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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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BY THE SEAT OF THE PANTS

By

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The first intrepid airman who poked his nose in a cloud, intentionally or otherwise, must have received the unmistakable impression that when it came to flying in the clouds, the technique commonly known as "flying by the seat of your pants" was strictly for the birds. Probably one of the most important things the early airman learned was that although an airplane in flight appears to have escaped the bonds of earth, it still conforms to certain physical laws. It has weight which must be supported by the wings; and it must be kept upright by various control surfaces. The proper manipulation of these control surfaces results in what is often called "coordinated flight." This is where the "seat of the pants" expression found root. If a turn is executed properly, the occupants of the airplane are not subjected to side forces similar to those commonly experienced when rounding a curve in an automobile. Airmen very soon learned the "feel" of a well-coordinated turn - it's more comfortable!

Well, all this brings us up to what happened to the first airman who tried to fly without visual reference to the earth. He could get a good idea of his speed through the air by the sound of the wind whistling around the wings and struts. Also he could tell whether he was climbing or gliding by comparing this information with the amount of power he was using. But how could he keep the wings level without visual reference to the earth?

Many aviation text and history books brush over the development of instrument flying by merely saying "intentional instrument flight was not attempted until after 1930." This is not entirely true, since it had its birth in 1928.

Most people identify General James H. Doolittle as the man who lead the carrier-launched B-25 raid against Japan early in World War II, or more recently as the Chairman of the Airport Commission appointed by President Truman in February 1952. But General Doolittle also contributed to aviation in the form of development of flight instruments and instrument flying techniques. Like many other airmen,

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Mr. Doolittle (then a Lieutenant in the Air Corps) realized the use of the airplane would be limited either as an instrument of war or as a useful means of transportation unless means could be devised so that it could be used during periods of adverse weather (instrument conditions).

In 1928 the Air Corps gave Doolittle a leave of absence to head up a Flight Laboratory at Mitchel Field, Long Island, New York. Blind flying and blind landing to Doolittle were simply a matter of getting the proper equipment. First, a radio beam was devised to guide the airplane to the airport. Then it was necessary to develop the required flight instruments. A sensitive altimeter had to be developed so that the "exact" height above the landing area could be determined. The altimeters available in 1928 were entirely unsuitable for this purpose. Doolittle met a young man by the name of Paul Kollsman who was a perfectionist and readily understood Doolittle's requirements for a sensitive altimeter. He, with the assistance of a group of Swiss watchmakers, designed an altimeter much the same as the ones we use today. An instrument also had to be developed which would accurately show the direction of flight. Blind landings had to be conducted with a great deal of directional precision if the airplane was to be guided to a relatively small landing area. The magnetic compass was not suitable for this purpose. By 1928 Dr. Elmer Ambrose Sperry had won world recognition in his achievements in stabilizing flight by use of gyros. By literally suspending a rapidly spinning miniature wheel in the instrument panel of an airplane he could detect and measure a turn in flight. This later became known as the directional gyro, which is still used today.

But still another instrument was required for precision instrument flight. The pilot needed some means of measuring the bank and pitch. Again Dr. Sperry came to Lieutenant Doolittle's aid with an additional gyro. This one was also installed in the cockpit and utilized miniature wings as indicators so that when the airplane started to bank or pitch the stability of the gyro caused the wings to rotate on a scale showing the exact amount of bank or pitch. This was the original artificial horizon.

With a little practice, Lieutenant Doolittle found that he could get the same information directly from his instruments as he could by looking out of the cockpit, and this became one of the big accomplishments of aviation. He spent much time adjusting and testing these flight instruments by flying up and down the Long Island railroad tracks. First he would align his instruments to agree with the railroad tracks; then he would leave the area to accomplish the various flight maneuvers for which the instruments were designed. Afterwards he would return to the railroad tracks to see if his instruments had remained accurate and reliable throughout the maneuvers.

Finally, he was ready for a test under actual instrument conditions; and on the first morning that fog prevailed over Long Island, Lieutenant Doolittle took off from Mitchel Field before a small group of ground observers to witness the first attempt at instrument flight. When he had reached a safe altitude, he reversed course and flew back over the field following the single radio beam that had been developed for this purpose. After passing beyond the field a specified distance at several hundred feet altitude he reversed course again, and headed back towards the field. At approximately one mile distance from the field he throttled back the engine and began a constant rate descent. Moments later he was on the ground before the anxious spectators. The next day the following article appeared in the New York Times:

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REGIONAL ADMINISTRATOR'S COLUMN

This month I would like to talk a little about our program in terms of money, hardware and people. The current fiscal year has been one of tremendous accomplishment by all employees of the CAA. The record will show that we have procured more hardware and employed more people than in any other like period in our history. The full impact of these activities has not yet been felt in the regions due to the lag in deliveries of equipment and materials. Next fiscal year will see an increase in tempo as various new facilities and additions to existing ones become operational.

You have all, no doubt, learned from the press that the Legislative and Executive Branches of our Government are seeking every means of reducing the Federal Budget. We in the CAA fully expect to share in this effort. I do want to assure you, however, that our basic 5 year program has the complete support of Congress and the President. Our appropriations request as approved by the House, although somewhat less than that requested by the President, is above the 1957 level, and we will be called upon to continue our efforts to recruit more people and undertake additional work programs. If the budget cuts are restored, even greater efforts will be expected of us.

Here in the Regional Office, we have added almost 100 new employees during this fiscal year. To make room for these welcomed additions to our family and to improve the working conditions of all, we and the General Services Administration have agreed to a number of quite radical building changes which you will see materialize in the next 30-60 days. We have contracted for the installation of partitioning to create separated working areas for the various segments of our organization. Barring unforeseen technical difficulties, the GSA proposes to install a suspended ceiling over the entire general office area and to improve the heating and ventilating system to reduce the noise level. These changes, we hope, will make our little family more contented. As "Carnation" tells us, a contented cow gives more and better milk. We will watch the results to determine if they are right or if we should change our brand.

Another area involving people is our responsibility to make new employees feel at home and become productive as soon as possible. To this end, we are initiating an orientation program which will be directed by our Training Officer, Mr. Chet Stalker. Originally, his efforts will be confined to Regional Office employees and those in the field who can or normally would report to the regional office before taking on their field duties. As soon as possible, material will be prepared for distribution to field facilities so that the respective supervisors can conduct this function locally. Only too often, with expanded work programs, we tend to slight our responsibilities to the new employee. I cannot stress too strongly that sometimes a first impression is a lasting one and our initial efforts may well result in an enthusiastic employee who will want to make the CAA his career or in one who becomes unhappy and will eventually leave us. Let us not forget that no matter how many gadgets we buy to do our job, we still need people to run them. Consequently, let us be sure that we devote as much time to develop the "new man" as we would to maintain a new gadget.

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"Man's greatest enemy in the air, fog, was conquered yesterday at Mitchel Field when Lieutenant James H. Doolittle took off, flew over a fifteen-mile course and landed again without seeing the ground or any part of his plane but the illuminated instrument board. The occasion marked the first instance in which a pilot negotiated a complete flight while piloting absolutely blind. The demonstration was more than an exhibition of blind flying and instrument perfection. It indicated that aviation had perhaps taken its greatest single step in safety."

In addition to accomplishing the first instrument flight, Lieutenant Doolittle had also devised the first instrument approach procedure. From that time on, instrument flight and instrument flight procedures developed rapidly. Today, most airports of sufficient size to support airline service have their own instrument approach procedure and facilities. These include instrument approach procedures utilizing the Low Frequency Range, "H" facility, VOR, Radar and ILS systems. Within the continental limits of the U. S. there are now approved for civil use over 1,100 instrument approach procedures. These procedures are established and constantly maintained by the various Air Carrier District Offices of the Air Carrier Safety Divisions of each of the four regions. Approximately 325 of these procedures are located in Region IV.

In addition to this, the Air Carrier Safety Division is responsible for the establishment and maintenance of minimum flight altitudes for all airways and direct routes. To date, the national airway mileage alone is in excess of 158,000 and this figure is increasing rapidly as the Federal Airway System is expanded.

Much of the effort of the CAA is directed to the safe and expeditious movement of traffic under instrument conditions. In their capacity as instrument procedures specialists, Air Carrier Inspectors provide valuable assistance to the public and to other Divisions within the CAA in the field of planning and development. The establishment and development of an instrument approach procedure by the Air Carrier Safety Division is frequently the culmination of extensive planning by the Airports, Air Navigation Facilities, and Airways Operations Divisions. It is not enough to know that "everything that goes up must come down." In the aviation business it must come down - safely.

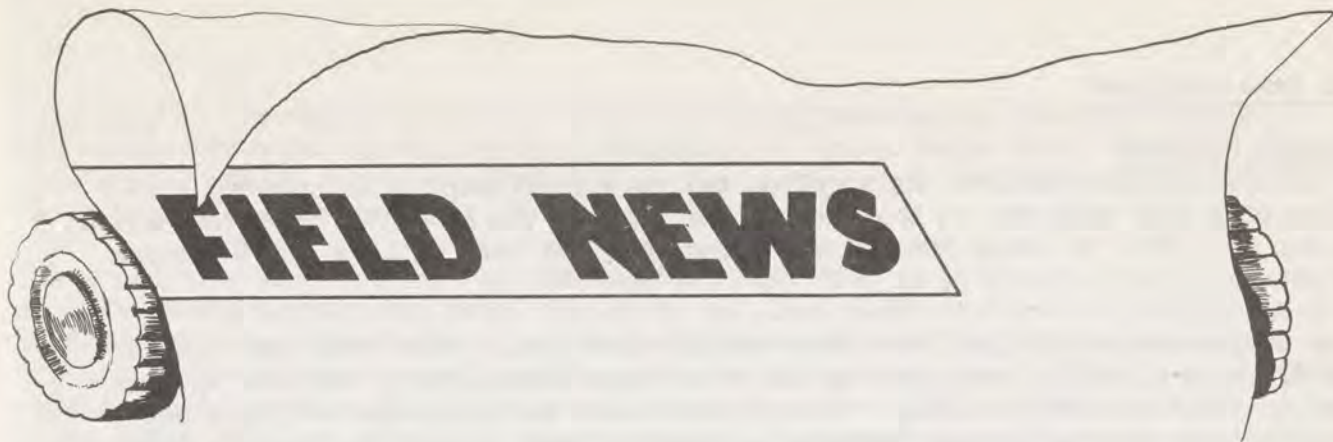
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V. P. P. NOTES

We were sorry to learn of the death of Edmon J. La Due, Chief, Airway Operation Specialist (Airport) Tucson, Arizona. Mr. La Due passed away on April 23 of a possible heart attack.

He entered on duty with the CAA on January 24, 1941, in the Long Beach, California Tower. Prior to becoming Chief of the Tucson Tower, he served in various Towers in this Region and also spent one year in the old 9th Region.

Mr. La Due is survived by his widow, Mildred. A check in the amount of \$2500 was mailed to her on April 23. Another check for approximately \$6450 will be sent to her at the expiration of the repledge grace period which is midnight May 10, 1957.



WINSLOW, ARIZONA

COMMUNICATIONS STATION: Due to an ideal geographical location, weatherwise, this station has more than its share of disabled aircraft. Because of this fact, emergency situations have become a matter of routine. The excellent flying weather, sometimes when high surface winds are present (especially in the early spring), lures the uninitiated and less experienced pilots into a sense of false security. Taxiing and turning problems are common-place. Several pilots have had their aircraft ground-looped and turned over due to their failure to anticipate gusty conditions. This office makes every effort to advise pilots of such hazards but when radio contact isn't made - our hands are tied! Fortunately such high wind conditions generally exist only for a week or two during the early spring and excellent flying weather prevails during the remainder of the year. The field has been closed only four or five days during the past few years on account of low ceilings and/or visibility.

Station personnel (in tower structure) have their hands full trying to convince some pilots that Winslow does not have airport traffic control which furnishes information for taxiing, landing, take-off, runway in use and other data pertinent to such operations. The station has its hands full trying to take care of jet penetration reports, over reports and estimates, along with relay of essential information to the ARTCC office/s concerned. Winslow consistently maintains its place among the top six stations in the region in air-ground contacts. This can and does lead to some very special and interesting problems.

Recently AOS Bohman purchased a new movie camera equipped with telephoto lens. For his first subject and as a test for this new camera, he chose a T-33 jet taking off. Little did he know as he was focussed on the moving aircraft that he was making a very important camera shot - for the aircraft, after a feeble rise at the end of the runway, crashed and burned. At this point, all picture operations ceased and emergency procedures were effected. The pilot escaped serious injury. The Air Force requested the film which they developed and duplicated, returning the original to Bohman. The film was excellent, showing the entire take-off in detail. Upon returning the film, the investigating officer advised that if all accidents were covered as thoroughly, his job would be a much easier one. Congratulations to Gene for some rare photography.

After several recent changes, our present personnel roster reads as follows: Meschko, Pollock, McKee, Everett, Bohman, Myers and Kelley. Dwight Hutton (Walla Walla) has been selected to replace Parrish who transferred to Seattle ARTCC. Hutton is still in Walla Walla awaiting relief before reporting Winslow, I theenk!

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Field News Continued

TRINIDAD, COLORADO

COMMUNICATIONS STATION: We survived the recent blizzard with only the discomfort of a long week-end at the airport for some of the AOS. SES Thompson was over-due on a trip to Raton VOR but was found safe and cozy waiting out the storm in a motel.

Of the many storm fatalities, none occurred in this area. There was very little property damage locally, and none to CAA facilities disregarding the snow and ice packed in the Raton VOR building. The sections east and southeast suffered heavy livestock loss and one Aeronca hanged at Sammons Ranch accumulated enough snow and ice on the wings to bend the struts.

Outlook for 1957 is for very good fishing and hunting due to the heavy snows in the mountains. In addition, the Purgatoire Flood Control Dam, proposed location 4 miles upriver from the city will, if it materializes, increase recreational facilities and bolster local industry.

Continental Airlines has filed notice of intent to discontinue their scheduled stops at Trinidad effective July 1 because of inadequate revenue. City Officials are reluctant to have this service terminated.

In the realm of communications, conditions are about par. ATCS modernization has been completed, automatic standby generator installed, peripheral site survey completed and Service B relays operation 100% except during periods of line trouble.

We have had no unusual activities. Our station plugs along with a steady workload. Janik just transferred to Douglas, Arizona. Ver Wiebe recently reported from Rock Springs.

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DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

Fabrication work on the No. 1 Queen Bee airplane is proceeding rapidly at San Diego. Numerous conformity inspections have been conducted on this aircraft. The Company plans to have their flight test program complete and the airplane ready for submittal to the CAA for flight test by November 1957.

Icing tunnel tests have been conducted on typical specimens of the Boeing Model 707 airplane. Much of the icing approval is expected to be based on icing tunnel test results. In addition, the Air Force plans to conduct full-scale icing tests on a KC-135 airplane using a "spray" airplane as a source of ice. Action has been initiated for CAA participation in these tests. Fire tests on the KC-135 powerplant at the Technical Development Center recently were reviewed with Boeing and Region 4 personnel in order to obtain maximum benefit from these tests in the evaluation of the Boeing 707 powerplant installation. The early tests are expected to determine ventilation requirements for the installation, the necessity for oil tank shut-off valves as a fire control measure, and the effectiveness of aluminum nacelle structure in containing or controlling a powerplant fire. Body sections of the first 707 airplane are being joined. Inboard wings are out of the jigs. Components of the second article are taking shape. The cabin interior mock-up now is being evaluated by Air Carrier and CAA representatives.

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Following the Preliminary Type Certification Board meeting at Convair in March, the manufacturer is expediting the preparation of basic loads data. Some of these data are scheduled to be received by the CAA in May, with the majority of the data being transmitted by the 15th of July.

The evaluation of basic data on the Douglas Model DC-8 is proceeding rapidly. To date the basic aerodynamic data, the speed and load factor data, air loads, control surface criteria, ground loads, and miscellaneous methods data have been received. The CAA review of the control surface data has been completed, and the review of the remainder of the data submitted is estimated to be over 80% complete. Additional basic loads data are scheduled for transmittal between June and September of 1957. One or two smaller volumes are scheduled for submittal in early 1958.

Numerous inquiries have been received regarding the steps necessary to obtain a Type Certificate for military surplus Douglas C-74 aircraft. Several meetings have been held with representatives of the U.S. Air Force regarding this matter. All available information has been provided to the Air Force in order to assist them in accurately describing the steps necessary for type certification to prospective customers.

Representatives of the Hayden Aircraft Corporation have contacted this office regarding their plans to go into production on a modern version of the Ford trimotor airplane. They plan to call this airplane the "Stout Bushmaster" Model 15-AT. A factory site has been acquired at Fullerton airport and the Company advises they have full rights to the use of the original Ford data. They plan to do investigative development work on a modified Ford trimotor airplane which they have available. They expect to complete this work and to accomplish the engineering for production of this model by the end of 1957. The present tentative plan calls for Application for Type Certificate under CAR 3 on the initial modified airplane. After a limited production of this configuration, additional improvements are planned, including widening of the fuselage and structural improvements. Company representatives stated they plan to apply for a Type Certificate on this project in the immediate future.

The 100-hour tie-down test has been completed on the Hiller Model UH-12D helicopter. The torsional vibration test program for the aircraft presently is being reviewed.

Fabrication of the wing for the prototype Lockheed Model 188 airplane is estimated to be 80% complete. Fuselage parts are in the early stages of manufacture. Most of the basic loads information on this project have been received and the evaluations of these data are under way.

CAA Type Certification, and Functional and Reliability tests were completed on the Lockheed Model 1649 airplane with Hamilton Standard hollow type aluminum alloy propeller blades installed and the Final Type Certification Board on this project was held on the 29th of March. Type Certificate No. 4A17 was issued on this date. Lockheed presently is modifying the test airplane to install Curtiss electric propellers. Propeller vibration flight tests and Lockheed exploratory flight tests are expected to begin in the immediate future. CAA flight tests of this modified version of the 1649 are scheduled to begin in approximately three weeks.

Available technical data on the Napier Eland-powered Convair 340 aircraft have been reviewed by CAA personnel. A Preliminary Type Certification Board on this aircraft is scheduled for April 16. An agenda for the evaluation of this project is being

prepared. It is understood that Napier will be the applicant for a Supplemental Type Certificate on this project with PacAero representing Napier in Region 4. It is understood the prototype airplane will be available for flight evaluations in this area by midsummer.

Representatives of the OnMark Engineering Company have made several contacts regarding a type certification program for a remanufactured Douglas B-26 Executive type airplane with a redesigned pressurized fuselage and Allison T-56 type turbo-prop powerplants installed. Representatives of this Company have advised that they plan to go ahead with this project and a factory site has been obtained at Van Nuys Airport. It is understood that an official announcement will be made within a week.

AIR CARRIER SAFETY DIVISION

The Flying Tiger Line is now participating heavily in both Atlantic and Pacific operations and extended ICEM refugee flights from Austria to Australia and Canada.

A survey of United Air Lines maintenance base after the earthquake of March 22, 1957 revealed damage to the buildings in almost all areas of the shops and engineering offices. Although a number of airplanes were on jacks in the various overhaul docks, no damage to this equipment occurred. A few cylinders and engine parts in the engine shop were tumbled from their racks and were damaged. However, losses in this area were very small. Damage to the buildings consisted of dislodged tile and neon lights in the engineering office, while buckled beams, broken cement at beam anchorages and cracked walls and floors were evident in the shop areas. Fortunately, injuries to personnel consisted only of two broken legs and a few bumps, bruises and minor cuts. United, however, decided to close up shop so that their people could go home and see how their families and homes were. This also gave United a chance to inspect the buildings, pick up the book cases and filing cabinets and clean up the various hunks and pieces of cement and tile in the various areas. Ground services did an excellent job of restoring order as everything was functioning smoothly in all departments Monday morning, with even the people in the area of the drop hammer shop seldom looking up when the huge earth shaking hammer was in operation.

Bonanza was awarded a new route from Los Angeles to Las Vegas via Ontario, Riverside and Apple Valley. Service into Apple Valley is slated for the first part of June.

The Flying Tiger Line started regular operation of the 1049H aircraft on the 8th of March. At the present time five 1049H Constellations are in operation in domestic freight and International passenger and freight operations.

During the period of March 20-29, the Inspector-in-Charge of Trans World Airlines, Kansas City, and representatives from the Los Angeles, Burbank and San Francisco District Offices took part in the functional reliability tests on the Lockheed 1649 Starliner. On March 29, representatives attended the final Type Board Meeting on the aircraft. It was recommended by the Board that a new type rating be required on this aircraft due to systems changes.

Continental Air Lines has completed the application for amendment to their Operating Certificate to include a new authorization Chicago to Los Angeles. Proving flights for this operation will commence April 15, 1957, and be completed on or before April 21, 1957. Continental Air Lines first DC-7B was delivered on March 28 and is currently being used for maintenance and flight crew training. Their second DC-7B will
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be delivered on April 5 and will be used in maintenance and flight crew training, and in addition, flight crew en route and terminal qualification flights. Delivery dates for the third and fourth DC-7Bs are scheduled for June 15 and July 15, respectively. Delivery date for the fifth is indefinite. It is anticipated that regular service Chicago to Los Angeles will be inaugurated on April 28, 1957.

The Boeing 707 Pan American Airlines Number 1 is advancing on schedule and two body sections have been joined. Present indications are that Civil Aeronautics Administration type certification flight tests will begin on schedule in February or March, 1958.

A meeting was held by representatives from the Los Angeles District Office with the Chief, Real Estate Division of GSA on March 7 concerning a proposed heliport on the new downtown Federal Building. A flight was made with Los Angeles Airways to evaluate the proposed site from the air. The evaluation indicates that due to the location of the Federal Building in the highly congested downtown area of Los Angeles, the operation of single engine helicopters is not feasible at this time. With multi engine helicopters, single engine performance, the roof of the Federal Building could be used as a heliport.

Southwest Airways has been awarded two new route extensions, Bakersfield-Palmdale-Las Vegas and Burbank-Palmdale-Las Vegas. Southwest presently plans to start operation over the route extensions about July 1, 1957.

The Denver District Office reports that Continental Air Lines is conducting preliminary planning and some training in preparation for their receipt of Viscount aircraft in 1958 and Boeing 707s in 1959.

United Air Lines is expanding its facilities at the Seattle-Tacoma Airport this year. Plans call for the construction of an additional 7,700 square feet of floor area to United Air Lines existing hangar.

The Association of Local and Territorial Airlines, which was formed in Seattle during March by six local service carriers, will hold a budget meeting late in April or early in May, probably in Washington, D. C. The association was formed by a group consisting of West Coast Airlines, Bonanza Airlines, Central Airlines, Ozark Airlines, Lake Central Airlines and Frontier Airlines. Several other airlines have indicated interest in joining the original group. These include Reeve Aleutian Airways of Alaska, Aloha Airline of Hawaii, Hawaiian Airlines of Hawaii, and Northern Consolidated Airlines of Alaska.

Representatives of sixty communities and civic organizations will be heard on the Pacific Northwest local service airline case for the CAB Examiner in Seattle, April 10. West Coast Airlines is petitioning to expand its service, and Northwest Orient Airlines and United Air Lines are proposing to suspend service to Yakima, Bellingham, Walla Walla, Redmond, Klamath Falls and Salem. Linked with the Seattle hearing is the Montana local service case tentatively scheduled to be heard in Great Falls, May 13.

CAA facilities and offices at San Francisco International Airport put on a "rock and roll" demonstration on Friday, March 22, 1957. During the earthquake on that date the new terminal proved its earthquake qualities. The "swing and sway" increased in intensity; on the fourth floor air carrier office, the shock was so severe it was virtually impossible to walk; on the fifth floor, the shock was more

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severe, and on the top floor, where the control tower is located, the large plate glass windows "popped" out of their bases and the glass bowed approximately four inches. Despite such a shaking, the physical damage was minor; however, the mental consternation still remains.

GENERAL SAFETY DIVISION

Inspector Kagy of Medford, spoke at a Chamber of Commerce meeting at North Bend during the month and presented a safety award to the winning Coos County Aero Squadron.

Shop work seems to be holding up well in most areas and numerous dusters and sprayers have been and are being prepared for forest spray projects on the East coast, including two Grumman FM-2 aircraft being certificated locally for such use.

Inspector Ruggenberg, Portland, has been very busy with the ROTC program at Corvallis. He spent 34.7 hours in actual supervision and flight testing plus another 15 hours travelling to and from the operation. 12 trainees were flight checked, among which there were 3 for course completion, 4 for elimination, and 1 flight instructor for qualification.

Annual Authorized Inspector meetings were conducted during the month at Fresno, Modesto, and Bakersfield. General problems were discussed, and policies reviewed. The main common problem presented by the AIs is with reference to the supplemental type certification program. Their inability to obtain engineering assistance and subsequent approvals is the critical area. We are of the opinion that there are some qualified people who could serve as designated engineering representatives, but who do not meet present designee requirements with respect to formal training. We have one such person in our district whom we believe capable of handling a large percentage of such district problems.

With the end of March, the first quarter of the calendar year has ended. The number of files forwarded to Washington reflects an increase of 31% over the same 1956 period. We predict the increase will hold throughout the year.

Phoenix GSDO - Military aircraft are being released at Litchfield and Davis-Monthan in large numbers and we are getting many requests for ferry permits.

During the month Supervising Inspector Princen (Seattle) talked to several groups on aviation safety, including the Kiwanis Club and the CAP Flying Club at Shelton, and the CAP Unit at Bellevue.

The Supervising Inspector at Seattle held a meeting with Airport Manager Whitten, Chief Controller Welchko, Bob Jones of the Air Carrier Office, Mr. Drew, DAE and Commissioner Odell regarding the lengthening of the short light plane strip on Boeing Field.

The new Private Pilot written examinations and supplementary material has now been received and the old examinations returned.

Long Beach GSDO reports that one of our former aerial applicators is working with the Forestry Department on an experimental program utilizing a PBY for water bombing of forest fire. Engineering studies are under way on modification of a PBY to carry the water in integral hull tanks with bomb bay-type doors for dumping. Some test flights were made in the Santa Ana Mountains and it was determined the maneuverability

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of the PBY in mountain terrain was satisfactory for this purpose.

The Mayor of Buena Park is instituting action to stop expenditure of public funds at Fullerton Municipal Airport and is attempting to declare it a nuisance.

The Long Beach office has been working with the Orange County Sheriff's Office in attempting to discourage a young college student in his plans for a free-balloon flight and parachute jump until such time as he has complied with CAR requirements. The young man has constructed his own balloon and is now trying to manufacture the gas for it, following refusal of a commercial vendor to sell him hydrogen. Last reports indicated that he tried a mixture of lye and ferrosilicon which exploded. It appears he plans to proceed as soon as he gets the right formula.

Inspector Denner showed some aeronautical film and spoke to 25 members of the Artesia Lyon's Club at their regular dinner meeting. Considerable interest was shown in CAA regulatory and enforcement functions.

The second annual safety clinic, sponsored by the Long Beach Chapter of 99's, was held at Orange County on Saturday, March 9, despite inclement weather which cut down attendance. Weather conditions prevented us from carrying out the courtesy ride portion of the program; however, 30 private pilots received a link trainer demonstration and approximately 50 persons attended weather, communications, traffic control, and safety talks which were held in the Martin School of Aviation Hangar. Audio and visual aids, such as colored slides and tape recordings were effectively utilized by the speakers. The theme of this year's clinic -- "Operation in Control Zones and High Density Traffic Areas Under Marginal Weather Conditions" -- was stressed by all of the speakers and the courtesy rides were planned to simulate this type of operation. A tape recording of Long Beach radar operation in bringing a student pilot into a safe landing after he became involved in instrument weather was of particular interest.

Safety meetings were held at Blackfoot and Boise, Idaho during the month. At Blackfoot there were approximately 40 in attendance. Tom Cox, Chief of the Combined Facility at Pocatello participated and also Ralph W. Neick, Chief of the Pocatello Weather Bureau. In Boise approximately 35 attended. We were assisted by Harry Bergey, Chief, Combined Facility, Boise; Dave Stevlingson, Boise Weather Bureau; and Doctor L. E. Patrick, designated medical examiner from Caldwell, Idaho. Meetings, as usual, were well received and numerous individuals made it a point to make favorable comment.

Inspector Smith relinquished the chairmanship of the Boise Chapter of the Federal Safety Council this month. A year ago he was elected to the job and he has been sincere in his efforts to make it a better organization. From all I can learn his endeavor was successful and the organization had a very successful year.

As reported in previous months, all shops have a backlog of work. At least six operators are looking for additional mechanics in order that they can keep up with the workload. Numerous agricultural aircraft are now in work or will be put in the shops shortly and this is adding to the problem.

Inspector Beyer of Spokane gave a talk to the Kiwanis Club of Spokane on CAA and general aviation which was extremely well received.

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That office is assisting the Spokane Businessmens' Pilot Association and the Spokane Aviation Committee of the Chamber of Commerce who are co-sponsoring this year's aviation clinic.

Inspector Vaughan has just been notified that he is assuming the position of Supervising Agent in the Denver GSDO.

A pilot's forum was held in Oakland on the 27th with representation from the Regional Office. An estimated two hundred pilots attended.

Inspector Vandewark of Billings spent a week in Washington, and assisted in revising and reviewing the new Manual of Procedures 315 for surveillance of maintenance activities.

Two safety meetings were held during the month of March by the Billings GSDO and were attended by 80 people. One of these meetings were held in Glendive, the other was held at Billings.

A safety meeting was conducted in GSDO Denver, and those attending included business pilots, flight operators of all types, USAF, Navy, etc.

Inspector McClain of Salt Lake City was injured while investigating an aircraft accident. Inspector McClain's jeep was struck by an auto approaching from the rear and his neck was broken in two places. The doctor advises it will be several months before he can return to flight duty.

Aerial applicators in the Yakima area are busy applying zinc to orchards and spraying wheat for weed control. The operators anticipate a busy season. There is a shortage of experienced aerial applicator pilots. A number of operators have requested our assistance in finding pilots for them.

On March 28, Inspectors Sheehan and Grandy, Cheyenne GSDO, attended the Wyoming Aerial Applicator's meeting sponsored by the Wyoming Aeronautics Commission.

We understand from Mr. Everett Spackman, Wyoming State Entomologist, that the contemplated 1957 grasshopper control program will include spraying approximately 670,200 acres.

The Reno office has again been asked to participate in the Aviation Workshop conducted by the University of Nevada during the weeks of June 10 to 21. The office has accepted the invitation and intends to participate fully in the program.

It now appears, with the present session of the Nevada Legislature drawing to a close, that aviation regulation looking forward to the establishment of a State Aeronautical Commission will die in committees before there is time for such bill to be enacted. The writer has received no additional word from the Governor and, therefore, assumes that he does not anticipate the passage of such legislation during the present session.

AIRPORTS DIVISION

A District Airport Engineers' Conference was held during the week of April 15 at the Northern California Airport District Office, Oakland, California. The agenda covered all phases of the Airports Division activities.

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The 1958 Federal-aid Airport Program for construction and improvement of airports was released on April 2, 1957. Tentative allocations covering 59 airports and totaling \$10,988,472 were issued to sponsors in this Region. Announcement of the 1958 Program at this time will provide sponsors more time to make their plans and complete their preparatory work in advance of the Fiscal Year Beginning July 1, 1957, when the Federal money becomes available.

Grant Offers were issued during the month to the following: Tucson, Arizona, \$323,369 for control tower and operations building; Sterling-Logan County, Colorado, \$18,914 for paving runway, taxiways and aprons; Reno, Nevada, \$252,064 for land acquisition, preparation of site of terminal area and taxiway, pave tower access road and auto parking area.

Project Applications were received from the following locations: Flagstaff, Arizona, \$16,257 for enlarging administration building and auto parking area and improving entrance road; Phoenix, Arizona, \$340,858 for operations building and extension of underground utilities; Napa, California, \$21,893 for land acquisition and parking apron; Brackett Field-Los Angeles County, California, \$651,241 for land acquisition, pave runway, taxiway and apron, light runway, remove obstructions, fence construct administration building and equipment building, construct entrance road, utilities and auto parking area; Longmont, Colorado, \$23,772 for land acquisition, pave runway, taxiway and apron, light NW/SE runway and convert beacon; McCarran Field, Las Vegas, Nevada, \$391,967 for land acquisition, fire station, grade and pave stub taxiways and aprons, prepare site for service road; Carlsbad, New Mexico, \$88,927 for terminal building, entrance road and auto parking area; Seattle-Tacoma, Washington, \$890,463 for land acquisition, site preparation for N/S runway and taxiway extension including site for glide path and fencing; Rock Springs, Wyoming, \$19,445 for resurfacing and marking E/W runway.

AIRWAYS OPERATIONS DIVISION

Most of our time during the past three weeks in the Regional Office has been spent in developing the EANF 1959 Budget. We hope to have the bulk of this project completed by May 1.

The manpower utilization survey in the field of airway planning was completed during the month. This major project was spearheaded by Bert Moore.

Bill Larsen and Don Himes participated in a Washington meeting dealing with training problems.

Data on Service "A" Meteorological survey were compiled and forwarded to Washington.

Colonel Medrano, ATC Inspector in Spain, spent a week in the Regional Office to learn of our administrative and organizational methods. He later visited the Fresno Station Tower and the San Francisco Overseas Station.

Fairchild RAPCON will inaugurate Air Route Traffic Control service shortly. The en route function will become known as the Spokane Center.

The Facilities Division will begin tests at Burbank with a radar antenna, using a two-speed motor. This will permit rotation at 13 rpm as well as 26. It is believed that this slower speed may materially reduce ground clutter. If the experiment is successful, a switching device may be installed to permit selection of either 13 or 26 rpm.

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Plans are being made to establish approach control at Mountain Home AFB, utilizing military personnel. Messrs. Garrison and Fulkerson recently discussed this problem with Air Force representatives at Mountain Home and are now negotiating with AACS at Hamilton AFB to have this service established.

It was necessary April 16 to slow down recruitment for Center positions in order to avoid exceeding our authorized ceiling. We will resume recruiting at an accelerated rate if Washington is able to increase the number of our authorized positions.

Centers in this Region were ordered to discontinue the 48-hour work week April 21. This action was taken primarily because of postponement of inauguration of high altitude control.

Rex Warner of the Weather Bureau Regional Office at Salt Lake City was a visitor at our office April 23. This visit was timely, as it permitted us to discuss many EANF budget items which were common to the Weather Bureau.

It now appears that the new tower quarters at Bakersfield will be ready by July 1.

We have a major problem at Hill RAPCON in connection with parking automobiles. As of April 1, employees at and below GS-10 were not permitted to park on the Base and there is some possibility that GS-11 also may not be permitted to park on the Base. Since our efforts to correct this have been unsuccessful locally, we are referring the matter to Washington to seek assistance from the Pentagon.

The Ukiah Station now meets the requirement for up-grading to the high activity category. Necessary action has been taken.

John Munds completed surveys of training space requirements for Centers and assignment of our FY-58 allotment of four-channel recorders to Centers and Towers.

Len Middlekauff prepared 25 cases for the Regional Airspace Subcommittee involving new airways and control zones.

Moffett RATCC should be ready for commissioning in January 1958. Meanwhile, agreement has been reached to have CAA assign a small complement of controllers to Moffett to supervise the approach control function. This will be done sometime in August, when it is planned to inaugurate CAA Airport Traffic Control service at San Jose.

Bob Graner completed compilation of the semi-annual airport activity report and forwarded it to Washington. This report lists candidates for CAA Airport Traffic Control services and was based on surveys conducted by field personnel.

John Munds attended a meeting with the 15th Air Force at March AFB to work out details concerning electronic countermeasures missions in So. California.

Representatives of Facilities and Operations Divisions met with Don Mansfield, Assistant City Manager of Torrance, to discuss proposed establishment of Airport Traffic Control service. It is likely that the City will establish and operate this service until the volume of traffic is great enough to justify CAA operation.

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Our Division has agreed that Low Frequency voice channels will not be activated when new Control Towers are placed in operation, unless extenuating circumstances justify.

Bill Larsen is presently engaged on a routine field trip to facilities in Northern California and Southwestern Oregon.

Walter Swanson informs us that equipment for remoting ADC Long Range Radar to the McChord RAPCON is now on hand. We have stated that we have no requirement for this installation.

Visitors included Don Long, Jim Dow, Toby Lindsay, Bob Workman, C. D. Ridgeway and Jim Thorne from Washington and Fred McKnight from TDEC at Indianapolis.

FACILITIES DIVISION

Navigational Aids: Grading is underway on the Lakeview Mountain Top Site and a test rig is on the site.

Preliminary surveys have been completed on the new Hector and Barstow VORs.

A new mountain top site is being selected at Richmond. A test rig is at Piru Mountain and on completion of these tests, plans will be completed for awarding contract.

Plans and specifications have been completed for issuing bids for the VORTAC facilities at Long Beach and Oceanside.

Appraisals are being made preliminary to condemnation procedures for procuring land required for the Pt. Conception Consolan Site, if necessary. We have contacted owners, and it is anticipated that condemnation proceedings will have to be instituted for two or three parcels out of nine for the land necessary for the Petaluma Consolan.

Plans and specifications have been completed for the St. Johns and Drake VORs. Construction is being delayed pending receipt of land withdrawal permits and agreements on St. Johns and Drake.

Plans and specifications have been completed for the issuance of bids for relocation of the ALS at Burbank.

Construction has started at the Billings ALS under the supervision of Harry Mellen.

Preliminary surveys have begun for the relocation of the middle marker and the glide slope at the Fresno ILS. Construction of the ALS, being accomplished under joint agreement by the Air National Guard under CAA supervision, has been started.

Construction of the HIALL and ILS at Spokane is well underway under the supervision of Virden Vick.

Relocation of the localizer antenna shelter at Arcata is underway with Joseph Boyd in charge. The progress of the work is being hampered by inclement weather.

Investigations are underway for possible sites for the Woodside VOR.

The Hanksville VOR has been completed by Phil Nicoletti and Jim Barnes. Valle VOR was completed by Bob Crookshank, Hal Fontecilla, Bill Keller and Frank Sparr.

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Deming VOR installation was started by Frank Sparr, Douglas Palmquist and Emmett Larsen. Myton VOR has been started by Loyd Stewart, Robert Mason and Guy Blount. Installation of Pinon mountain top VOR was started by Hal Fontecilla, John Williams, Bill Sherart and Bob Bynum.

Gene Meeks is out in the Shops fabricating inter-rack harnesses for VORs and modifying VOR monitors.

Marvin Andelin and A.C. Beard ran site evaluation tests near McChord Field but found the site unsuitable for establishing a permanent VOR. They now have the portable test unit at Lakeview where they will check a mountain top site.

Satisfactory VOR site evaluation tests were completed by Erwin Clark and Melvin Kucherer, on the Las Vegas Airport for relocation of the VOR, at the Lake Hughes (Newhall) site, and at Alamosa.

Successful VOR site evaluation test was completed at St. Johns by Roger Baker and Al Calloway. Fred Rowell and Roger Baker are now conducting a VOR site evaluation test near Gorman for the Piru VOR.

A second localizer site evaluation test at Long Beach to determine the effect of Douglas Aircraft Company road traffic was conducted by William Wilkinson and William Milbert.

Radar: An engine generator building is being constructed in the rear of the Regional Office for the Los Angeles Air Traffic Control Center, under the supervision of Don Medwedeff.

Two surveys for Long Range Radar sites have been completed, one at Mt. Mocho near Oakland by C. H. Burkhalter and crew, and the other at San Pedro Hill by Dave Domaskin and crew.

The Los Angeles VHF/DF-1 was commissioned on April 17, 1957.

The Denver Long Range Radar site evaluation, using a portable radar unit, was completed by Rex Brown, Bill Nelson and Candido Rivera.

Gold Mountain ARSR-1 site test was completed by Donald Hughes and his crew.

Communications: Thirty VHF/UHF Air/Ground communications sites have been selected.

Notice to proceed has been issued on VHF/UHF Air/Ground communications sites at Pueblo, Farmington, Santa Barbara and Bakersfield.

Relocation of Albuquerque ATCS to make way for the expansion and modernization of Albuquerque ARTCC was started by Edwin Pardee, George Martin, Eric Hoeft and Robert Shinliver.

Phase I Center expansion project and Medis Relocation at Denver were completed by Paul Allee, Jim Cheatham, Richard and Darel Preator, Tom Carrington, Ira Schrawyer, Ed Henning, Lavern Cope, LeRoy Dale, Don Gaba, Franklin Kohagen, and Charles Thompson. A crew has started Phase II of the Center expansion project.

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Salt Lake City Center expansion and installation of temporary Peripheral sites at Price and Riverton are in progress. Crew consists of Wayne Brown, Tommy Bracken, Roger Greenman, Lance Guyton, Howard Glover, Murry Asilowitz, Victor Simmons and William Good.

Spokane ARTCC installation has been started by Tom Bracken, Roger Greenman and Victor Simmons.

Relocation of the Harbor Island Fan Marker has been completed.

Howard Pyle is now at Salinas getting ready to relocate the ATCS as soon as the new building is accepted.

Peripheral sites in the Klamath Falls, Redmond and Red Bluff areas are being investigated by Elmer Brown.

Preliminary investigation of peripheral sites in the Reno and Winnemucca areas have been completed by Jim Barrett and Everett Carson.

W. R. Triplett, W. R. Frehse, and C. B. Kohli attended a Program Engineering Branch Meeting in the Washington Office early in the month at which time a general reprogramming of the proposed FY 1958 EANF Program was completed. In addition, the proposed FY 1959 EANF Budget was covered in considerable detail so that the regions could present a more complete submission. L.L. McAdoo attended the latter portions of the conference and during a portion of the following week was given an indoctrination course by the Washington office in frequency matters.

Maintenance Engineering Branch personnel have been very busy this past month in a variety of activities involving field trips. Mr. Melville completed almost a full month of attending District meetings, a field trip with the Division Chief and finally, a full week in conference of Maintenance Engineering Branch Chiefs at Washington, D.C.

Murry McConnell also attended the Maintenance Engineering Branch Chief's Conference and followed up with several days attendance at a symposium on the SAGE system at Lincoln Laboratories near Boston, Massachusetts.

Walt Blankman and Warren Sharp, ATDS #6, Denver, are attending TACAN school at Scott Field and Art Herbert with Kirk Barry are at Fort McClellan, Anniston, Alabama, being indoctrinated in nuclear decontamination.

Dave Earley attended a conference at Kirtland AFB, Albuquerque the week of April 15 involving the joint CAA/USAF initial inspection of the Kirtland RAPCON.

Following the inspection of this facility, the forthcoming transfer of five Region 4 RAPCONS from the USAF to CAA was discussed with representatives of the 1800th AACS Wing. The primary factor delaying the transfer is the matter of the USAF providing an adequate stock of spare parts for these facilities. A delay of approximately 60 days is anticipated.

Several Region Four ASR facilities have been selected for special high altitude flight checking with the new CAA Convair aircraft. Maintenance Engineering Branch

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personnel at the locations chosen have been advised of the extent of their participation in these tests which will involve the evaluation, recording and plotting of the strength of radar signals received from the Convair up to altitudes of 20,000 feet or more. Should the tests prove to be satisfactory, high altitude flight checking will probably be extended to other ASR facilities in the Region where the operational need exists.

Maintenance Supervisor Dimick and his crew recently engaged in a novel type beacon replacement operation at Pilot Knob. To expedite the exchange of a 6 RPM beacon for a new 12 RPM unit they enlisted the aid of Vincent AFB helicopter units and effected the removal of the old beacon and delivery of the replacement unit to and from the top of the mountain by helicopter. Mr. Dimick was enthusiastic in his praise of the cooperation extended to him by personnel of Vincent AFB and with the skills exhibited by helicopter Pilot Lt. Robert P. Rosvold. The project was completed without serious incident in spite of the fact that terrific wind currents existed on and around the top of the mountain.

Recent graduates from the Aeronautical Center are: Raymond Hawk, Spokane, and Thomas Lym, Pocatello - ILS/VOR Class No. 120A; Ronald Farr, Great Falls, and Gerald Wakefield, Phoenix - Communications Equipment Class No. 71.

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CAA TOASTMASTERS CLUB

The semi-annual Ladies night meeting was held at Topper's Restaurant in Inglewood on April 10. Installation of the new officers for the period of April through September was made by the Area Governor, John Sherman. The new officers are:

President	Merle Zeigner
Educational Vice-President	Richard Bache
Administrative Vice-President	Riley Harris
Secretary	Hubert Huber
Treasurer	<i>Jim Van Vorhis</i> Riley Harris
Sergeant-at-Arms	Wallace Frei

In the Table Topics program, the ladies rather than the men were the topics speakers - on the subject of "My Husband's Virtues." The speaking time varied from 6 seconds (husband with no virtues) to 6 minutes (almost) in which the lady (spouse of executive in Credit Union) did not confine herself entirely to the subject of virtues.

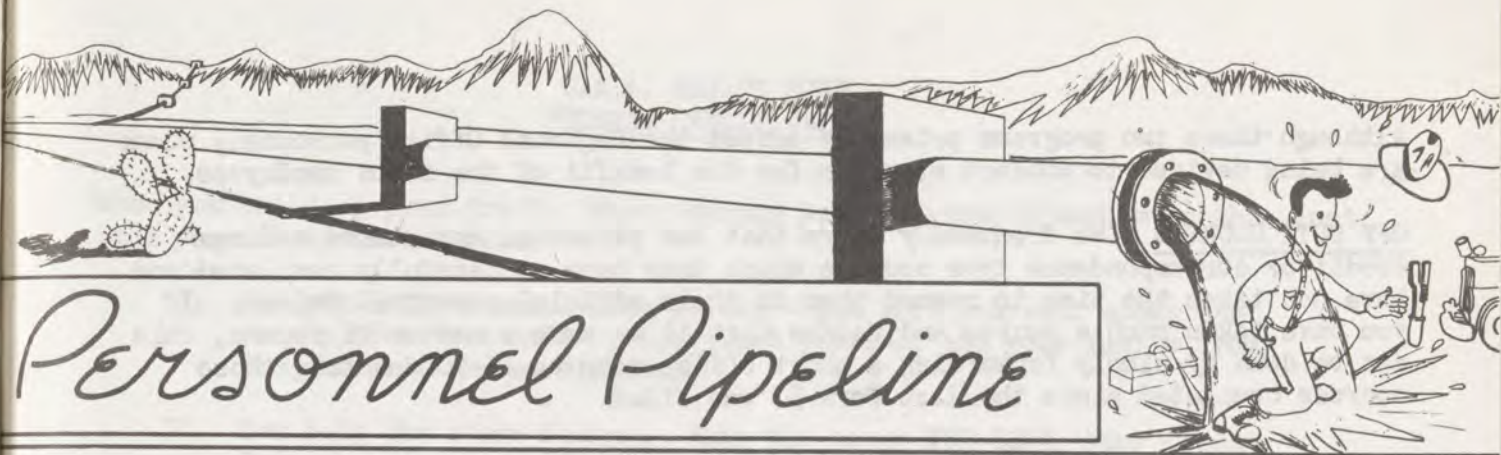
Three speakers participated in the prepared speech program - Riley Harris, Howdy Miller and Dick Bache.

* * * * *

"Pilot to control tower! Pilot to control tower. I'm coming in. Please give me landing instructions."

"Control tower to pilot. Control tower to pilot! Why are you yelling so loud?"

"Pilot to control tower! I don't have a radio."



PERSONNEL SHORTAGE = Don't permit the recent publicity on cutting the Federal Budget discourage you from letting your friends and neighbors know about CAA's need for people. Our need is still pressing particularly on Stenographers, Airways Operations Specialists, Electronic, Civil and Aeronautical Engineers and Electronic Technicians.

We have discovered that people in the field on the "firing line" can help immeasurably. How? By telling everyone about our employment needs through the medium of clubs, newspapers, participating in career days, aviation committee meetings, etc. You will be surprised how many people find that our jobs in CAA have a whole lot to offer.

The Personnel Office (IA-90) wants to learn of any lead which you are able to supply - surplus employees at a Naval shipyard, Air Force Base, Aircraft Company or any other private concern where there may be the type of personnel we customarily use. If we can get to these people fast enough, we may be able to "click" with a promising individual.

Maybe you could set yourself up a quota like one prospect a week or a month. Whatever you may be able to do should help this personnel shortage.

ASUAL REMINDER TO SUPERVISORS! March 31 was the anniversary date for last year's performance ratings. A recent Administrative Notice dated April 3, 1957 was specially prepared for the benefit of supervisors to assist them in this very important phase of their supervisory job. We suggest that you keep this Notice handy and review it periodically. We believe that it contains information which should help.

TRAINING = A new type of Orientation Training Program gets underway for Regional Office employees on May 8. The first group of persons taking this course will be those employees hired within the past six months. The Program is geared to furnish the new employee with a solid birdseye view of CAA's operations. An employee will not be eligible for the sessions until he has been around for three weeks. It is now generally recognized that too much orientation the first day, or even the first week, may give the new person mental indigestion.

Also, a "Pilot Run" on CAA's newest Management Training Course for Supervisors will "Solo" around May 21.

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Although these two programs primarily affect the Regional Office personnel, plans are being devised to conduct programs for the benefit of the field employees.

OFF DUTY COURSES - We frequently learn that our personnel have taken college credit or correspondence type courses which they have successfully completed and have not taken the time to record them in their official personnel folder. If you have taken such a course and desire that it be made a matter of record, this can be done by simply forwarding a short office memo to LA-90 denoting those courses completed since the last Form 57 was filed.

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Glyndon Riley, Deputy Regional Personnel Officer, was a panel speaker at the mammoth Federal Personnel Management Conference held at the Fairmount Hotel in San Francisco April 4-5. The panel discussion was on "Federal Pay - Structure or Stricture." His portion dealt with competing for technical personnel in view of today's labor market.

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WILLIAM A BRENIMAN - RETIREMENT

Bill has submitted application for disability retirement following a variety of surgery and medical treatment since January of this year.

He has had a varied career in Government service starting with the U.S. Navy in World War I. Between 1922 and 1929 he alternated between the sea and business enterprises in Los Angeles. At one time he owned and operated the largest radio parts store in Los Angeles. As a side line, he organized and operated the Los Angeles Radio Institute to teach others the art of radio. Only July 12, 1929 he entered the Airways Service under the Department of Commerce and he has continued in this service to the present time.

Between 1929 and 1931 Bill served as a Radio Operator at Rock Springs, Fresno, Los Angeles and San Diego. He was appointed Operator in Charge on March 1, 1931 and served in that capacity at Reno, Pasco, Big Spring and Denver. He was promoted to Maintenance Inspector on July 1, 1938 and was assigned to Kansas City to help form the old 5th Region. On February 1, 1939 he transferred to the position of Communications Inspector in the same office; was promoted February 1, 1942 to Assistant Chief of the Communications Branch in the Kansas City Regional Office and in April 1946 to Chief of this Branch in the Chicago Regional Office. He was again promoted in November 1951 and transferred to the Foreign Standards Branch in Washington, where he was engaged in international procedures work. He served as a member of the U.S. delegation at the Regional Air Navigation meeting in Istanbul and engaged in ICAO work in other areas. He also served as Deputy Chief of the Communications Division in Washington.

In April 1952 he voluntarily demoted and transferred to the position of Chief of the Operations Branch of the Airway Operations Division in old Region VII at Seattle. When the regions were merged in 1953 he was transferred to Los Angeles and assigned as Chief of the Technical Services and Planning Branch and has continued in that capacity to date.

Bill is exceptionally well known throughout the service and his many friends wish him well. He and his wife Ruth reside at 8449 Naylor Avenue, Los Angeles 45, Calif.

C.A.A. REGION FOUR
FEDERAL CREDIT UNION

When you build up your Credit Union savings account, you do much more than just save your money at interest.

- I. You put a floor under your future - you list yourself among the people "who have it" - you protect yourself and your family from the shock of sudden disaster.
- II. You help the other fellow. With the money YOU SAVE, your Credit Union has the power to help some other member who may be in trouble - or who just needs credit.
- III. When you save with your Credit Union you build your own borrowing power. The law sets a top limit on the amount your Credit Union can lend without security. Every dollar you add to your shares (savings) account raises that limit when YOU need money.
- IV. You get Life Savings Insurance - a dollar of life insurance for every dollar you have in savings. Insurance that actually pays for itself!
- V. And dividends = those dollars added to your savings by your Credit Union at the end of the year. Big dividends - perhaps the biggest you can get anywhere = when you and most of the rest of the people here become ACTIVE members of this Credit Union!

When you save with your Credit Union, you don't just "put money away" = YOU PUT IT TO WORK!

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.

"C-47 CARRYING 15 MEN MAKES EMERGENCY LANDING AT AKRON
CAA FIELD SUNDAY NIGHT"

The above and similar column headlines appearing in Colorado newspapers recently described an incident of emergency assistance that made us feel proud again of our organization and its services as so many similar cases have in the past.

Summarizing the newspaper reports the story goes:

Akron's Civil Aeronautics emergency landing field, six miles southeast of town, proved to be a lifesaver for 15 crew members and passengers aboard an Air Force C-47 transport plane Sunday night after one motor had gone out and the other was heating badly, necessitating a forced landing. The pilot and commanding officer of the aircraft said that it would have been impossible for the plane to maintain flying speed for more than a few minutes longer when the landing was made.

Aboard the C-47 were nine Fitzsimmons Army Hospital doctors and six crew members. The plane was en route from Boston, Massachusetts, where the doctors had attended a medical conference, to its base at Lowry Field, near Denver.

Contact was first established with the disabled aircraft by the Akron Station when it was over Wray, Colorado, about 50 miles east. 15 minutes after the initial contact the C-47 reported that everything loose was being tossed out of the plane in an effort to maintain altitude and reach the Akron field. Some very timely and effective assistance given the pilot by AOS Leland C. Bittner, Akron ATCS, enabled the pilot to locate the Akron field in time to avert making a forced landing at night over unknown terrain.

Thank you Akron and all the others of you who have responded so well in the emergencies which have occurred in the past and which will challenge us in the future!

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