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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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### WHAT CONTROLLERS ARE MADE OF

By

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Oakland Control Tower

As time marches on, more people fly, more airplanes are built, airports get bigger, and we find ourselves suddenly in the midst of a demand for more air traffic controllers.

The news of this shortage reaches the public through newspapers, radio and TV and in short order we have a number of bright-eyed fellows eyeing the realm of airport traffic control with the intention of becoming control tower operators.

Now this desire to become initiated into the clan of airport controllers may not be due entirely to the fact that the traffic control branch finds itself in a healthy position so far as grade structure is concerned. Although the grades attainable probably exert no little influence in the matter. But aside from this attraction many of us are drawn to the business of controlling airplanes by means of radio transmission or through the use of a radar scope. It seems to be a natural attraction. But what is the reason?

This is a good question because life in even the best of well regulated control towers is a noisy affair. That is the sort of business it is. A rough simulation of a tower would be achieved by tuning a dozen radio receivers to the same number of broadcast stations. With no advance notice, from three or four of the receivers, individuals who sound like high ranking generals may start asking you questions in a louder than normal tone of voice. Your answers to these questions must be quick and correct. You must not ask for repeats on the questions because demands for more information may start from the other eight of nine radios.

This description of a tower though somewhat brief is only slightly exaggerated. But what sort of person can listen to this bombardment for eight hours a day and not build up a resentment toward such a pursuit? The answer —only those basically interested in airplanes.

Experience seems to bear this out for such an interest appears to be a natural leaning of all good tower operators. Only those who gain an inner boost from watching an aircraft land or takeoff can engage in these observations for a number of years without

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sinking into a state of boredom and ennui. The noise and constant need for being invariably correct are merely the price to be paid for choosing this manner of making a living. The affinity that traffic controllers have for airplanes may vary from model construction to several thousand hours flying time in some cases. The degree of gravitation between controller and plane will certainly vary in different cases but performances show that the successful airport controller is definitely inclined in the direction of the flying machine be it as pilot, passenger or observer.

However, many recruits for air traffic control will claim to have Icarus in their family tree, so the medicos must select those meeting the physical standards. Eyes, ears and nose will be looked into. Also the heart noises will be tuned in to see if there are mutters between beats. In addition the would-be tower man must also be able to say something like "methodist episcopal" three times rapidly without stumbling verbally.

Having selected good physical specimens the next factor in determining tower material will be how well our recruits can use their physical gifts. How alert are they? They will need to be particularly and eternally alert because so far as operation of the control tower is concerned, they, the operators will be the limiting factor, or the bottle-neck. They will always regret the fact that human beings are equipped to look in only one direction and have only one mouth through which to talk. All of the equipment at their command will be capable of operating with better efficiency than they are able to, and most of it functions with the speed of light.

Control tower operators must develop, if they can, the sort of audio dexterity that can listen to two or preferably three radio transmissions at one time, retain the information from all of them and come up with the correct answer for each one. If they are controlling traffic through the use of radar their eyes must be very discerning. For example if they are using a radar scope with a thirty nautical radius an error of one-sixteenth of an inch on the part of the radar controller can mean a variation or nearly one-half mile as far as positioning of the aircraft being controlled is concerned.

Our control tower recruits will, if they succeed, have adopted a continually pessimistic attitude regarding the safety of aircraft in the control zone. All airplanes on the downwind leg behind the tower are in constant danger of colliding and must be watched as much as is possible while scanning all other directions in the airport area. The plane taking off may have an engine failure about the time it clears the end of the runway and crash. The impending crash must be anticipated so that the emergency crew can be alerted. It makes no difference that in the last ten years there has been no crash at the airport. Two or three aircraft could auger in during the next five minutes - or - so they must convince themselves.

Another interesting and basic element in the airport controller's makeup is the fact that although his control thinking is necessarily pessimistic he is by nature a humorist. The competent control tower man is a master of the quick comeback. Direct a wisecrack toward him and you will get your answer almost as quickly as it could be supplied by DME. The latest example of this that comes to mind is the account of the pilot who had waited on the taxiway for something like fifteen minutes, all the while in number two position for takeoff. When finally given takeoff clearance the pilot  
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asked the tower in a discouraged voice, "What are you fellows going to do when traffic doubles?" Without hesitation the tower replied, "Make you number four for takeoff."

Though one facet of the airport controller may be humor he is not actually a flippant type of person. If he were not quick thinking he would be a failure at his job, and humor is apparently his way of relaxing. If he were unable to see the humorous side of things he might be inviting ulcers.

Taking in consideration the demands encountered in the job of traffic control the average observer might consider this occupation not especially attractive. High noise level, constant alertness, and the striving for faultless operation would seem to be deterrents rather than inducements.

Strangely enough though, we find a supply of recruits so constituted that they are attracted to the job of airport traffic control. And they all like airplanes. They have to like them.

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#### WHY TOASTMASTERS?

TOASTMASTERING has been described as recreational, educational, social and - being a dinner club - nutritional. Claims are easily made. What is the proof that TOASTMASTERING can be a valuable service to the individual - any individual - to you?

Some twenty-five years ago Dr. Ralph Smedly (still living - near Corona Del Mar) while teaching, discovered that a large percentage of student failures stemmed directly from lack of ability to communicate --to speak --to project the thoughts within the mind. He set up an extra-curricular course to train students to speak easily - and called it the "Speak Easys." The subsequent Act of a gentleman named Volstead and the various social clubs that resulted therefrom rendered this name unsuitable.

Over the years the name evolved was TOASTMASTERS, and as a sound basis for operations, the principles of Ben Franklin's "Friends Club" (circa 1770, or thereabouts) were adopted and are still in effect.

Today TOASTMASTERS Clubs throughout the world are approaching 2500 in number with an average of about 30 members in each club. To paraphrase a bit, 75000 Frenchmen, Englishmen, Americans, friends, Romans and countrymen cannot be completely wrong.

Drop in on your nearest club. You'll be welcome - and glad you did.

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"OPERATION PAPERWORK" - CAA HONORED

Regional headquarters and field personnel will be gratified to learn that the recent "Operation Paperwork" has been adjudged a great success. A recent memorandum from the Administrator informs us of the following:

"During the Ninth Annual Honor Awards Program, conducted by the Secretary of Commerce, the Civil Aeronautics Administration was highly honored for its outstanding accomplishment in connection with the program 'Operation Paperwork', conducted during the month of October 1956. The Agency received the General Excellence Trophy which was awarded to the Bureau or Office making the outstanding accomplishment record in all phases of the program. We also received Special Achievement Awards in the areas of Forms, Directives and Management for outstanding accomplishment in these aspects of 'Operation Paperwork'.

"The outstanding job for which recognition has been received was only possible through the efforts and very fine cooperation of all personnel throughout CAA. It is certainly indicative of the kind of job we do in all aspects of our work, and I should like to extend to you, and through you to all the personnel for their part in this program, my sincere appreciation and congratulations on a job well done."

Tabulation of this Region's "Operation Paperwork" accomplishments disclosed the following:

Number of Improvements Recommended	356
Cubic feet of Records and Files Destroyed	667.2
Number of Directives Eliminated or Revised	663
Number of Forms Discontinued	68

It should be of great satisfaction to all of us that our contribution to the combined effort was so substantial and that the combined effort received the recognition of these awards. The awards bring a great deal of credit to the entire agency. They indicate successful accomplishment in the field of management improvement which could only result from the best combination of cooperative attitudes and individual initiative.

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RADAR SEES THROUGH FOG

On a foggy day, during the month of February, a student pilot lost his way in the overcast on a trip from Las Vegas. "Songstad", Long Beach Tower Operator, first heard a radio call from Albert Baker, stating he had lost his bearings in the heavy cloud layer. The Long Beach Operator called on Los Alamitos Naval Air Station and El Toro Marine Air Station to bring their directional finding gear into play and moments later got a fix on the light plane. He then relayed instructions to Baker to bring him into the landing pattern of the airport. Using radar equipment commissioned recently, Songstad "talked in" Baker to a nearly blind landing.

Baker stated, "I was never so scared in my life. That man in the Tower was wonderful and you can say that that new radar is really good. They brought me right down to the middle of the runway."



## REGIONAL ADMINISTRATOR'S COLUMN

By the time this reaches print, our spring Regional Administrators' Conference will be in session in Washington. I had hoped to be able to give you the highlights of this meeting in this issue of the News, but Congressional budget hearings required the Administrator to postpone our meeting.

Our recruitment campaign is slowly beginning to bear encouraging results, particularly in the Air Traffic Control area. We are still falling short of our "must have" goals in technicians and engineers and I would again ask each of you to be on the alert for likely CAA candidates in these professions. You field office supervisors particularly, must recognize that CAA's success or failure in our great program depends to a large extent on your individual interest and success in "selling CAA" to the technically qualified people in your communities.

I would like to close with a word of caution regarding our Regional programs. As you know, these plans do not become firm until they have cleared the final appropriation processes in Congress, and understandably they are not released to the field or published prior to that time. On at least one occasion, a rather large installation was undertaken by another government agency on the basis of a statement from one of our field facilities that there was no apparent conflict with CAA plans. Actually, there were vital conflicts with future plans which had not yet been approved by Congress and were therefore not published. We intend to do our utmost to keep our field facilities aware of plans which affect them, but as we embark on this period of rapid expansion, there are bound to be slip-ups. We will rely on your good judgment and discretion in safeguarding CAA's interests.

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WISE MEN SAY . . . . The highest reward one can get for good work is the ability to do better work.

## DIVISION HIGHLIGHTS

### AIR CARRIER SAFETY DIVISION

The Flying Tiger Line received the first of 12 new 1049H Constellations on February 4. In 23 days of training on this airplane they flew 235 training hours, qualified 12 captains, 15 first officers, and provided transition training for 9 flight engineers. The first operational flight of the Constellation was on February 28 when it departed for Travis AFB and Tokyo under military contract. Inspector Day accompanied this flight for the purpose of completing certification of flight engineers. The second 1049H was to be delivered to The Flying Tiger Line on March 4, 1957.

Trans American Airlines, Inc., took delivery of another DC-6B on February 17, bringing the total to four DC-6s. The next delivery is due sometime in March. This carrier operated 9 Trans-Atlantic flights this month in addition to CAM movements and common carriage. They are now making three round trips per day between LaGuardia and Miami.

Continental Air Lines has started provisioning for Viscount operation which is scheduled for early 1958.

A total of seventeen United Air Lines Flight Engineers were certificated and graduated from United Air Lines Training Center during the Month of February. Northeast Airlines had five Flight Engineers complete their training in United Air Lines Denver Training Center and they were certificated during this period.

West Coast Airlines. Mr. Selby, Director of Maintenance will be leaving soon for Holland and the Rolls Royce Plant in England to study and collect data on the F-27 frame and Rolls Royce turbo-prop power plant.

On February 14 an inspector from the Los Angeles District Office accompanied the Operations Manager of Los Angeles Airways to a meeting with the Riverside School Board regarding helicopter operation in close proximity to schools. This meeting was initiated as a result of the Pacoima accident and on request of the Parent Teachers Association. A thorough discussion and complete explanation of Los Angeles Airways operations in the area together with precautions presently being taken satisfied the Board members and parents in attendance that Los Angeles Airways operations were not hazardous. Los Angeles Airways stated that it was at all times their policy to stay as far away from schools as possible.

An inspector from the Los Angeles District Office was in New York to participate in a meeting for the purpose of revising the scheduled helicopter operating specifications with representatives from the Washington Staff, General Counsel's Office, and Regions 1 and 3. It was the opinion of our inspector that the meeting was successful when compared to previous meetings along the same general subjects.

### AIRCRAFT ENGINEERING DIVISION

Washington and Region 4 personnel met with Boeing personnel in Seattle for the purpose of discussing engineering items pertaining to the Model 707 airplane, including operational speed spreads, the CAA Type Certification flight test program, substantiation of auxiliary turbine installations, windshield birdproofing tests, flutter and vibration substantiation, etc. At the conclusion of the discussions, it was agreed that Boeing would prepare proposals covering several of these items. In the case of the operational speed spread problem, the CAA is in the process of developing a policy  
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which will be applicable to all turbine-powered transport aircraft. Additional meetings also occurred between representatives of the British Air Registration Board and Boeing. CAA Washington and Region 4 personnel served as observers and consultants during these meetings. The purpose of the ARB meetings was to determine what, if any, "Special Conditions" would be necessary to permit certification of Model 707 aircraft in the United Kingdom. It is understood that any such conditions will be forwarded through channels for evaluation by the CAA. Present indications are that CAA flight tests on the Boeing Model 707 aircraft will begin in February 1958 and Type Certification is desired by August 1958.

The Preliminary Type Certification Board meeting for the Convair Model 22 was held on March 5th and 6th in San Diego. A detailed agenda was reviewed with Convair and miscellaneous comments and opinions were exchanged regarding the project. Relatively few controversial items were found. A full-scale mock-up has been constructed; however, many details of the mock-up have not yet been finalized. The first flight is scheduled for January 1959 and CAA Type Certification flight tests are expected to begin in August 1959. CAA Type Certification is scheduled for May 1960 although Convair expects that several airplanes probably will have been delivered on experimental certificates prior to that date for crew training and airline indoctrination purposes.

A meeting was held with representatives of Convair, Napier Ltd. of Great Britain, PacAero, Washington personnel, and Mr. Maloy of the International Region regarding CAA certification of a Convair 340 aircraft equipped with Napier Eland turbo-prop engines and De Havilland propellers. A prototype airplane has been undergoing tests in England for over one year and has accumulated approximately 100 hours of flight time. The tentative plan is to obtain a CAA Supplemental Type Certificate under the revised regulations being proposed under Draft Release 56-29. Convair has indicated they will co-operate in this venture and will release the rights to refer to Model 340 data. It appears that Napier may be the applicant for this STC with PacAero representing Napier in Region 4. A Preliminary Type Certification Board meeting is being tentatively scheduled for the first week in April.

Engineering work on the Douglas Model DC-8 is continuing. Douglas is conducting numerous "fail-safe" demonstration tests, including pressure tests, of relatively large components of the fuselage. A thrust reverser and sound suppressor has been developed to the mock-up stage. Douglas is actively engaged in sound energy studies which they hope will result in adequate sound suppression. Their design objective is to develop a suppressor which will cause no reduction in thrust in cruising flight and will cause less than one or two per cent during take-off. Douglas has practically decided on a window configuration for this airplane. The tentative plan is to use two primary window panes, either one of which is capable of carrying 8 times the working pressure differential. In addition to these two panes, an acoustic pane is being provided which is capable of carrying 3 times the cabin pressure differential. CAA flight tests still are scheduled for February 1959, and CAA Type Certification is scheduled for September 1959.

The Preliminary Type Certification Board Meeting for the Hughes Model 269 helicopter was held on March 7th and 8th. Three of these helicopters have been constructed to date. The No. 1 helicopter has been used for ground resonance development tests. The No. 2 article is the tie-down test article, although the first free flight actually  
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was made in this helicopter. The No. 3 helicopter is the present flight test article and was the one examined by the Type Certification Board. Hughes plans to complete the 100-hour tie-down test and some of the flight vibratory tests by October 1957. Hughes hopes to be able to obtain a Type Inspection Authorization by the end of 1957 and to complete CAA flight tests in March 1958. Delivery of helicopters of this model to the U.S. Army may begin about January 1958 on a "partial compliance" basis. Ultimately, Hughes indicates that Army procurement of this helicopter will be based on a CAA Type Certificate. Hughes also contemplates considerable civil production of this helicopter.

The CAA Type Certification flight test program on the Lockheed Model 1649 airplane is proceeding rapidly. Lockheed is hard pressed by a time deadline of April 1st for type certification of the Hamilton Standard hollow aluminum propeller equipped model of this airplane. CAA flight tests of the Curtiss propeller equipped model of the 1649 are scheduled to begin in April.

Meetings of Aircraft Engineering Division Chiefs were held in Los Angeles during the week of February 25th. The meetings were conducted by Washington personnel. The Deputy Administrator and Division Chiefs from the four domestic Regions and the International Region attended. During the meetings, visits were made to Douglas, Santa Monica, North American, Inglewood, and Lockheed, Burbank, for technical briefings.

#### GENERAL SAFETY DIVISION

Oakland reports a new airport, expressly for glider and soaring operation has been opened in the Livermore Valley. A metal hangar 100 feet long houses ten sailplanes at present, and the sport appears to be gaining in popularity. The owner of the property has built his home alongside the field and included a large swimming pool and barbeque area. Members of the Soaring Society have access to these facilities which should be enjoyable with the coming of summer.

Agent McClain, Salt Lake City District Office, has been very active in the establishment of our first ROTC flight training program at the Utah State Agricultural College. The first enrollment will be approximately 30 students. We understand there will be two more such schools located at the University of Utah and at Brigham Young University in Provo. Both the Air Force and the Army have requested that office to personally flight test every student at the various stage checks during this first class. Since we are interested in seeing that this gets off to a proper start, we are going to make every effort to comply with their desires.

With the cancellation of more pilot examiners it is becoming more evident that additional itinerary dates will be necessary to accommodate existing workloads throughout the various cities located within our district. We are experiencing a greater interest by the flight instructor in turning out good students since they now realize they must pass flight tests by CAA agents.

Van Nuys District Office advises that The Grand Central Airport, Inc., will move part of their plant to Van Nuys on the first of March taking over the facilities of National Aircraft, Inc., which have turned in their Air Agency certificate. Grand Central plan to do shake down and final acceptance checks on their military contract aircraft here instead of Glendale. There is a strong possibility that they may get jet overhaul contracts in the future and thus add to the congestion of the San Fernando Valley Airport's single runway.

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It appears that probably due to the fact that Kirtland AF Base at Albuquerque has what is purported to be the longest runway in the nation, it will now be used for testing the new jet bombers. (B-58). It is planned for approximately 200 employees from Convair to be moved to Albuquerque. This should increase even general flying activity in this area, as the major part of this personnel should be actively interested in aviation.

Portland District Office reports McKinnon Enterprises, Inc., recently moved to Sandy, Oregon, has taken initial steps in the engineering of a modification to the old familiar Grumman Goose - hanging four engines on the wings. Rumor has it that it will be renamed "Geese", if the project proves successful.

At Phoenix all flying clubs, schools, and instructors report increasing demand for training. During this month, Arizona State College at Tempe began its R.O.T.C. pilot training program with Mercury Flying Service at Sky Harbor Airport. Mercury has purchased three new 90 h.p. Aeronca trainers, are employing three more full time instructors, and are flying 20 Air Force and 8 Army R.O.T.C. cadets. The program appears to be progressing satisfactorily. All cadets have approximately 18 hours and will be coming up early in March for their first 12 hours flight checks.

Fresno District Office is enthusiastically awaiting the receipt of the new Private Pilot Written Examination. The advance material, Guide, etc., has been placed in the hands of both flying schools and pilot examiners. The reaction of these people has been one of restrained approval, as they are fearful that the test may be too complex. Discussions with them has tempered their restraint, however, as the test can be shown to cover the most important safety and knowledge areas required for present day operations. Flight instructors appear much more enthusiastic about it than the operators, as they see in it a method of requiring the student to assume a greater responsibility to himself if he wants to become a pilot.

#### AIRPORTS DIVISION

Grant Offers were issued during the month to the following: Santa Ynez, California, \$8,167 for extension of landing strip and fencing; Al Tahoe, California, \$38,461 for land acquisition; North Bend, Oregon, \$14,443 for land acquisition and fencing; Portland, Oregon, \$172,805 for land acquisition; Blanding, Utah, \$37,515 for land acquisition, grade and pave N/S runway 75' x 4700'; grade taxiway and apron, and install segmented circle marker system including wind cone; Omak, Washington, \$10,713 for medium intensity lighting system, beacon, lighted wind cone and segmented circle marker.

Project Applications were received from the following locations: Fresno, California, \$26,353 for fencing; San Francisco, California, \$337,191 for land acquisition, construct portion west taxiway system, reconstruct portions of taxiways, enlarge warm-up pads and install runway and taxiway guidance signs; Lamar, Colorado, \$47,668 for land acquisition, grade, drain and pave runway, taxiway and apron, install basic lighting; Sterling-Logan County, Colorado, \$18,904 for paving runway taxiway and apron; Missoula, Montana, \$222,500 for reconstruction of runway, taxiway and apron; New Castle, Wyoming, \$14,206 for apron and taxiway.

A new project at Glenwood Springs, Colorado was added to the 1957 program. A Tentative Allocation in the amount of \$18,648 was issued to the City of Glenwood Springs for land acquisition and construction of NW/SE runway.

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The Regional Grants Review Committee approved final payments on Stockton, California, project 5602; Carlsbad, New Mexico, project 0602; Lea County (Lovington), New Mexico, project 0601, Reno, Nevada, project 5602; Cheyenne, Wyoming, project 0605; Laramie, Wyoming, project 502; Powell, Wyoming, project 5602 and Rock Springs, Wyoming, project 0704.

#### AIRWAYS OPERATIONS DIVISION

The Division has been directed to conduct a survey of its planning activities within the regional office and field facilities covering current fiscal year in connection with manpower and utilization studies.

The Montana Aviation Trades Association held its annual meeting at Great Falls, Montana, February 18, 19, and 20. Mr. Wiley Wright, CAA, Washington, was one of the principal speakers. On the final day of the meeting approximately fifty members of the Association visited the Control Center, 29th Air Division (Defense).

On February 27, Mr. Fulkerson, IA-390, William Flener, Chief, Great Falls Center, and Ward Saunders, Chief, Great Falls Tower, visited the 29th Air Division (Defense). Mr. Fulkerson suggested that consideration be given to selection of two alternate ADIOs from the Great Falls Center in lieu of a single one. Mr. Flener and the CAA Liaison Officer, Mr. Firebaugh, agreed that this would be advantageous.

Planning has been initiated for the establishment of an IFR room at Salt Lake City Tower in which to install a repeater ASR radar scope. The City of Salt Lake will provide space in the Airport Administration Building.

In collaboration with the Airports Division, a discussion was held with the City of Los Angeles Airport Planning Committee concerning movement of surface traffic across the N/S runway at the Los Angeles Airport when the new Administration Building is constructed. This Division favors the movement of such traffic by means of a tunnel under the runway in question.

Messrs. Garrison, Stephens, D'Arce, and Graner of the Airways Operations Division, along with Oakland Center Chief, attended RAPCON conferences at Mather and Castle AFBs. It was the region's recommendation that CAA not participate in the operation of Mather RAPCON and that CAA initially operate Castle RAPCON on a joint CAA/military staffing basis.

In coordination with the ANF Division, installation planning and equipment procurement for activation of the San Jose and Stockton Towers has been initiated.

Exploratory discussions and site investigations are being conducted by the CAA and City as to the location of a new tower at the Los Angeles Airport. The exact location has not been resolved as yet.

Airspace and airway routing matters and the San Diego terminal problem continue to occupy an increasing amount of time.

Forwarded to Washington a special notice for the Airguide to alert civil pilots of extensive military flights across Green 5 west of Phoenix. Division efforts are continuing to resolve the potentially hazardous situation in this area.

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Submitted airspace cases for the Daggett-Pueblo, Cochise-Truth or Consequences, and Long Beach-Clovis airways; and airways based on Beatty-Tonopah-Coaldale to LA-10.

Prepared a chart of the Phoenix-El Paso airway complex, as agreed upon with the Air Force, for the next Airspace Subcommittee meeting.

Action has been initiated to change the Los Angeles International Airport utility frequency to 121.7 mc due to interference and congestion in the area on 121.9 mc.

A meeting was held at San Francisco on March 28, 1957 with Aeronautical Radio, Inc. and PT&T to rearrange the trans-bay interphone circuitry to provide improvement in extension service to the air carriers. Mr. DeAndrea from this office and Mr. R. C. Stephens from W-522 attended.

An effort is being made to get the FY-59 additional long line interphone circuit requirements together for presentation to Washington by May 1957. We plan 51 additional needed circuits, total mileage 9625.

The Washington Office has informed us that funds are not available within the current fiscal program to meet interim interphone circuit requirements in the high altitude program. Mr. Stephens and Mr. Pearson from the Washington Office called to advise that the 102A key equipment installations at overhead radio positions associated with high altitude would be approved but installations associated with low altitude should not be programmed, except the ones already approved.

27th CONAD Division have held several discussions concerning a request for enlargement of the Pt. Mugu restricted area (See LA-ASP meeting No. 159). Recommendations of the 27th Division in particular object to the enlargement of the area both from the standpoint of Oxnard fighter operations and cancellation of the north LAMCIS Corridor and the general tying up of airspace.

Recommendation has been made to WADF that they consider the use of 133.2 for air carrier aircraft to communicate with the Air Defense sites when using either the LAMCIS or Perma Porpoise system. We now have airline frequencies established at the sites for this purpose and, in addition, some flights are using 121.5 and the 28th Air Division is using a separate frequency which, I believe, is 132.1. Since USAF has authorized the use of 133.2 for civil aircraft to contact radar sites for weather advisory (Star Gazer) program and since the traffic in this area on this frequency is not heavy, it appears that all concerned would benefit by the use of 133.2 in lieu of the other assorted frequencies. ADLO Simonson is exploring this possibility and, if acceptable, will negotiate with the civil users for the change.

ADLO Simonson reports that he attended a Civil Defense Conference at WADF on March 14. The meeting pertained to changes in alerting procedures as a result of removal of all FCDA representatives from the air divisions and the resultant transfer of attack warning functions to WADF.

Charles Potterfield, Seattle Center, recently spent a week at Indianapolis conferring with TDC personnel regarding a new method for flight following at high altitudes which he developed. It essentially consists of a long plastic tube with tiny neon tubes evenly spaced throughout the tube and a stepping relay with variable speed which lights the tube in progression as the flight makes progress along its route of flight. Since the tube is flexible it may be bent around pylons to conform to any desired routing.

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Messrs. L. Ponte DeArce, Harold Howard, and Harold Greenleaf of the Salt Lake City Center and Gene Schmidt, Chief, Albuquerque RAPCON attended a conference of the Special Weapons Command at Albuquerque during the month to coordinate air traffic routing in connection with atomic tests at the Nevada proving grounds.

The first interphone line between Anchorage and Seattle Center is currently undergoing tests. So far it has not been too good. However, we understand quality of service is improving. This service was made possible by the completion of the Seattle-Ketchikan AT&T submarine cable.

Recruitment for our communication GS-5 positions has picked up considerably after new entrance requirements were placed into effect. It really looks like we may soon be able to meet some of our communication staffing needs. However, we still ask everyone's assistance in directing applicants to this office so we may keep up recruitment to the best of our ability.

Messrs. Graner, Garrison, DeArce, Nollenberger and Stephens of this Division, together with Fred Marks and Fred Voeste of the Oakland Center met with Moffatt NAS officials on two occasions to discuss approach control in the Moffatt-San Jose area. We had tentatively planned to establish approach control at San Jose when the new tower is commissioned in the fall. The Navy desired that approach control remain at Moffatt rather than transferring it to San Jose and later returning it to Moffatt RATCC. If we can use some of the radar equipment that is presently in storage at Moffatt it may be possible that CAA can operate radar approach control not too many months after commissioning San Jose Tower. This discussion is at present pending.

Oklahoma City training of CAA ATC personnel will be reduced to include only academic training without practical experience in the laboratories. This cutback requires placement of surplus Oklahoma City instructors in the regions. Several of the instructors are presently assigned to facilities in this region for reporting at a later date. In connection with our training program, each region except Four, has already established a Regional Training Supervisor who will perform solely in the training field. This region has selected Perry Bolyard for in-grade transfer at the GS-12 level from Oklahoma City. Perry was formerly in this region in both centers and towers. With several years' of Oklahoma City experience he should fill our training requirements to a "T". Perry will represent our region in a Washington-regional conference on April 2 to discuss our new training program both with the region and at Oklahoma City.

After many months of discussion, we now have a completed set of Administrative Building floor plans for our March RAPCON. The new building is considerably closer to the RAPCON than the old one so it now appears we are making some progress at March Field.

We have quite a few critical GS-8 communications vacancies. It seems rather peculiar that we do have these and that so few people are interested in these positions. We are establishing a policy whereby we will promote GS-5/6 to the GS-7 level and detail them to the GS-8 vacancy until the Whitten Amendment permits us to promote to the GS-8 level. It appears that GS-7 personnel may be denying themselves an opportunity for advancement, particularly in view of the fact that, all things being equal, GS-9 station chiefs will be selected from the GS-8 personnel.

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Ray Tripp, chief of the Salt Lake City station, completed a detail in the regional office to prepare first issue of new Service "F" Directory in accordance with the new national standard format.

Roe Lemmer, Chief, Los Angeles Tower, is presently on two weeks' detail in the regional office to help out in Technical Services Branch due to the fact that Bob Granier spends most of his time traveling around the country on RAPCON and RATCC meetings.

As many of you know, low altitude control was inaugurated between Portland and Seattle last November. This is working pretty well and we are now planning to implement one-way airways below 7,000 ft. between these two terminal areas. In the middle of this is McChord RAPCON who also participates in the control.

We are planning to relocate our Spokane ATCS operation to Felts Field some time within the next year. Plans are now being made for space at the new location.

Ed Nollenberger attended dedication ceremonies of the new Albuquerque tower and RAPCON. As you all know, our former Chief, Wilbur Jones, passed away some few months ago. The military at Albuquerque thought so highly of Mr. Jones they placed a picture and dedicatory plaque in his memory in the new tower.

All centers began a 48-hour work week on March 3. This increase in work week is to meet our operation and training requirements for high altitude traffic control expansion.

The temporary expansion of Region Four ARTC Centers is rapidly nearing completion. Tentative plans call for Phoenix Center to become operational in January 1958.

A meeting was held in Tucson on March 18, 1957 attended by representatives of Region Four, Region Two, ADC, 34th AD(D) and Davis-Monthan AFB. Purpose of the meeting was to review, revise, and reduce in number the scramble procedures in effect at Davis-Monthan. The number of scramble procedures was reduced from four to one as suggested in an ADC evaluation survey that had been made previously. Representing Region Four were G.I. Smith, C.A. Church, William Bush and Ed Ladue.

#### FACILITIES DIVISION

##### Program Engineering Branch

~ Bob Triplett visited the Seattle area to determine the future plans of the Port of Seattle regarding grading and paving on the Seattle-Tacoma Airport and how it would affect future proposed installations. He also visited Spokane to determine a possible solution to relocation of the existing ATCS from Geiger to Felts Field.

##### Electronics Engineering Branch

Boyd Freece and his crew consisting of Bob Stevenson and Ed Jansen, have completed the Truth or Consequences VOR and have gone north to Tucumcari for another VOR modernization.

Glenn Shoop, Lonnie Tarver and Archie Millhollon completed the Corona VOR modernization, and are momentarily expecting to complete the Santa Fe modernization. Archie will then join the ILS crew at Monterey for further training; he will be replaced on the VOR modernization crew by Otis Borden. Their next assignment will be Anton Chico VOR modernization.

Phil Nicoletti and his crew, Jim Barnes and Bob Betz, are now enjoying the excitement of Hanksville. They expect to complete the modernization the first part of April.

(Continued on next page)

John Williams and Marvin Adelin went to Spokane to remove the ILS electronic equipment but were unable to do so due to a delay in construction. They then proceeded to Seattle to install speakers on the middle and outer compass localizer monitors. Marvin then returned to the Regional Office to assist on the test van while John, accompanied by Bill Sherart, completed modernization of the Palmdale VOR before going to the Belen "H" facility to replace the Military type equipment with CAA equipment.

Ray Dickenson joined Bill Beekman for a tour of the Region to install ground check positioners. They are presently located at Otto.

Mike Domitrovich has been busy traveling between Truth or Consequences, Grants, Corona, Santa Fe, Las Vegas and Tucumcari, keeping track of the VOR modernization progress.

Bob Crookshank and a crew consisting of Hal Fontecilla and Bill Keller expect to have the Valle VOR ready for flight check next week. Frank Sparr is with this crew receiving on-the-job training prior to taking over his own crew. We expect their next assignment will be the VOR installation at San Simon.

Emmett Whitney is overseeing the tune-up of the Valle VOR. He will go to Farmington next to supervise the tune-up there.

Bob Crookshank made a side trip to San Simon to receive equipment shipped from FMD and place it in storage at the VOR.

Dave Young assisted by Gene Mallory and Don Gross expect to complete the Farmington VOR installation in the next two weeks. Bob Bynum is with this crew.

Lloyd Stewart went to Myton to receive FMD equipment for storage at the VOR. He reported that there had been an attempt to break in at the Myton VOR; the local authorities were notified.

Darol Hafner, Hank Scribner and Harold Wailes are moving right along on the Monterey ILS. The glide slope is ready for tune-up on receipt of the tubes. The localizer is expected to be completed very shortly. Howell Jones will join this crew shortly.

Roger Baker and Al Calloway completed the second VOR test van and used it at Hector to test that VOR site. They are now at Drake where they are to test a VOR site. It is expected their next assignment will be the site evaluation test at St. Johns.

Erwin Clark and A.C. Beard completed VOR site evaluation tests at Pioche and Goffs. They then transported the No. 1 VOR Test Van to Alamosa for a site evaluation test. After delivering the portable to Alamosa, A. C. Beard returned to the Regional Office and will leave shortly with Test Van No. 3 for the McChord VOR site test. Replacing him at Alamosa is Melvin Kucherer.

William Milbert, Don Pickett, Fred Rowell and William Wilkinson are continuing to work on portable Vans Nos. 4 and 5.

Rafael Lopez assisted by Damon Capps recently completed an AN/URD-4 UHF/DF installation at Salt Lake City. Rafael and Damon are now in San Francisco assisting on the installation of an ASR-3 radar repeater indicator and the VHF/DF-1 Direction Finder used with the ASR radar system.

(Continued on next page)

Bob Faul, assisted by Oliver Crawford and Clyde Harrell, have completed a VHF direction finder survey at the Los Angeles Center. These men are completing a similar DF survey for the Oakland Center prior to starting the ASR-3 radar repeater and VHF/DF-1 installation at San Francisco.

Norm Carlberg, Vic Beacken and Red Pedri are conducting a long range radar survey at Mt. Mocho (near Livermore) using a military type TPS-1D portable radar. If Norm's survey proves successful, this location will be used to site an ARSR-1 radar for service into the Oakland Center.

The Los Angeles Center VHF/DF site survey was completed by Robert Faul, Oliver Crawford and Clyde Harrell.

Installation of the Los Angeles Tower VHF/DF has been completed by the crew consisting of Tony Brcklachich, Eldon Simmons and George Crawford. The actual commissioning has been held up due to weather.

The same crew has started installation of the Long Beach Tower VHF/DF and is progressing satisfactorily.

Installation at March Field AFB has been held up due to Air Force commitments being completed.

The Portland ASR-3 repeater installation is progressing on schedule with Frank Beauchamp, Jose Lliteras, Ken Van Dyke and Frank Henney. This crew is also installing the VHF/DF-1 equipment. This installation has been delayed by the construction underway on the Portland Administration Building. It has become necessary to conduct a new survey for a new site.

A site test for long range radar is being conducted on Gold Mountain in the Seattle area. Don Hughes, Elliott Johnson and James Mappin are using the Seattle ANG TPS-1D for this survey.

A photogrammetric survey was made of the Spokane area leading to the selection of a long range radar site for testing. Two sites were surveyed, Espanola Beacon Hill (Fancher Butte) and Wrights Hill. A study and evaluation of the profiles for these two sites are being conducted.

The long range radar site test for the ARSR-1 at Denver is now in its fourth week. Weather has been slowing progress somewhat, but Rex Brown assisted by Bill Nelson, Candido Rivera and Bob MacDonald are doing well under adverse conditions.

Lloyd Allen and Carl Weidert completed the UHF installation at Klamath Falls. They are now at Reno making preparations to move the CS/T to a new tower structure.

James Carr is being assisted at Oakland Center by Joe Smith, William Greta and Victor Simmons. They have been busy assembling the new flight progress boards and will soon be wiring in new equipment for control of peripheral stations.

Robert Payne, Delmar Shelton, John Biggs and Howell Jones have been assembling the A-3 flight progress boards at the Seattle Center and installing racks for the peripheral control equipment. James Hoey will be a new member of this installation team replacing Howell Jones who is scheduled to report to another assignment.

(Continued on next page)

Sam Rosenfeld, Jack Day and George Burdett are at work modernizing the Tonopah ATCS.

Howard Pyle and Winfred Harvey have completed the Toledo ATCS installation and are now at Portland rearranging the tower speakers.

Tom Hall and Leonard LaFornara selected a peripheral communications site at Tonopah. Olin Heikkola and Parker Negus selected a peripheral communications site at Fresno. Both these sites, Tonopah and Fresno, will be controlled from the Oakland ARTC Center.

Fred McCauley installed the Auxiliary Microphone and completed modernization of the ATCS, Hobbs.

John Elwood modernized the ATCS and installed the Auxiliary Microphone at Carlsbad.

ATCS modernization is proceeding according to schedule at San Diego under the supervision of William H. Foker. He is being assisted by J. N. Elwood and Dave Hegland.

The Los Angeles ARTCC Expansion and Modernization is well under way. William Foker is supervising this project and is being assisted by Anthony Maglica, Clyde Baker and Ronald Landau.

The new Albuquerque Tower was officially inspected and accepted for commissioning, and the old Tower has been dismantled. Edwin Pardee has supervised this job and was assisted by Murry Asilowitz and Don Collins.

George Martin with the aid of Eric Hoeft and Robert Shinliver have been working on the modernization of the Grants ATCS; however, the entire crew has been helping with the Albuquerque Tower Relocation in its final phases.

The Long Beach ATCS Modernization has come to a successful completion under the guidance of Sam Rosenfeld who was assisted on this project by Anthony Maglica.

Darel Preator assisted by Franklin Kohegan and Charles Thompson have completed the ATCS Modernization at Missoula.

Richard Preator assisted by Ira Schrawyer and Erwin Yush completed the ATCS Modernization at Akron.

Paul Allee assisted by Thomas Carrington, Ira Schrawyer and LeRoy Dale completed the ATCS Modernization at Trinidad.

Jim Cheatham assisted by Lavern Cope, Donald Gaba and Ed Henning are continuing work on the Medis Relocation at Denver.

Paul Allee, Darel Preator and Richard Preator with their respective crews have now joined forces with Jim Cheatham at Denver to expedite the completion of the Medis Relocation and start work on Phase I at the Denver ARTCC.

Wayne Brown has been detailed at the Los Angeles Office in order to write an Installation Manual.

Tommy Bracken, Roger Greenman, Lance Guyton and Howard Glover completed modernizing the A/G Console and other associated work at Hanksville and are moving to Salt Lake City to start some Center work.

(Continued on next page)

Orion Betz made a preliminary survey for a peripheral site at Spokane. He also checked on ARTCC space requirements at the Fairchild AFB.

Hal Brokaw and Joe Zinns made preliminary surveys for peripheral sites in the Las Vegas, Pioche, and Cedar City areas.

#### Plant Engineering Branch

Ralph Crouse and Bob Rowan made a survey of the air conditioning units at Gila Bend and Blythe ATCSs.

Ted Kurth and Bill Koch made a survey of the Reno CS/T for the installation of an 18.75 KVA engine generator.

Clyde Lee has installed a power panel at the Reno Tower and is now making electric power modifications at Price, Riverton, Casper and Sheridan for the peripheral program.

Jack Scherbel and John Babin are surveying the new VOR site near Lakeview.

Joseph Boyd completed the new access road at the Pendleton ILS Middle Marker site and has proceeded to Eugene and Medford to set new detector poles at the ILS Glide Slope facilities.

Stanley Erickson and Jim Pond have completed the survey for a new VOR near St. Johns and have gone to Prescott for a similar survey near Drake.

Although John Franklin was recently given a promotion and a new job, he is still concerned with getting the bugs out of the sequence flashing lights at the Los Angeles Airport.

The ILS at Monterey, under supervision of Harry Mellen, was completed. Harry has been reassigned to supervise the Billings Approach Light Lane.

The Pinon VOR construction under Marion Duncan's supervision was completed March 22 and he is being assigned to inspection of construction of the Polvadera VOR.

Maynard Hegland has finished grading of the Mountain Top VOR site near Lake Hughes, and will soon be going to Lovelock to supervise relocation of the VOR.

Grading of the Piru Mountain Top VOR site near Gorman was recently completed under the supervision of James Marriott.

Robert K. Burgess and John Cashore are making the access road survey and placing final layout stakes at the Lake Hughes and Gorman Mountain Top VOR sites.

Roy Johnson will go to Clovis to supervise construction of a VOR in that area.

Thomas Tarpo is returning to Hugo to install the VOR Engine Generator which was originally back ordered.

Earl Trejbal and Jim Minor have completed the field surveys for establishment of the San Bernardino VOR and relocation of the Ontario VOR. Both are to be mountain top sites and considerable grading of access road and site will be required.

(Continued on next page)

The VORTAC program is getting underway with David Strong and Frank Sibby working on site surveys and construction proposals for the Long Beach and Oceanside VORTAC facilities.

Frank Dettmer is still confined in the hospital in Seattle. His many friends will be pleased to learn that he is gradually improving from his serious accident last winter. Cards and letters to him should be addressed to 4137 - 23rd Avenue S.W., Seattle 6, Washington.

Forrest H. Coulter has completed the erection of VHF/DF Antenna Towers at Los Angeles and Long Beach.

James E. Crenshaw made a preliminary investigation of the Long Range Radar site at Spokane.

Gene Newman is installing a 100 KVA engine generator and is replacing PAR cable at San Francisco.

Plans and specifications have been completed and sent to General Services Division for the engine generator and storage building and for the renovation of the old paint locker building to be occupied by the Los Angeles ARTC as a training room.

The field survey for the Long Range Radar Road and Site at Phoenix is in progress.

Construction and alteration in connection with the interim center expansion have been completed at Seattle and Spokane, under the supervision of David Evans and Grant D. McClure. Fred Yandell is 70% complete with the work at the Oakland Center and work is well under way at the Great Falls Center, which is being accomplished under the supervision of V. O. Vick.

Contracts have been awarded for the construction of peripheral communications sites at Bakersfield, Fresno, Julian, Santa Barbara, Daggett, Los Angeles, Truth or Consequences, Farmington, Pueblo, Denver, Portland, North Bend and Seattle and construction work will be started in the very near future.

#### Maintenance Engineering Branch

Mr. E. S. Hensley, Deputy Regional Administrator, addressed the recent ATDS conference on various important subjects concerning the CAA program for the next six years.

Electronic Engineer Huber represented the Maintenance Engineering Branch in conferences at Mather and Castle Air Force Bases held during the week of March 4th to consider possible CAA participation in the operation and maintenance of the RAPCONS at these two central California locations. Interested operational and engineering personnel from AACS, USAF, SAC, and CAA were in attendance. Recommendations of the conferees are expected to be reviewed and a decision made at the Washington level in the near future.

Recent graduates from the Aeronautical Center are: Victor Pezzoli, Burbank, and Jack King, Albuquerque - ILS/VOR Class No. 120; Richard Koeppler, Seattle, Marion Neary, Laramie, and Walter Blankmann, R.O. - DME Class No. 119; Robert C. Floch, San Francisco, John Terranova, Burbank, and Carl Hagadorn, Spokane - ASR/PAR Class No. 115; Robert Tulloch, Missoula, and Jack Wheatley, Great Falls - Communications Equipment Class No. 70.

(Continued on next page)

Personnel who are currently attending classes at the Aeronautical Center are: Raymond Hawk, Spokane, and Thomas Lym, Pocatello - IIS/VOR Class No. 120A; Jerome Broudy, Salt Lake City, and Enoch Wright, Denver - IIS/VOR Class No. 121; Robert Knudson, Seattle, Jack King, Albuquerque, and Russell Roseborough, Medford - DME Class No. 120; Carl Anderson, Portland, Clyde Olson, Seattle, Clyde Moore, Kirtland, Clarence Stevenson, McChord AFB, Stanley Hall, Hill AFB, and Chester Oppen, Spokane - ASR/PAR Class No. 116; Hans Anderson, Los Angeles, Kenneth Brooks, Long Beach, James Eggers, Salt Lake City, James Shafer, Albuquerque, Robert Gordon, Fairchild AFB, and John Phillips, Los Angeles - ASR/PAR Class No. 117; Ronald Farr, Great Falls, and Gerald Wakefield, Phoenix - Communications Equipment Class No. 71; John Forsythe, Reno, Gerald Luke, Idaho Falls, and Ernest Shirley, Bryce Canyon - Communications Equipment Class No. 72; Raymond Simkin, Burbank, Thomas McWilliams, Albuquerque, Raymond McCormick, Daggett, and Vernal Wood, Salt Lake City - Communications Equipment Class No. 73; Donald Goodman, Los Angeles, Robert Mills, Las Vegas, John Shoelen, Tucumcari, Max Cobb, Laramie, Walter Freas, Ukiah, and Stephen Jones, Malad City - Communications Equipment Class No. 74; Lawrence Cheskaty, San Diego, Thomason Fuher, Salt Lake City, Beryl Dewey, Burbank, and Thomas Hazen, San Francisco - Communications Equipment Class No. 75.

Another training class in RAPCON Air/Ground Communications Equipment was conducted on February 18 to March 15, 1957. This class was held at March Air Force Base, Riverside, and was conducted by Floyd Corpus and Martin South. Those in attendance were: LaMar Olsen, Hill AFB, Jeddie Roderick, Salt Lake City, Alfred G. Turman, Kirtland AFB, Roy Wanska, McChord AFB, Theodore Miller, March AFB, Max Jackson, Fairchild AFB, Richard Pearson, March AFB, Kermit Imsdahl, Fairchild AFB, and Edwin Lunsford, March AFB.

George Fischer from the Regional Office and Woodrow Higbee from Oakland have returned from their assignment to the Ground TACAN Training Class at Scott Air Force Base, Illinois. Personnel who are currently attending classes at Scott AFB are: Grant Eckholdt, Long Beach, Elbert Cone, Oceanside, Jay Taylor, Los Angeles, Walter Blankmann, Regional Office, and Warren Sharp, Denver.

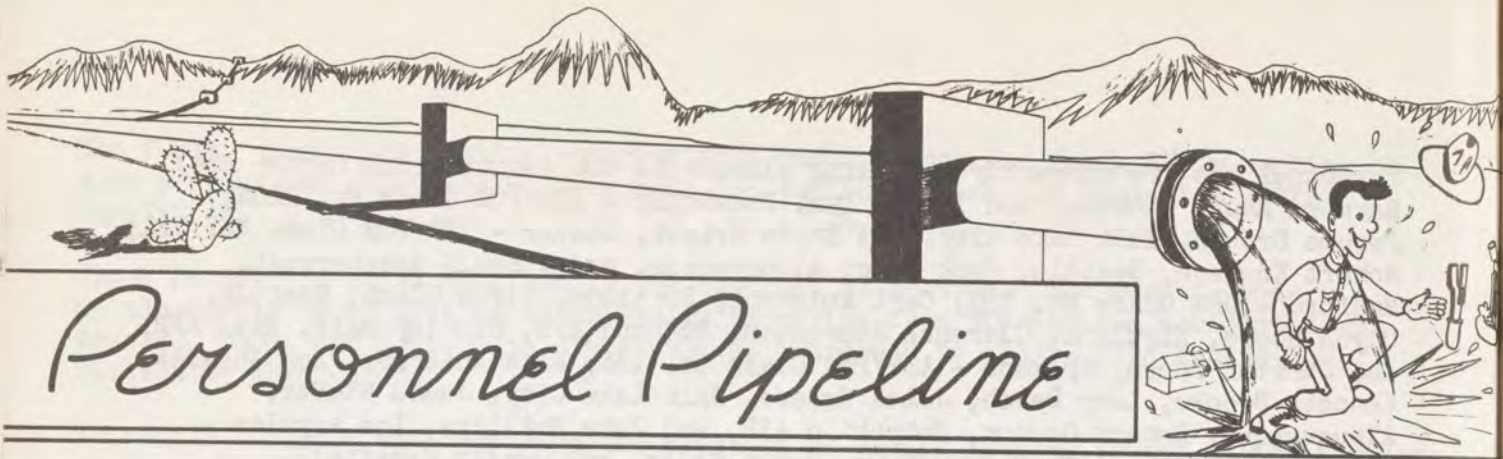
#### Flight Inspection Branch

John McCormick, James Chadwick and John Bowen have been selected as Flight Inspectors. McCormick and Chadwick will be based at Los Angeles. Bowen will be based at Seattle. Neil Scanlon has arrived from Reno and will be working with Ted Wilder.

N-16, DC-3 based at Seattle was ferried to our hangar at Santa Monica for 150 hour inspection.

VOR Test sites were flight checked at Hackberry, Daggett and Hector. The Hector site proved unstaifactory and will be rechecked at another location. Alamosa site is currently being flight checked.

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We have had numerous inquiries concerning the action to be taken by a field supervisor in the event that one of his employees dies. Where such death was not a result of an injury in the line of duty, the most important items should constitute a guide for the supervisor to follow:

1. If death occurs at the facility, notify the next of kin by the most expeditious means possible. Inquiry should be made at that time concerning arrangements about the body and funeral home to which the body should be sent.
2. Notify the Personnel Office (IA-90) through the Branch Chief about the death. (See S.P. 3342 on the essential information to be reported). Be sure to include name and address of next of kin.
3. Assist the next of kin in filling out any necessary Government forms. Counsel within limits of your ability to do so.

In the event of a death of a CAA employee, his survivor(s) is potentially entitled to the following benefits:

1. Insurance under the Federal Employees Insurance Program. (This is automatic unless the employee had waived this insurance. A copy of such waiver is filed in the official personnel folder in the R.O.)
2. Benefits under the Federal Retirement System. (See S.P. 3355).
3. Any unpaid monies due the employee at time of death which would include any annual leave accumulations, pay check lag, and any checks outstanding at that time.
4. Voluntary Pledge Plan if the decedent were a member in good standing at time of death.

The above four items are explored automatically by the Personnel Division. When word is received about the person's death, the Personnel Office writes a letter of explanation to the next of kin enclosing the necessary forms which should be prepared in making a claim. The supervisor's role is to assist and counsel wherever possible.

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There are other possible benefits which may also be explored in assisting the family of the decedent.

1. If the person had ever been under the Social Security Act for a period of time (at least 12 quarters or 3 years), the next of kin may be eligible for certain death benefits. The closest office of the Social Security Administration can advise on the particulars.
2. If the deceased were a veteran, he may still have kept his GI insurance current. It would be proper for the next of kin to contact the nearest VA Regional Office on particulars concerning the allowance for burial and transportation of the deceased veteran including flag and other particulars. Normally, the funeral home handling the arrangements can advise on items of this type.

In some cases the field supervisor may be aware of such information regarding the decedent's insurance policies, location of will, any sort of business agreements, and assets of various types.

#### RECRUITMENT

Our recruitment efforts are showing results. Last month's employment figures showed a net increase of 105 employees. During the month of March, the figure has been steadily rising. We're not yet able to rest on our laurels, however, since the staffing ceiling requires that we continue employing at the same or higher pace.

In making a quick appraisal of the types of background experience now being received by our Examining Board, one thing is significant -- we are not receiving nearly as many applications as we expected from persons who have had point-to-point communications experience even though such experience did not include air-ground work. The Standards were revised a couple of months ago to permit this experience as qualifying but the response would seem to indicate that the word has not spread around. We urge that all employees do what they can in circulating the information that point-to-point experience is now qualifying.

#### WHITTEN CASES UNDER THE AOS RECLASSIFICATION.

During the recent reclassification of many AOS jobs, there were around 280 persons who could not be promoted due to the provisions of the Whitten Amendment. We have not yet received approval on them but anticipate that final action will be taken within a 30-day period. In those cases where the individuals occupied jobs which were reallocated (no change in duties involved), we expect approval on all. On the other hand, there were many jobs in the high activity towers and centers which were not regarded to be reallocations but were considered as new jobs. In these cases we have learned that we will not obtain an approval for them. This forces these persons to stay in-grade for at least one year.

#### PLEA FOR QUERIES

Along about this time each month we scrape our gray matter in an effort to develop those items which we believe you would be interested in knowing about. It would help us if we actually knew what items you desired covered in this column. Drop us a line and we shall attempt to cover them in as clear a manner as we can.

(Personnel Pipeline continued next page)

## EMPLOYEES MAY APPEAL TO COMMISSION ON DENIAL OF SALARY RETENTION BENEFITS

The following is quoted from the Civil Service Commission, Federal News.

"Federal employees whose Classification Act jobs are downgraded through no fault of their own after two years of satisfactory service in the job may now appeal to the Civil Service Commission if their agency rules they are not eligible for the salary retention benefits of Public Law 594 (the Lesinski Bill) and reduces their pay rate, the Commission has announced.

"Under the new appeal procedure, the agency must advise an employee in writing of such a ruling and also state that the employee may appeal to the Commission. The employee's appeal must include reasons why the agency's decision is erroneous and why the salary retention benefits are applicable.

"Generally, the appeal must be made not later than 30 days after the actual reduction in grade and salary. This time limit, however, does not apply to an employee who is reduced in grade and salary by classification of his job downward during the period between July 1, 1954, and April 28, 1957. Appeals from such employees will be accepted at any time prior to May 28, 1957.

"One of the main requirements for eligibility for the salary retention benefits is that there must not have been any material change in the employee's duties during the 2-year period immediately preceding the downgrading of his job. If the change occurred before the 2-year period, the employee is entitled to the benefits, provided he meets the other conditions of eligibility.

"Additional requirements that must be met are:

"If the reclassification occurred on or after June 18, 1956, the employee must hold career or career-conditional status in the Federal competitive service.

"If the reclassification occurred between July 1, 1954, and June 18, 1956, the date the bill became law, the 'saved rate' is secured by regulations whether the employee was in the competitive or the excepted service and regardless of the type of appointment. However, the position downgraded must have been in one of the first 15 grades of the Classification Act of 1949, as amended.

"The 'saved rate' is not preserved to employees with less than satisfactory ratings, those with less than two years' service in the reclassified position, those who voluntarily take positions at lower grades or lower salaries, or those demoted to another position in a reduction in force."

The two years service must have been in the same job but not necessarily at the same location. For example: An AOS (tower) GS-10 in a low activity approach tower whose position is downgraded to GS-9 as a result of the new Classification Standards, has been at that location six months. However, this controller has been a GS-10 in an Approach Control Tower or Combined Station/Tower facility since 1951. The job was the same - namely, controlling traffic in an approach tower or facility. Salary retention benefits would apply.

## DISABILITY RETIREMENT BENEFITS

The Internal Revenue Service has issued a ruling that Disability Retirement Benefits are to be considered in the same category as Sick Pay were employees are retired for this reason before their normal retirement age. The amount of the disability annuity (up to \$100. a week) can be excluded from the gross income tax returns.

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Under the new ruling, an employee who normally would have had 30 years of service at age 60, had he or she not been retired from disability, age 60 would be considered the normal retirement age. Annuity received up until that age would be tax exempt. An employee who would have had less than 30 years of service at age 60 would not normally retire until he was age 62. In this case, the tax benefit ceases at age 62.

The new ruling is retroactive for tax years 1954 and 1955. Any former employees who might be eligible for this benefit should consult their local Internal Revenue Office as to how to file an amended return and secure a refund.

#### SUGGESTION PROGRAM

##### Questions and Answers on Suggestion System.

Q. Awards are occasionally made for ideas or improvements which seem to me to be part of a person's job responsibility. How are such awards justified?

A. No award is ever made here without thorough exploration of this point. Each person in each position has a "normal constructive thinking expectancy." If the suggestion is within that expectancy - no award is made. Strict adherence to this prevents the possibility of a person being "paid twice" for his thinking: once by his salary and the second time through the Suggestion System. It is not difficult in most cases to determine whether the idea is beyond the job expectancy. In those cases where it is not entirely clear, the employee is given the benefit of the doubt.

Q. Why isn't the employee kept informed on the status of his suggestion?

A. He is - now. When the suggestion is received, an acknowledgment is sent out that same day. If it can be adopted at the Regional level (or if it has to be rejected) the suggester usually knows the result within 45 days.

If it has to be sent to Washington a notice to that effect is sent out the day it is forwarded. The suggester is also informed that Washington action will take a long time. The nature of the action which has to be taken for any idea to be adopted nationally makes it impossible to process the idea quickly. Whenever we receive a progress report from Washington, the information is passed along to the suggester promptly.

Q. I understand that the key to receiving an award is that the suggestion must be ADOPTED. Why is that?

A. An idea, no matter how good, produces no benefits unless it is actually put into use. There can be many valid reasons why a good idea might not be put into use, e.g. lack of funds to implement it. We haven't had many acceptable ideas which were not actually put into use - but it can happen.

Q. Does the Suggestion System pay for itself?

A. Definitely. In addition to tremendous intangible benefits which are not measurable in actual dollar savings, the tangible savings are a matter of record. In the last fiscal year employee suggestions saved the Federal Government \$102,000,000.

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Q. But does it pay the suggester?

A. In the last fiscal year the Government paid \$6,000,000 in awards to employees. In addition to this, the suggester and his supervisor both benefit from this evidence of constructive thinking.

Recently, the following received money under the Suggestion System:

Edmund J. Mozeski	Airways Operations (North Bend, Oregon)	\$10.00
Herman R. Matthew	Facilities (Long Beach)	100.00
William A. Abbett	Facilities (Sector 46, L.A.)	25.00
George P. Beckett	Facilities (Ellensburg, Wash.)	50.00
Lucille A. Lewis	Legal Division, R. O.	10.00

#### PLAUDITS FOR A SPECIAL ACT

Milton J. McGrath of the Akron, Colorado, Communications Station was given special recognition for meritorious performance. He received an award of \$150.00, a Department of Commerce certificate for distinguished service, and a letter of congratulations from the Regional Administrator.

The award was made "for extraordinary devotion to duty and for meritorious service to the public during the blizzard of early November, 1956."

McGrath carried out station duties, without interruption, for a 39-hour period during the severe snowstorm which disrupted communications and blocked highways throughout the area.

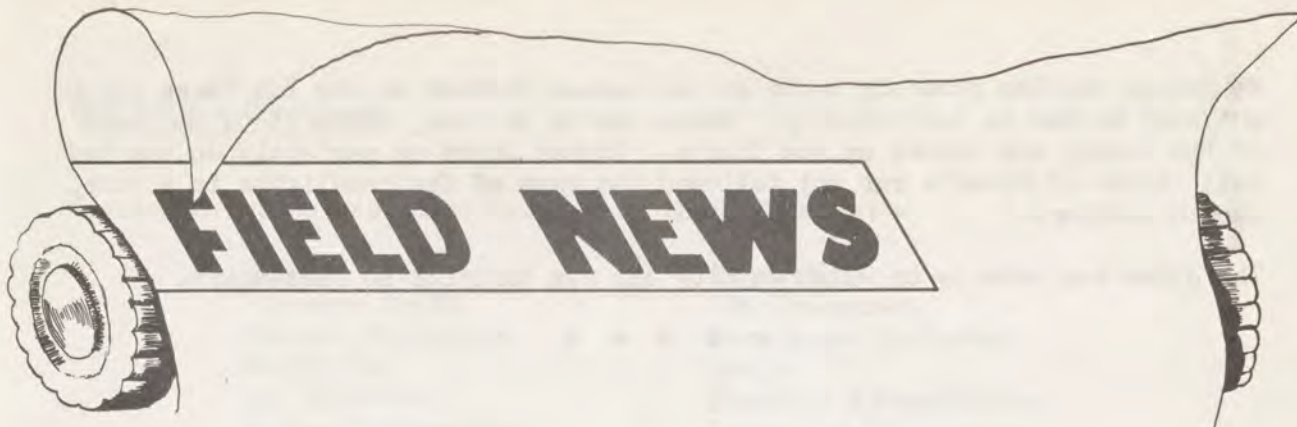
The Akron low frequency range was the only CAA monitored navigational facility in the large area. The omnirange was out of service due to modernization, and the omniranges to the north and east were out of service because of the blizzard.

Blocked roads made it impossible for anyone to relieve McGrath. Although his supervisor suggested by telephone that he secure the station and get some rest, McGrath said he preferred to work until relieved.

A total of 142 separate aircraft contacts were recorded by him and public weather service by telephone was tremendous during the 39-hour period.

In addition, station weather reports were used extensively by the weather bureau, radio, TV and the press.

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ROCK SPRINGS, WYOMING

COMMUNICATIONS/ELECTRONICS: This station was recently improved with the installation of sound-proofing on the ceiling of the operating room. The acoustical effect and appearance is very noteworthy. Spring is just around the corner, we hope. We are giving Ole Man Winter the Heav-Ho and looking forward to more pleasant days ahead. As it is getting the time of year for moving, we will, as usual, donate our share. Three in communications are scheduled to come and three scheduled to go. For the most part our station complement never gets stagnant, as you can see. The fortunate ones this time are, Lively, Harrington and Schlect to come; Kimball, Verdun and Ver Wiebe to go. Greetings and best wishes respectively.

Electronics has enjoyed a fairly "open" winter, all sites and locations having been accessible for visits. Specially fabricated shelters were installed for the localizer monitor detectors which have resulted in more stable operation. The sector lost three beacon sites with the discontinuance of Bryan, Bitter Creek and Wamsutter on the last go around. With the addition of Mr. Rafiti the sector is in better shape for handling the workload. All in all we look forward to a greater, more successful era.

This location still has its share of emergences in connection with aircraft operations. In the past few months, in this area, we have experienced two successful bail-outs from aircraft in trouble, and of course the usual number of landings of larger aircraft with one engine out. Our facilities seem to be well located, providing a handy place to land, in these instances of emergency troubles. Local CAA personnel flew a total of approximately 25 hours in recent Civil Air Patrol search operations for missing aircraft.

One highlight which we should not forget to mention, is the day, about two months ago, that Verdun shot the big bobcat in the bluffs a mile from the station. Was he proud! His trophy (rug) will soon be ready for display.

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PLANE LANDS BY CAR LIGHTS

On a little-used landing strip at Las Vegas, New Mexico, a chartered airline pilot landed a badly crippled plane just before dawn, guided by the lights of a car.

Captain John Treher of Van Nuys said he had to make his first pass at the Las Vegas airstrip right, because he could not have gained altitude to make another one.

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He raised Charles Brown by radio at the C.A.A. Station on the Las Vegas strip, and said he had to land quickly. Brown ran to his car, drove it to the head of the runway and turned on the lights. Treher lined up perfectly on the red tail lights of Brown's car and followed the beam of the headlights to a safe, smooth landing.

The plane was enroute to Oklahoma City and was carrying 40 passengers.

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#### IN MEMORIUM

We were sorry to learn of the death of Controller Arthur J. Innes of the Oakland Center, who succumbed to a heart attack on February 15, 1957, after a brief illness. He was 37 years old.

Mr. Innes entered on duty with CAA October 1, 1940 and served as a communicator at Indianapolis, Cincinnati, Dayton and San Francisco IATCS prior to transferring to traffic control. His CAA service was interrupted during World War II when he served a hitch in the U. S. Navy.

Our keen sense of loss is shared, we know, by all who knew and worked with Art. He is survived by his wife and two sons, aged 7 and 8.

Mr. Innes was not a member of V.P.P.

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#### CIVILAIR

The following representatives have been elected as directors and representatives of Civilair for the Year 1957:

<u>UNIT</u>	<u>DIRECTORS</u>	<u>REPRESENTATIVES</u>
Aircraft Engineering	Merrill Grix, Chairman	Gloria Brenton
Airports	Guy Jarrett, Vice-Chairman	Priscella Anderson
Airports	Priscella Anderson	
Reg. Adm. Staff	Sarah Scally, Treasurer	
Reg. Adm. Staff	Allen Barr (Personnel Consultant)	Lovett Kane
Personnel	Fred Potter (Social)	June Rose
General Services	Burt Brace (Welfare)	Paula Bunch
Air Carrier Safety	Dick Stadden (Publicity & Membership)	Dolores Lee
Air Nav. Facilities	Elmo Hartwell (Patio & Athletics)	Beverly DeLancey
Budget & Finance	George Hammond	Regina Miller
General Safety	Charles Walker (Discounts)	Mary Morrissey
Air Traffic Control	Grover Fulkerson	Janice Withycombe
Non-Regional Offices	Dwight Peterson	Norma Slaton
		June Harrison

(Continued on next page)

CIVILAIR - Continued

Special Services are to be handled by the following:

Merrill Grix	Insurance
Florence Smith	CPS Treasurer
Barbara Cullumber	Roos-Loos Treasurer
Wanda Rich	Drugs
Ada Sinclair	Magazine Subscriptions
Eloise Shishmanian	Radio and TV tickets
Betty Pass	Tickets (Plays, etc.)

With a new board of directors installed, your organization is ready to go all out for you this year but we need participation. Civilair has saved you many dollars in the past year in group insurance, magazine subscriptions and drugs alone. It is planned this year to give you more benefits - so let's take advantage of your organization and join now!

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V. P. P. NOTES

We were sorry to learn of the deaths of Norman A. Byg on March 26th and Jack A. Pettipiece on March 28th, 1957.

Norman A. Byg, Airports Engineering was assigned to the Airport District Office at Denver, Colorado. He had just completed his 16th year with CAA. He began his career as an Engineering Draftsman with the old Third Region at Kansas City and during the consolidation of regions in 1953, was transferred to the Los Angeles Regional Office as a Civil Engineer. Mr. Byg is survived by his widow, Helen; one daughter, Jolene; and two sons, Roger and Ronald.

Jack A. Pettipiece, Airways Operations Specialist, was assigned to the Center at Great Falls, Montana. He was originally appointed on April 11, 1955 and assigned to the OFACS at San Francisco. He served from January 1951 to October 1954 with the U. S. Navy. Mr. Pettipiece is survived by his widow, Nancy.

Checks in the amount of \$2500 each were forwarded to Mrs. Byg and Mrs. Pettipiece. The remaining balances will be forwarded upon expiration of the repledge grace periods.

VPP Members are advised that the closing dates of the repledge grace periods are midnight April 12, 1957 and April 15, 1957, respectively.

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# QUESTION BOX?



An employee's regularly scheduled tour of duty for the basic work week is Sunday through Thursday from 1600 through 2400. He is called and performs jury duty Monday through Friday. Various questions arising out of this situation are answered below.

- Q. Is the employee entitled to receive night differential?
- A. Yes. An employee's compensation may not be reduced by reason of jury duty.
- Q. What if the employee was in an annual leave status when called for jury duty?
- A. Court leave is substituted for annual leave. (See S.P. 3675).
- Q. Friday and Saturday are the employee's regular days off. May he keep the jury duty fee for that day?
- A. Yes. Since the Government lost nothing by the employee being on jury duty on that day, the fee is retained by the employee.
- Q. On Wednesday the employee is excused by the court early in the day and notifies his Supervisor that he is available for duty. Due to illness the replacement cannot report for the evening watch and the employee on jury duty works his regular shift. Does he keep the fee received for jury duty that day?
- A. Yes.
- Q. May the Facility Chief change the employee's regular scheduled tour to day watches Monday through Friday while he is on jury duty?
- A. No. Tours of duty are established in advance and the occurrences of leave of any sort — annual, sick, military or court — does not change the schedules. To do so in the instance cited above is contrary to the law and regulations.
- Q. Jurymen usually receive transportation or travel, if required, in addition to the regular fee. Must this be paid to the accounts office?
- A. No.
- Q. I was subpoenaed as a witness for the State. Am I allowed Court Leave for this?
- A. If you appeared as a witness to testify in your official capacity, you are allowed Court Leave - otherwise, No. (See S.P. 3674).

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C.A.A. REGION FOUR  
FEDERAL CREDIT UNION

Do you have any lazy dollars stuffed away in piggy banks, buried in tin cans in the back yard or at low rates of interest in your local depository? If your dollars are not earning 5%, then they are lazy dollars.

Your Credit Union paid a 5% dividend on savings this past year. This cash dividend is in addition to the life savings insurance benefits carried on your account by the Credit Union.

It pays to invest your lazy dollars in the Credit Union. It'll pay every member of your family too. Your family includes you, your husband or wife, children or stepchildren or parents living in the same household. They get just as much out of being on the Credit Union "pay" roll as you do. And once they have opened an account they can continue it whether you are still active or not.

Search the premise for those lazy dollars and put them to work by depositing them with your Region IV Credit Union.

A dollar with ambition is worth more. So start an account for everyone.

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CAA Region Four Federal Credit Union  
5651 W. 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: An employee with less than one year of CAA employment may borrow to a maximum of \$150.00 on his signature alone. After one year of employment, signature loans to a maximum of \$400.00 may be approved. Higher loans are available to all employees, providing adequate collateral is furnished, in the form of automobile titles, credit union shares, co-signers, or other acceptable collateral.