

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE GENERAL MAINTENANCE INSPECTOR, HE'S A BUSY FELLOW

By

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The Civil Aeronautics Administration can be very proud of the experience background of all of its employees. I know of no groups or governmental agencies that place so much authority and responsibility in its people than do the various divisions of the CAA.

We all know our own jobs and perhaps some of the responsibilities and duties of our close CAA friends, but I wonder how many of our CAA family know of the routine duties of the General Maintenance Inspector assigned to the General Safety District Offices? To read his work program objectives, you will find that he is charged with five major responsibilities: (1) airman certification, (2) repair station and mechanic school certification and surveillance, (3) aircraft airworthiness certificates, (4) continued airworthiness surveillance, and (5) accident investigation and prevention. In following him around, you will soon learn that he has a very wide scope of responsibilities and he commands a very high respect from the aircraft industry and the people in his community. His primary responsibility in certification of airmen is concerned with the mechanic and repairman certificates. This includes interviewing applicants and conducting written and practical examinations. Incidentally, a "practical" for the airframe and powerplant examination consumes twelve hours of his time per applicant. Due to the terrific man power expended in conducting the practical, he has delegated some of his authority to some of the more outstanding mechanics in his district, by appointing them mechanic examiners. He, naturally, supervises and runs a constant surveillance on this very capable group of individuals.

The approved repair station program is a major part of CAA's responsibility. This region supervises in excess of 150 approved repair stations, whose combined payroll amounts to millions of dollars each year. Aircraft being overhauled by these agencies vary from the smallest of single-engine to the Douglas DC-7 and Lockheed 49 series aircraft. The majority of our nation's business-aircraft fleet is maintained by approved repair stations as well as many of our air carrier aircraft.

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Not all of the approved repair stations are concerned with the overhaul of complete aircraft. To give you an idea of the diversified problems confronting the inspector, these repair stations are rated to overhaul all of the various components making up a complete aircraft. This includes: powerplants (reciprocating engines, jets and turbo prop), automatic pilots, instruments, weather radar, oxygen equipment, life rafts, and a score of others.

The aviation industry is in dire need of certificated mechanics to maintain the airlines' fleet of more than 1500 aircraft and the 60,000 plus active civilian aircraft operating in some phase of general aviation. To fill this need, the General Safety Division, through its inspector, certifies and supervises mechanic schools. These schools vary from the large private school similar to Northrop Institute here in Los Angeles, to High School, Junior College, and College courses throughout the region. Not only does this inspector approve the facilities and equipment of these schools, but he also approves the curriculum to be followed. He is constantly running surveillance of the school and its product and making periodic reports. The mechanic when certificated is not forgotten; he is then a part of the industry and works with the inspector and our regulations and policies from then on.

Following the manufacture of an aircraft and its certification by the Engineering Division, the airworthiness of all aircraft in general aviation becomes the problem of the Airworthiness Inspector. This includes approximately 243 makes and 1236 models of aircraft being used for hundreds of purposes. Some of the major uses are: business and corporation transportation, agricultural operations (crop sprayers and dusters), air taxi operations, student instruction, private flying, aerial advertising, pipeline and power patrol. All military surplus as well as the majority of Part 8 (Restricted) aircraft obtain their original certification from this busy inspector. The fleet of all types of aircraft used in general aviation is growing daily. As an example, in 1954, - 3,073 new aircraft entered general aviation; in 1956, - 6,000 new and used units were placed in operation. Although new aircraft are primarily the single and light twin-engine aircraft, we are getting a considerable number of Convair, DC-3 and -4 engine aircraft. One turbo prop Viscount was recently delivered to an oil company in the San Francisco Bay Area. Best informed advisors are of the opinion that the airplane is here to stay.

This region has a tremendous agricultural industry. One of our 23 districts has in excess of 350 aircraft used exclusively for this purpose. These aircraft vary from the light Piper Cub, to the 120,000 lb. gross Boeing YC-97, with Stearman B17's, Ford Tri-motors, Grumman TBMs in between.

As you see, its a business with a lot of variety. The equipment of the agricultural operator is constantly being redesigned to meet the demands and to better serve the agricultural industry. Some of the problems confronting these operators are the result of the Regulations of other governmental agencies. A recent Regulation affecting the cotton industry required the farmer to plant four rows and skip four rows throughout his farm. The agricultural operators immediately had to redesign their equipment to guarantee good coverage while this type of farming was being practiced. This is only one of the many daily problems confronting the agricultural operators. Of course, the redesign of this equipment required CAA approval in most cases.

During the inspector's airworthiness surveillance activities, he is primarily concerned with compliance with the Civil Air Regulations, enforcement of our regulations and the investigation of malfunctioning and defects in aircraft. In this roll, it

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## REGIONAL ADMINISTRATOR'S COLUMN

The services performed by CAA have become essential services in our present way of life. In a national emergency our services would become critical and we would be called upon to do generally what we are doing now but with considerable more urgency.

If we are to be in position to perform these services when needed in an emergency we must make plans and preparations ahead of time.

The Administrator has made it quite clear that we are expected to make necessary preparations for an emergency as an integral part of our normal operations. This means that getting ready for an emergency is not something we can do "later on when we get around to it." It is not something we can leave to "the other fellow" to do. It is not something we can leave undone just because we believe we have something more urgent or interesting to do.

Emergency readiness is a part of the total job we are paid for. None of us are paid to perform services, or execute an airport program, or provide air traffic control, or maintain navigational facilities, or do anything else only in peacetime. We are paid to carry out CAA's programs and perform our essential services under any conditions. One of these conditions could be a military attack on the continental United States.

The seriousness of the international situation requires that we develop our plans and programs so as to be able to do whatever needs to be done in preparation for an emergency. This would include participation in the various alert exercises - like Operation Alert 1957 - that are ordered by the President.

"Operation Alert 1957" is the designation of an annual nationwide emergency readiness exercise to be conducted this coming July. CAA will participate in the exercise again this year so as to acquaint responsible officers with possible emergency circumstances that would affect our ability to perform our essential functions. We will also test our ability to deal with problems created by attack conditions and assess our ability to do our job under sustained alert.

All field offices and facilities should cooperate with participating State and local governments and civil defense directors and take part in the exercise to the maximum extent possible. But, in no case should such activities be allowed to disrupt our essential direct public services.

The specific areas that have been selected to take an active part in the exercise will receive detailed instructions within the next few days.

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is his unpleasant duty to prepare and process violation reports and, in many cases, aid in the suspension and revocation of airman certificates on repair station or school certificates.

The investigation of aircraft accidents involving malfunctioning and defects and structural failure is another duty constantly plaguing this inspector. Through these investigations, corrective action is taken which may result in changes in design of new aircraft, modification of older models or enforcement action due to some form of malpractice.

At the time the Maintenance Inspector is hired he has a background of fourteen major trades. He has been in a supervisory position in the aviation industry and has accomplished and supervised the inspection, overhaul and modification of a great number of different civilian aircraft. He is in a constant training status to keep him abreast of new developments from the time he is hired to the time of his retirement from the organization. Although it is not a requirement of his job, 85% of the Airworthiness Inspectors are pilots. This added qualification gives us better utility of our people due to their added mobility within the districts.

We are very proud of this inspector; few men in any industry are required to have such a diversified background or to accept such a broad scope of responsibility.

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#### YOUTH CLEARS CONSCIENCE

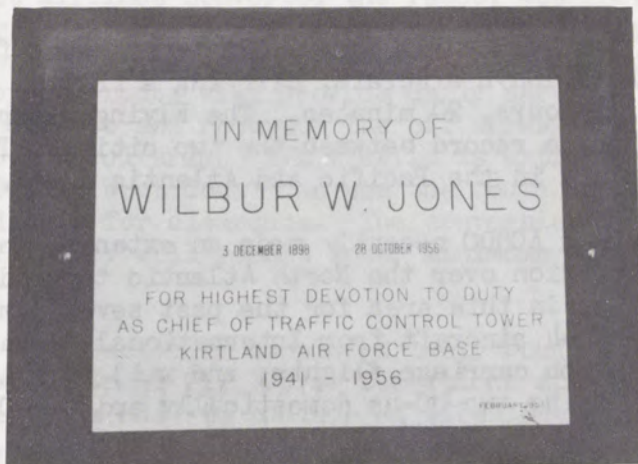
About nine months ago, August 22, 1956 to be exact, a tube checker and oscilloscope were taken from the Tower equipment room in Bakersfield. The theft was reported to the Sheriff's Office and the F.B.I. by the custodian, the SES at Bakersfield. Both items were later found but the oscilloscope had been damaged. The equipment was stolen by three youths, ages 16, 18, and 21. The tube checker had been sold to a local TV service shop where it was found by the F.B.I. The boys had received word that they were to be questioned regarding the theft several hours before being taken into custody, so they took the oscilloscope out on the Kern Canyon road where they dismantled it and threw it away.

The incident was reported to LA-180 on form CD-52, Report of Review of Property together with a memorandum from the custodian. It was recommended and approved that the custodian should not be held responsible for the loss and that the items should be deleted from accountability records.

We believed that this completed the case. However, on Monday, May 6, we were pleasantly surprised to receive a check for \$83.33 from one of the youths who desired to make restitution for his part in the theft.

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DIVISION MEMORIALS



The above picture and plaque appears in the lobby of the Control Tower and RAPCON at Albuquerque, New Mexico. During the recent ceremony which commissioned this C.A.A. operated facility, the Air Force dedicated it in memory of Wilbur W. Jones.

## DIVISION HIGHLIGHTS

### AIR CARRIER SAFETY DIVISION

Latest word from Bonanza Airlines concerning the Fairchild F-27 scheduled for delivery early 1958 is that there is a production lag and it will be late 1958 before first delivery is expected. Bonanza has three firm orders with an additional three on option.

Considerable time has been spent with representatives of Catalina Airlines in discussing the certification under Part 45. Catalina Airlines operates a DeHaviland Dove between Los Angeles International Airport and Catalina Island and are in the process of expanding operations by adding a 32-passenger DC-3 to their fleet.

Western Airlines has purchased five more Douglas DC-6Bs for delivery in mid 1958. This will give them a fleet of thirty Douglas DC-6Bs by the middle of next year.

Discussions are continuing with Western Airlines Operations and Communications personnel concerning the en route navigation and communication aids on their proposed Los Angeles-Mexico City route.

The Los Angeles ACSDO Supervising Inspector together with the Los Angeles GSDO Supervising Inspector attended a Lennox Chamber of Commerce luncheon meeting and a similar evening Inglewood meeting to answer questions on air traffic patterns of the Los Angeles International Airport. Property owners near the airport were concerned about the depreciating value of their property.

Messrs. Djunedi and Sockanto from the Indonesian CAA spent several days with Inspectors of the Los Angeles ACSDO.

The Flying Tiger Line, Inc., recently made their first cargo flight between Burbank and New York with Lockheed 1049H aircraft, carrying a freight load of 42,800 pounds and the flying time was 9 hours, 20 minutes. The Flying Tiger Line claims that this sets an air freight schedule record between the two cities. This carrier continues to operate domestically and in the Pacific and Atlantic areas.

An Inspector of the Burbank ACSDO recently made an extended en route inspection of Great Lakes Airlines operation over the North Atlantic to London and Germany. This carrier has been operating in this area for the past several months. They are removing one of the three DC-4 aircraft from International operation and will use it on the coast-to-coast common carriage flights; and will have a daily flight between Burbank and New York by using two DC-4s domestically and two DC-4s on International operations.

Air Carrier Operations and Maintenance Inspectors of the San Francisco ACSDO spent considerable time examining operations proposals and training programs in connection with the acquisition of Lockheed 1049H type equipment by Resort Airlines and California Eastern Aviation, Inc. California Eastern accepted delivery of their first aircraft on April 17, 1957, and Resort was scheduled to receive their first aircraft on May 1, 1957. Preliminary training of crew members is being conducted in the Seattle area by California Eastern and Resort will conduct their preliminary training in the Burbank area.

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Meeting of Bay Area Traffic Control Committee was held at Alameda NAS on April 4, 1957. Among those present were representatives of CAA, Military, ALPA, ATA, individual airlines, airport managers, and private industry. Various traffic problems affecting the San Francisco-Oakland area were discussed.

Major W. R. Ortenberger of the USAF met with personnel of San Francisco ACSDO, San Francisco Tower and Oakland Center on April 15, 1957, to discuss the proposed construction of a radio broadcasting antenna tower on San Bruno Peak by KRON-TV. San Bruno Peak is approximately 5 miles NW of San Francisco International Airport. Major Ortenberger represents the U. S. Air Force on the Washington Airspace Subcommittee.

Mr. Melecio Montez of the Philippine Civil Aeronautics spent two weeks at the San Francisco ACSDO. Mr. Montez's visit was for the purpose of observing the manner in which the inspectors of the Administration perform their duties.

Pacific Northern Airlines has purchased another L-749 from BOAC which will increase their fleet to four L-749 Constellations.

With the cooperation of Pan American Airways and the Air Transport Association, Pacific Northern Airlines conducted tests of a new type of high intensity flashing light manufactured by the Sylvania Corporation. The demonstration was held at Juneau, Alaska. Attending the demonstration was Administrator A. D. Hulen of the 5th Region accompanied by several 5th Region Inspectors. Inspector J. C. Bowen of the Seattle ACSDO also witnessed the demonstration. All present were impressed with the intensity of the penetrating power of the light.

On April 16, West Coast Airlines converted the Pasco, Washington loop radio range to an "H" facility for a brief period to conduct an off airways flight from Pasco to Ephrata and to demonstrate the feasibility of an ADF procedure in lieu of the AFR approach. The proposed route will provide daily service between Seattle, Wenatchee, Ephrata, and Pasco and return. The off airways route passes through the edge of Larson AFB control area. IFR traffic is extremely heavy at Larson AFB therefore it is doubtful if West Coast can use the route during IFR conditions because of excessive delays for clearance. The conversion of the Pasco low frequency loop range to an "H" facility will permit lower minimums and far better departure procedures.

Continental Air Lines satisfactorily completed their Douglas DC-7B Proving Flights, Chicago to Los Angeles, on April 21, 1957. Operations approved and pertinent Operations Specifications amended to include an effective date of April 28, 1957. The training programs, proving run and inauguration of their scheduled operation has occupied the major portion of the assigned inspectors time during April.

United Air Lines resumed their interchange with Braniff International Airways with flights between Seattle and Houston on April 28, 1957.

Pacific Northern Airlines is doing extensive training of pilot personnel on their Constellations in anticipation of summer schedules with a fleet of four L-749 aircraft. They have also moved four of their Maintenance mechanics into flight Engineering Training and on the last of the month Inspector Burnett gave the flight

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check to two of these new flight engineers and plans to flight check the other two when Pacific Northern considers them ready.

A VOR test signal (VOT) is in operation on Los Angeles International Airport. Western Airlines and American Airlines have agreed to compile informal reports on the results obtained in the use of this signal.

#### GENERAL SAFETY DIVISION

Fresno GSDO estimates that 60% of those taking the new Private Pilot Written Examination are failing the test the first time. Major knowledge weaknesses are found to be in map reading, simple meteorology, radio, and a lack of understanding of information contained in the sample Airplane Flight Manual. As a result, they have discussed this problem with schools and instructors, and expect to see an immediate improvement in test scores. We also note additional demand by students and their instructors for visits to control towers. More cross-country instruction is being taught. In our opinion, this new test has done more to raise private pilot standards than any combination of previous actions in the past decade.

Porterville Area Pilots' Association has made arrangements for Air Traffic Control during their moonlight flight June 8.

Considerable additional district workload at Fresno is expected when the Lemoore Naval Air Station is built and activated. Construction is to commence this year, and when completed it is supposed to be one of the largest Naval jet training stations in the country. Preliminary estimates place the station personnel complement at 2,000 men. An installation of such magnitude will undoubtedly generate considerable private aviation by these people as has been experienced at Castle Air Force Base.

On April 19, 1957 the Forest Service at Ogden, Utah opened bids for the spraying of 532,000 acres of forest lands in Idaho. The spraying will be for the control of spruce budworm. One unit consisting of 76,000 acres will be flown from the DuBois, Idaho field. The remaining 456,000 acres will be flown from the McCall, Idaho airport. We have been advised that Johnson Flying Service of Missoula, Montana and McCall, Idaho was the low bidder.

Oakland GSDO reports that April was the busiest in several years for student pilot certificates issued and written examinations conducted. They processed one hundred and twenty-seven student certificates and forwarded two hundred and fifteen writtens to Washington.

Salt Lake City Office conducted a safety meeting of all flight operators, flight examiners and authorized mechanics at Cedar City, Utah. Due to bad weather they did not have the turnout expected; however, for the thirty people in attendance we feel we met with considerable success during our discussions.

Aerial application activity in the Billings District is increasing each day and within the next two weeks will be in full swing. The majority of spraying at the moment is for alfalfa weevil in the smaller fields along the river bottom and in the valleys where most of the alfalfa is grown. Last year they had approximately 60 agricultural operators. This year it appears that they are going to have approximately 70, since at least 8 or 10 new operators, who have purchased new equipment or have moved into this District, are starting spraying operations. (Continued next page)

Inspector Doster spoke at the 18th Annual Montana Pilots' Association Convention which was held in Wolf Point, Montana, April 27th and 28th. This meeting was attended by about 250 people and 44 airplanes flew into Wolf Point for the meeting.

Agent Vandewark participated in the program at the Montana Flying Farmers annual convention at Glendive, Montana.

Billings ASDO also held four safety meetings this month, with a total attendance of approximately 150 people.

Master Equipment Company of Cheyenne, Wyoming has received a contract for spreading grasshopper bait within the State of Wyoming. The proposed program is to bait 845,000 acres and involves a number of airplanes from the Fairchild C-82 down.

Work is under way at Long Beach on modification of a PBY to be used by the U.S. Forestry Department for bombing forest fires.

Portland GSDO reports that plans for a flight clinic at Troutdale are shaping up, with that office being requested to furnish speakers on appropriate regulations and procedures.

Inspector Outcen, Ontario GSDO, is on the Chaffey College Advisory Committee for their mechanic training program, and the evening of April 26th accompanied that committee to a meeting held at Edwards Air Force Rocket Base. Chaffey College has an extensive jet mechanic training program, a necessity in this district due to the large demand for jet engine mechanics in our three IRAN installations of jet aircraft. A pre-requisite for employment at these installations is a CAA mechanic certificate.

Denver University is acquiring the CAA link trainer that is in our warehouse on Stapleton Field and Mr. Lewis, coordinator of aeronautics, states link training will be more readily available to private pilots.

Inspector Metzger gave a talk to approximately 100 Air Scouts at the Denver Federal Center.

The month of April brought the first real signs of Spring to the Helena GSDO. There were numerous requests for agricultural waivers and the last minute rush to look at the winter's dreams in spray equipment.

Inspectors from the Spokane Office have been asked to participate as lecturers in the annual aviation clinic at Spokane to be sponsored by the Spokane Businessmen's Pilot Association and the Spokane Aviation Committee of the Chamber of Commerce. June 2, 1957, has been definitely established as the date set aside for the clinic.

Seattle reports that much work has been expended on the ROTC program there, however because of lack of funds the prescribed curriculum will not be completed. Inspector Perlis has been detailed to assist in the final completion of the ROTC program in the Portland district.

Palo Alto GSDO has been called on to take over Standard Oil Company operations surveillance (6 month checks, etc.) from Oakland GSDO because Standard moved to San Francisco International Airport from Oakland. This company now operates from San Francisco a Douglas B26, an Apache, a Convair, and arriving next month is a new Viscount.

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## Division Highlights Continued

### AIRCRAFT ENGINEERING DIVISION

The Boeing Model 707 prototype airplane (367-80) is temporarily off flight status for modification of the cockpit, installation of the auto-pilot, and installation of thrust reversers. The U.S. Air Force artificial icing tests on the KC-135 airplane using a spray aircraft as a source of ice are scheduled to begin at Wright-Patterson Air Force Base within a week. A CAA representative from this Region is scheduled to participate in these tests. Assembly of the first 707 production aircraft is proceeding rapidly at Renton. Inboard sections of the wing, and fuselage structure extending from the nose section to the rear spar, have been joined. Outer wing components and aft fuselage structure are nearing completion. This airplane is scheduled to be completed and to move to the flight line in November 1957. Most of the sub-contracted components for the aircraft have been received; however, some body sections being manufactured by Ryan are behind schedule. Evacuation tests and the operation of the inflatable evacuation chute were witnessed by CAA engineering representatives during this period. Also, the cabin interior and emergency exit arrangement were evaluated. A major portion of the basic loads data (Volume II) still has not been received from Boeing; however, these data are expected within a month.

Birdproof windshield tests are being conducted on the Convair Model 22 airplane. Convair has fabricated their own bird gun in order to facilitate this program. Their gun is of the compressed air type which operates at about 150 psi. The bird speed is timed by high speed cameras. In order to evaluate fragmentation effects, Convair is using a "Stafoam" dummy to represent crew members. A comparison of the degree of penetration of the Stafoam in comparison with human skin has been obtained by Convair from the AEC. Initial tests with an unheated windshield configuration did not successfully contain the bird. Subsequent tests with heated windshields have contained the bird, however, some glass fragmentation occurred. Several glass configurations are scheduled for test during this program. Convair is continuing with their development tests on "fail-safe" structures. A lower wing panel has undergone 300,000 equivalent flight hours of ground-to-air and air-to-ground spectrum loads without cracking. Similar fuselage specimens have been tested without cracking. The present indications are that the working stress levels used may be lower than they need to be and re-design of certain items may occur as a result of these tests.

A review of basic loads data on the Douglas Model DC-8 submitted to date has been completed and comments have been forwarded to Douglas. An appreciable number of additional volumes of basic loads data are scheduled for submittal in the immediate future. The fabrication of some parts of the DC-8 has begun. The manufacturing facility at Douglas, Long Beach, has been completed and the dedication ceremony is scheduled for May 10.

The torsional vibration test program for the Hiller Model UH-12D helicopter was reviewed and discussed during the meeting at Hiller between Mr. Critchlow of Washington, Region 4 personnel, and Hiller personnel. The further investigations necessary to substantiate the rotor drive system have been outlined to Hiller.

Fabrication of the wing for the prototype Lockheed Model 188 turbo-prop airplane has been completed. Approximately 30% of the fuselage sections are in the process of being mated. Containment tests of the AiResearch cabin pressurization equipment under over-speed conditions have been witnessed. Failure was induced by installing

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a pre-swirl vane in the impeller by cutting away the impeller and soldering the vane into position. An impeller speed of 48,000 rpm was used for these tests. In the test, the inducer blades all failed; however, the blades were contained within the unit or the ducting.

Company flight tests on the Lockheed Model 1649 with Curtiss electric propellers installed have begun. At the present time, propeller vibration surveys are being conducted. A Type Inspection Authorization covering this configuration is being prepared and probably will be issued as soon as the propeller vibration clearance is obtained. Engineering personnel participated in meetings between TWA, CAA Air Carrier Maintenance representatives from Kansas City and New York, and Lockheed in order to assist in the establishment of overhaul and inspection times for this model airplane.

An Application for Type Certificate has been received from McKinnon Enterprises covering re-manufacture of Grumman G-21 airplanes under CAR 3 into a 4-engine configuration with Lycoming GSO-480A1A6 engines and Hartzell full feathering propellers installed, with a maximum take-off weight of 11,000 lbs. The Preliminary Type Certification Board meeting on this project was held on April 24.

The Preliminary Type Certification Board meeting on the Napier Eland-powered Convair 340/440 aircraft was held on April 16 and 17. Napier is the applicant for a Supplementary Type Certificate in this case. PacAero Engineering Corp. has been designated by Napier as the local point of contact for CAA. Convair has indicated their willingness to permit Napier to refer to Convair data in processing this project. No firm date has been established for bringing the prototype aircraft to the United States. Napier now plans to fly the prototype airplane approximately 300 hours more in England before bringing it across the sea. Present indications are that the airplane will not arrive until some time between October 1957 and early 1958.

An Application for Type Certificate has been received from On Mark Engineering Company for their Model 450 airplane. This model will be a re-manufactured Douglas Model A-26 aircraft for executive use. The tentative plan is to use the basic wing and empennage structure of the A-26 which will be assembled with a pressurized executive-type fuselage. Two Allison 501-D13 turbo-prop engines with Aeroproducts propellers will be installed. The take-off weight was reported to be 40,000 lbs. with a 33,000 lb. landing weight. The airplane is intended to have a usable range or approximately 3100 miles. The first airplane is scheduled for early 1959. The Preliminary Type Certification Board meeting on this model is scheduled for May 21 and 22.

Necessary revisions following the CAA flight tests in Honolulu on the Short Solent boat project are nearing completion. The Pre-Flight Type Certification Board meeting for the modified version of this airplane is scheduled for May 14 and 15.

Considerable activity has occurred during the past month in the evaluation of engineering aspects relating to the operation of military surplus, Part 8 certificated aircraft for use in conducting dusting and spraying programs over congested air lanes or densely populated areas. Specifically, several meetings were held regarding such operations of YC-97 and YC-122 aircraft. It appears that a considerable workload may result from the necessity to evaluate modifications to these aircraft and to

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determine the safe weights and operating conditions as specified in the policy criteria of the General Safety Division, i.e., compliance with CAR 42.81 and CAR 42.82. The solution of these problems is being closely coordinated with the General Safety Division.

A meeting was held in Los Angeles between CAA Washington, AIA, and Region 4 personnel to discuss CAA policies regarding high speed flight testing for turbo-prop and turbo-jet transport aircraft. It is understood that finalized policy material regarding this problem will be formulated by the Washington office in the immediate future.

#### AIRPORTS DIVISION

Mr. Charles J. Winger attended a Division Chiefs' Conference held during the annual meeting of the American Association of Airport Executives at Houston, Texas, May 5-8, 1957.

Grant Offers were issued during the month to the following: Flagstaff, Arizona, \$16,257 for enlarging administration building and paving entrance road and automobile parking area; Phoenix, Arizona, \$340,265 for Operations Building; Fresno, California, \$19,617 for perimeter fence; Stockton, California, \$259,494 for reconstruction and extension of runway, modification and extension high intensity lighting system and construction of taxiways and holding apron; Great Falls, Montana, \$14,279 for taxiway and parking apron; Wolf Point, Montana, \$45,671 for land acquisition and pave runway, taxiway and apron; Corvallis, Oregon, \$34,176 for development of well, water tank and pump; North Bend, Oregon, \$15,400 for land acquisition and fencing.

Project Applications were received from the following locations: Beckwourth, California, \$21,639 for land acquisition and construct runway and taxiway; Monterey, California, \$57,244 for runway and taxiway lighting; Los Angeles (International Airport), California, \$1,250,000 for construction of runway, taxiway and drainage.

#### AIRWAYS OPERATIONS DIVISION

Selections were made to fill key positions in the new Air Traffic Control Division. Formal announcement of these selections will be made shortly.

A recent transfer of funds approved by Washington has permitted us to proceed to purchase numerous furniture and equipment items which are required primarily in connection with our expanded training program.

We have assisted the Air Force in making plans to provide temporary airport traffic control service for about one week during the latter part of June at Santa Barbara. This is to accommodate aircraft expected to visit Santa Barbara in connection with the military reserve meeting.

De'Estaing R. Newton has been transferred from the Los Angeles Center to the Regional Office to fill a new position as Training Officer for the Division. He has an excellent background in training, including professional teaching experience.

Four additional training positions have been authorized for the Region. These jobs are being transferred from the Aeronautical Center at Oklahoma City and are to be assigned to Air Route Traffic Control Centers.

Washington is formulating a new policy concerning operation of RAPCONS which promises some relief with respect to the number of people required for the program. This is calculated to permit CAA to operate or supervise the operation of more RAPCONS than the initial program contemplated.

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The demands for portable tower service have been drastically reduced since we have been required to charge for this service. It appears that we can plan to decommission one of the mobile units because of lack of demand.

Most everyone in the Regional Office has been busy in connection with preparation of the FY-59 EANF budget estimates. This required a great deal more work this year than heretofore.

Work is progressing on development of the O&R budget and we expect to meet the deadline. It has been necessary that we detail John Denend of the Los Angeles Tower, Paul DeVries of the Los Angeles Center and Dave Burns, Chief of the Elko Station, to assist us with the budget.

Tony DeAndrea is in Washington assisting in revising instructions dealing with procurement of leased wire service.

Len Middlekauff prepared or reviewed 16 cases involving new airways, control zones or facility installation for consideration by the Regional Airspace Subcommittee.

Plans have been made this year, as in previous years, to assist the Women's Continental Air Race, commonly known as the Powder Puff Derby. Special handling will be accorded to flight plans covering the participants.

Len Middlekauff attended a Washington conference on VORTAC.

John Munds attended Planning conferences on Long Range Radar at Ft. Lawton, Ft. MacArthur, Hamilton AFB and Colorado Springs.

Bert Moore visited AOD facilities in the San Francisco Bay region and the Pacific Northwest primarily for familiarization.

Art Johnson, accompanied by Ernie Hensley, visited all airway facilities in Idaho, plus Ogden, Hill AFB and Salt Lake.

Bel D'Alves, from Karachi, is spending two weeks in the Regional Office and nearby facilities for familiarization with communications and air traffic control methods. He has spent several weeks at our facilities at Medford and San Francisco before coming to the Regional Office.

Rod Sturtevant, Chief of the Operations Division in Washington, spent several days in the Regional Office regarding organization matters.

#### FACILITIES DIVISION

Navigation Aids - Construction was completed on new VOR's at Clovis, Alamosa, Rice, and the Lovelock relocation.

Engineering surveys have been started on new VOR's near Panoche, Avenal, Mina and Carrant.

Construction commenced on a complete new VOR facility near Goffs.

The VOR establishment program received a serious set-back when the almost completed Deming VOR was completely destroyed by fire on the evening of May 20, 1957. An investigation is being made as to the cause. (Continued on next page)

Farmington VOR has been completed and commissioned.

Installation of the Hugo VOR started the early part of this month. Phil Nicoletti's crew expects to complete the project the latter part of June.

A portable VOR test unit was set up at Gorman (Piru) VOR site and a satisfactory site evaluation flight test was conducted.

Los Angeles VHF omnirange receiver test unit (VOT) was installed by William Milbert and William Wilkinson, and commissioned.

Relocation of the Arcata ILS localizer was started by Darol Hafner and his crew.

Construction commenced on ILS at Spokane.

Diesel Standby plants at Albuquerque have been converted to automatic operation by Ted Kirth.

Radar ARSR-1 site testing with mobile TPS-1D radar unit is underway. Tests are being conducted on Wrights Hill, 7 miles southwest of Geiger Field, Spokane.

Construction of ASR at Colorado Springs started on May 27.

Phoenix Long Range Radar survey has been completed by Norman Carlberg and crew. Site evaluation is now being made from data submitted.

Data evaluation from long range radar site test at Denver was completed. Results are promising.

VHF/DF-1 at Denver was commissioned on May 9.

Seattle VHF/DF-1 installation was started by Ken VanDyke and his crew.

Joint inspection of Portland ASR-3 repeater installation is being conducted. Some equipment modification troubles are being experienced in the ASR-2-2-3 installation.

Major portion of VHF/DF-1 installation at San Francisco has been completed by Bob Faul and his crew. Similar installations for the Tower and Center at Oakland are being started by this same crew.

Long Beach VHF/DF-1 installation was completed by Tony Brklacich and his crew.

Rex Brown is sojournning in sunny Albuquerque preparing the AN/CPN-18A (ASR) and AN/FPN-16 (PAR) radar systems at the Kirtland RAPCON for final commissioning.

Construction of engine-generator storeroom and ready room phase of the Los Angeles ARTC Center expansion was completed except for engine generator installation.

Construction on radar tent ventilation projects at Burbank and Los Angeles was started on May 27.

(Continued on next page)

Communications - During the month of May, construction started on the following VHF/UHF Air/Ground Communications facilities: Bakersfield, Santa Barbara, Fresno, Great Falls, Portland, Truth or Consequences, Miles City, Yakima, Denver, Julian and Seattle.

Peripheral Air/Ground communications facilities sites were selected at Casper, Cheyenne, Butte and Billings, Klamath Falls, Redmond, Reno and Red Bluff. Elmer Brown is investigating sites in the Oakland area.

Denver MEDIS relocation was completed and work on the Great Falls Center expansion started.

Jim Pace completed construction work incident to the move into new quarters of the ATCS at Salinas.

Maintenance - Dave Early attended a meeting of the Air Defense Command/CAA Committee at Hamilton AFB on joint use planning.

Several more District meetings were held during the month, attended by the Branch Chief, at Billings and Casper. This program is progressing nicely.

Recent graduates from the Aeronautical Center are: Jerome G. Broudy, Salt Lake City, and Enoch L. Wright, Denver -- ILS/VOR Class No. 121. DME Class No. 120: Robert L. Knudson, Seattle and Russell Roseborough, Medford. ASR/PAR Class No. 116: Carl E. Anderson, Portland; Clyde O. Olson, Seattle; Clyde Moore, Kirtland; Clarence Stevenson, McChord AFB/ Stanley Hall, Hill AFB; and Chester C. Oppen, Spokane. Communications Equipment Class No. 72: John A. Forsyth, Reno; Gerald V. Luke, Idaho Falls; and Ernest S. Shirley, Bryce Canyon. Communications Equipment Class No. 73: Raymond Simkin, Burbank; Thomas N. McWilliams, Albuquerque; Raymond McCormick, Daggett; and Vernal T. Wood, Salt Lake City.

\* \* \* \* \*

Supervisory Meeting - Boise, Idaho

A meeting of the Boise CAA Supervisors was held May 3, 1957 in the General Safety District Office, and was attended by the following personnel:

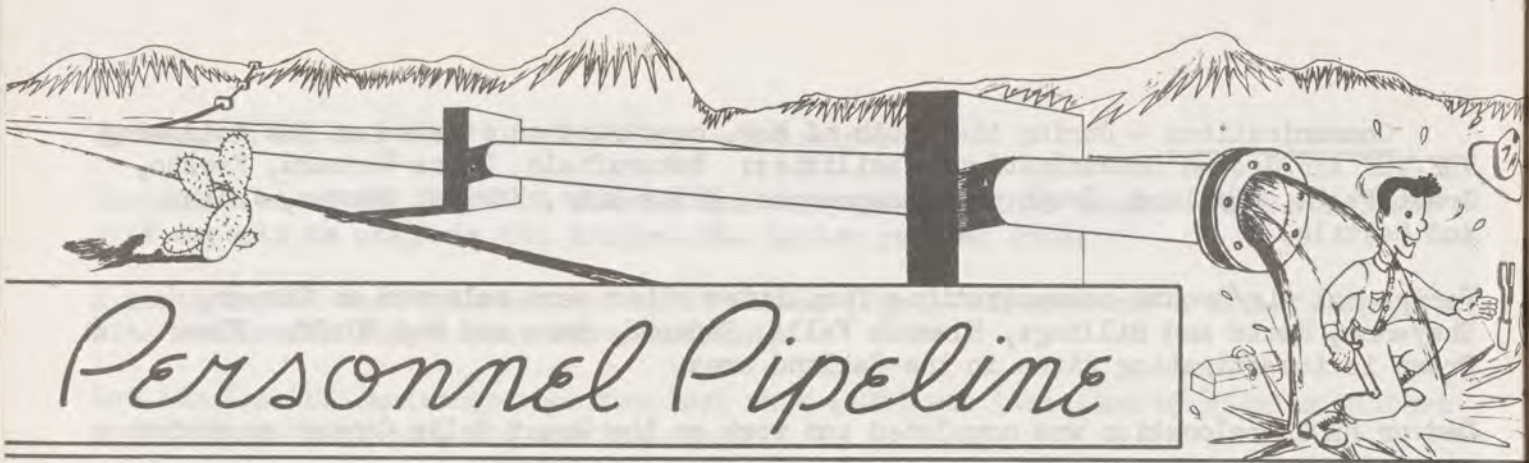
Harry L. Bergey, Chief, CS/T  
Reynold F. Johnson, Chief, ATDO  
Leslie H. Klahn, Chief, ATFO  
A. G. Witter, Supervising Agent, ASDO(G)

Subjects discussed were:

VPP Chairman, selection of  
Personnel Picnic  
Group Hospital Insurance  
Establishment of new facilities  
Local flying activities

The next meeting is scheduled for June 7, 1957 at the ATFO office.

\* \* \* \* \*



# Personnel Pipeline

## Interested in a Few Employee Statistics?

As a result of a lot of inquiries about the personnel strength of the Region we're taking the liberty to expose a few figures. We currently have 3815 employees on the rolls of the 4th Region which compares to 3138 at the start of the fiscal year last July 1. During the past four months we have been employing at the rate of  $145\frac{1}{2}$  (wonder who he is!) persons per month. Our separation rate averages 27 per month, leaving a net increase of  $118\frac{1}{2}$  (there he is again). In the Air Traffic Control Division alone we have 2250 persons while the Air Navigation Facilities Division is the second largest Division with 766 people.

Our hiring situation is obviously improved. Thanks to everyone pitching in, we have fared quite well in obtaining Airways Operations Specialists. During the past 45 days we have concentrated our attention on the Communications side of the ledger while we have been taking it easy on hires for Centers and Towers. We're still thirsty for Electronic Technicians and Engineers in the Civil, Electronic and Aeronautical options.

## Classification Notes

There is always the normal amount of curiosity with respect to that age old favorite - Job Classification. In the Air Traffic Control Division the job standards for AOS jobs are built largely around numerical criteria. For example, a tower's job structure stems from its type of operation together with certain numerical criteria which we light-heartedly refer to as the 'numbers racket'. The Region's policy has been announced that the Air Traffic Control Facility jobs will be carefully appraised each six months. We arbitrarily picked out June and December as being the months when a careful analysis would be made. There is a mistaken idea about one point. If the Tower, Station, or Center operation is analyzed and found that the activity is sufficient to go into a higher grouping, that the facility will be reclassified. This is not necessarily the case. Instead, it must be apparent that the activity shows a definite trend rather than merely being a "fly by night" type situation. At any rate, the entire job structure will be put out on top of the table once each six months and the shots called accordingly.

Without a doubt the Traffic Control personnel are aware of the House Appropriations Committee's request that these jobs should be carefully studied again to insure that they are receiving adequate pay for the type of responsibility. This matter has been translated in terms of a Committee to continue the necessary bit of required research. The Washington Office has requested comments from the field and according to random memorandums which were forwarded to the Regional Office, their request

(Continued on next page)

certainly did not go unattended. Classification studies are being made for Aviation Safety Agent jobs.

#### Disability Retirement

There seems to be a moderate amount of confusion on a person's eligibility for Disability Retirement and the provisions of the new retirement law. A person is eligible for this type of retirement if he has had five years of creditable service and is physically or mentally incapable of performing his present type job. As an example, a Tower operator must possess a Class II Medical. If he is unable to pass the annual medical examination, he then becomes disqualified for physical reasons to continue in tower operation. He then becomes eligible for Disability Retirement. If, however, he is reassigned to another job which does not require the annual physical and otherwise is physically capable of performing the duties, he no longer becomes eligible for Disability Retirement. The cardinal point is that so long as he occupied the tower job he was eligible for it. An annual physical examination for the annuitant is still required by the Civil Service Commission to ascertain whether the individual has recovered sufficiently. If the disability is of such a nature that it is permanent, the annual medical of course is waived.

The new retirement law carries a new provision which many have overlooked. If the disability annuitant regains earning capacity equivalent to 80% of his salary at the time of his retirement and such earning capacity persists over a two year period, the person is removed from the Retirement Disability rolls. This provision similarly affects persons who previously had a medical retirement under a previous retirement law.

#### Civil Service Commission Inspection

The Regional Office of the Civil Service Commission has scheduled a Personnel audit of the Region to begin the week of June 17. Normally, these audits are conducted by a group of six or seven personnel specialists. They generally get into every facet of the personnel management picture. In addition to the routine study of our personnel transactions, the Commission focuses a lot of attention with operating officials on the techniques and processes used in managing their employees. The Commission's stated policy is to look at the overall management picture to evaluate and make suggestions how our manpower picture can be improved.

#### Random Tidbits

John F. Lukens, Deputy Personnel Director for the Department of Commerce, made a visit to the Regional Headquarters on Friday, May 17. Mr. Lukens was basically interested in the Region's personnel program and was especially curious about the various approaches we have used in combating our critical staffing situation.

It seems to be a decided fact that a general pay raise for classified employees, at least for the present, is unlikely. Instead, the trend is toward studying the present pay system with a view toward overhauling it along more modern lines patterned after the approach used by industry. One idea which seems to be blossoming is the idea of having a much broader salary range within each classification grade. Steps within the grade would not necessarily be based on length of time but instead the emphasis would be focused on meritorious considerations.

(Personnel Pipeline continued next page)

The following item is quoted from the Civil Service Commission Federal News:

"GSC CHANGES IN RIF SYSTEM WILL GIVE EMPLOYEES MORE RETENTION PROTECTION"

"The Civil Service Commission has approved changes in the Federal reduction-in-force system, which will give added retention protections and placement rights to employees.

"The Commission's regulations previously required agencies to use the reduction-in-force system only when there was to be a decrease in the total number of employees in any employing activity considered a competitive area. Under the changes, the RIF system must also be used in cases where, because of reorganization or because of lack of work or funds:

- " 1. There are lay-offs in a single occupation within the employing activity even though compensating increases in the number of employees in other occupations within the activity cause the total number to remain the same; or
- " 2. Some employees must be cut in grade."

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NEW SUGGESTION PROGRAM AWARDS

The flow of award checks under the Suggestion Plan continued in a steady stream. The most encouraging development is a tremendous improvement in the time taken for Washington processing. They are really moving on this program now.

In announcing the awards, we especially congratulate Paul Newport as our first winner of two awards in a single month.

Virgil I. Hosler, ANF Division, Maintenance Branch, suggested insertion of a plastic shield to guard against shock hazard in the TMS Transmitter. Award \$10.00

George W. Martin and Grover R. Austad, ANF Division, suggested a portable flight progress board. This was adopted by Washington for use in All Centers. Award \$100.00 each.

Robert D. Mehner, ANF Division, Maintenance Branch, suggested modification of ASR-2 Countdown Circuits. Adopted nationally. Award \$175.00

Grover E. Palmer and Paul L. Newport, ANF Division, Maintenance Branch, suggested an improved method for measuring modulation percentages. Award \$125.00 each.

Paul L. Newport, ANF Division, Maintenance Branch, suggested an improvement of the flexible connection to contacts on the internal switch of the radio range keyers. Adopted nationally. Award \$50.00

Eleanor Main, General Services Division, suggested consolidation of billings under special account numbers covering control circuits. Award \$20.00

Frederick E. Hempt, ANF Division, Electronic Engineering Branch, suggested an improved Theodolite "Offset Error" Computer for use by Flight Inspection Branch throughout CAA. Award \$50.00

- Q. Is an AOS who was recently reclassified to a higher grade, let's say from GS-7 to GS-8, eligible immediately to promote to a still higher grade, say to GS-10?
- A. No. The Whitten Amendment applies. He must wait a year before being eligible to go to GS-10. Technically, he must stay a year at GS-8 level before being eligible for GS-10. Also, if there is an intervening grade GS-9 position at the facility where a GS-10 vacancy occurs, the line of promotion is through the GS-9 position.
- Q. An AOS, with break in service, has been reinstated as a GS-5. He had prior service of over a year as GS-8.
- (1) When he is promoted to GS-7, in what salary grade will he be placed?
- A. In the next pay step in GS-7 above the salary he formerly received as a GS-8. For example, if his salary was at one time in the 2nd step of GS-8 (\$5105) then his promotion would place him in the 6th step of GS-7 (\$5200).
- (2) When would he be eligible to promote to GS-8?
- A. Immediately. He can go directly from GS-5 to GS-8 or he can go directly from GS-7 to GS-8 without waiting a year in intervening grades. Previous service at higher grades qualifies him under the Whitten Amendment.

- Q. How do I dispose of keys I no longer need?
- A. All surplus keys should be tagged for identification and returned to the Regional Warehouse. For security reasons, a minimum number of keys should be kept on hand.

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FORMER CAA EMPLOYEE PASSES AWAY

We have just received word that Henry G. Klein passed away at his home in Monrovia, California, Sunday June 2, 1957. He served as Chief of the Laramie Station for many years until his retirement about three years ago.

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CAA TOASTMASTERS CLUB

The Club President, Merle Zeigner, announced his resignation effective June 12. Merle is leaving for a foreign assignment in Turkey in July. His friends and fellow Toastmasters will miss his effective leadership in the Club activities, but wish him well in his new position.

Three new members have joined the Club in recent months. They are Erwin Schulz, Maintenance Engineering Branch, Wallace Frei, Flight Test Branch and Clifford Haltom, RCA employee, Plant Engineering Branch.

A little errata is needed for last month's news. Jim Van Voorhis, not Riley Harris, is Treasurer, and Janette Miller won the "Ladies' Night Table Topics" speech contest.

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V. P. P. NOTES

On May 10, 1957, John E. Clark, AOS, at the Los Angeles Center, passed away following an extended illness due to a heart condition.

John enlisted in the Navy in 1930 and shortly after his discharge in 1939 he was appointed as a Radio Operator at Columbus, New Mexico. In July, 1952 he entered on duty at the Los Angeles Center. Prior to that he had been stationed in Chicago, Honolulu, San Francisco and Oakland. John is survived by his widow, Jean; two daughters, Edna Mae and Gloria Ann.

He was a member of V.P.P. and a check in the amount of \$2500 was forwarded to Mrs. Clark. The remainder will be paid her at the expiration of the repledge grace period which is midnight May 31, 1957.

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We thought you would be interested in V.P.P. statistics since its start which was December 1, 1952:

<u>Calendar Year</u>	<u>No. of Deaths</u>	<u>Average Age</u>	<u>Average Donation to Survivor</u>	<u>Average Cost per \$1000.00 per annum.</u>
1953	4	58	\$7378	\$2.71
1954	5	48	7364	3.39
1955	4	42	7571	2.64
1956	9	49	7720	5.83
1957(5/28/57)	4	42	9040	-0-
TOTALS	26	48	\$7780	\$3.78

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C.A.A. REGION FOUR  
FEDERAL CREDIT UNION

BORROWERS CAN DEVELOP THE SAVINGS HABIT

The world is full of get-rich-quick schemes, and a man is wise to steer clear of them. The only easy way to attain great wealth is to inherit it, and since that means is closed to most of us, there remains only hard work, thrift and self discipline.

Most of us never hope to become wealthy anyhow, but almost all of us would like to have a little more saved than we have. There are many ways to save a little bit of money. If you are a borrower, you can do it by setting a fixed amount of repayment and adding the difference to your share account. Suppose the repayment amount is \$10 and the interest on the first payment is \$2.50. Make level payments each month of \$13.00, \$14 or \$15 with the excess over principal and interest going to your savings account. In this manner you will not only develop a nest egg for a rainy day but will, at the same time, be contributing to your insurance coverage through the Credit Union's life insurance plan. And as further reward for your efforts your savings are increased by dividend payments at the close of each year.

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

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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.