-1/2" in diameter with a 3' ribbon streamer attached."

George Fischer, Electronic Engineer, is currently visiting several districts in the Region including Oakland, Portland, Spokane, Seattle and Reno, with the primary purpose

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of evaluating maintenance and performance of UHF/DF equipment. He also is assisting local personnel with their DME equipment problems.

Kirk Barry returned from Tacan school at Scott Air Force Base well pleased with the course and apparently anxious to tackle a Tacan in the great arena of Region Four.

Another of our Fourth Region personnel who just returned from the Tacan school in time to be home for Christmas was Malcolm Nickerson, one of our radar men at San Francisco.

Vaughn Clayton is standing by for final orders to depart for Greece on a two year assignment with the International Region. He's looking forward to this with view toward learning, among other things, why the Greeks are famous for their cultural achievements and their prowess in the culinary arts.

Jerry Melville attended area and district meetings of the ATDS and maintenance personnel in the Bay Area during the week of December 10th.

A VHF/FM link school was held at Albuquerque during the week of December 10, under the direction of Lonnie L. McAdoo, Electronic Engineer of the Telecommunications Section. Those in attendance were ATDS T.E. Mundhenk, C. B. Geise, John Twyeffort, John Shafer, Donald Leavell, Eugene Gonzales, and V. J. Gilbert.

Reports received indicate that the class was well received with very high interest shown since this type equipment had just been commissioned between the Albuquerque Airport and Sandia Peak which serves Center air/ground communications.

The Model 28 Teletypewriter Classes, with R. A. Pierson as instructor, is continuing on schedule. Class No. 18 was completed at Salt Lake City on December 10. After the holidays, Classes 20 and 21 will commence at Elko on January 7, and at Reno on January 17. Phoenix and Albuquerque will be in line for this training after the Nevada sessions.

There were no graduating classes during the month of December at the Aeronautical Center, Oklahoma City. Those who are currently attending classes are: John H. Livingston, Trinidad, and Calvin Gordon, Prescott -- Communications Equipment Class #69; Robert G. Tulloch, Missoula, and Jack Wheatley, Great Falls -- Communications Equipment Class #70; Ronald Farr, Great Falls and Gerald Wakefield, Phoenix -- Communications Class #71; Raymond Hawk, Spokane, and Marion Neary, Laramie -- ILS/VOR Class #119; Victor Pezzoli, Burbank and Jack King, Albuquerque -- ILS/VOR Class #120; Bernard Wingert, Gila Bend, Charles D. Chase, San Francisco, and Roy H. Tunby, Denver -- DME Class #118; Harold Pinnock, Douglas, Bob James, Salinas, Norris Griswold, Seattle, Keith Hunter, Great Falls, R. Chesney Jameson, Spokane, 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; Robert Floch, San Francisco, John Terranova, Burbank, and Carl Hagadorn, Spokane -- ASR/PAR Class #115.

Flight Inspection Branch

Charles Graham and William McLin are completing three months of intensive training at Oklahoma City this week. Plans are to headquarter them at Seattle and Salt Lake City.

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William Cheley and William Paxson are reporting to Oklahoma City to attend the Flight Inspector training course starting January 7. James Pfeffer also is reporting same date for two weeks training in the Senior Flight Inspector course.

Bill Farris and Bob Schweitzer ferried N-55 to Santa Monica for major inspection. It is hoped that their return trip was not delayed account of weather and that they arrived home before Christmas.

Charles Piccone, SES, Grand Junction, and Robert H. Lewis, Airways Flight Inspector, were guests on Mr. Ray Kelly's KREX radio program on November 26. A question and answer series on the operation of the instrument landing system and the flight checking procedures used to insure its accuracy were discussed.

Arrangements have been made for an in-the-air broadcast from CAA's flight check DC-3 on the next flight check of the Grand Junction VOR describing the operation and flight check of the VOR. A follow-up TV program has also been scheduled.

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