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CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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THE BUDGET

By

E. P. Simonds

Chief, Budget and Finance Division

The word budget came into our language from the French word "bougette", a diminutive form of "bouge", meaning a leather bag. In the early English it meant a pouch or wallet, and a little later became a bag or sack with its contents. Mr. Noah Webster gave us one modern definition - that it is "a financial statement of the estimated revenues and expenditures of a country for a definite period of time." The latter is the best definition for our purpose, although some wag put it in its simplest terms when he called the budget a device to make us worry about our money before we get it, instead of after we spend it.

The financial statement of this country is contained in a book titled "The Budget of the United States", a volume some 10 x 12 inches in size, 2 inches thick, with about 1200 pages and representing some 70 billion dollars of revenues and expenditures. This book must be very well constructed as it must withstand attacks by individuals and groups from all sections of the country and all walks of life, whether they know what is in it or not.

The Civil Aeronautics Administration operates under several different appropriations, and the method of preparing and justifying each is different. We are primarily concerned with three appropriations in this region: (Establishment of Air Navigation Facilities (EANF) where the budget consists of engineering estimates for individual projects; Federal Aid Airports Program (FAAP) consisting of a national airport program and the money prorated to the states by a formula based on area and population; and Operation and Regulation (O&R) where the going really gets rough. It is the latter appropriation that we are chiefly concerned with, as this is where 95 percent of us get our pay checks.

Nobody will ever know how many man-hours of work go into the budget each year, from the time it is started until the appropriation acts are signed into law. We do know that there is a total elapsed time of about one and a half years, and have been told that the CAA budget goes through some forty-three different processes before we get our money.

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We, in the region, don't know all of the many budget processes in O&R, and perhaps it is better that we don't. We do know that everyone has to get into the act. Let's use fiscal year 1960 as an example and try to follow a few of the steps. Remember, much of this is theory and the timing varies from year to year. As soon as the 1959 budget has been approved by the Bureau of the Budget, acting for the President, work is started to establish the goals for the 1959 program and 1960 budget estimate. Normally, this would be in November or December of 1957, but the information is not available to the public until the Budget of the United States is presented to the Congress by the President early in January 1958, so we'll use January 1958 as the kickoff date for the 1960 budget.

It would appear that by this time the 1959 budget is out of the way, and we can start right in on the 1960 estimate. Not so! The budget is built up and justified on an increase or decrease basis as compared with the previous year. At this time, the 1958 fiscal year is only half over and the 1959 money not yet appropriated. So when they start working on the 1960 budget in our Washington Office, they have to start with the 1958 estimated expenditures and the 1959 program. Not until they have the two preceding years' figures can they do much on the 1960 budget estimate. In January 1958, the Washington Office Directors of CAA and their staffs start to firm up their plans for the 1959 fiscal year to stay within the money and objectives that the President has included in the Budget of the United States. The latest CAA plans have to be put down on paper in the form of instructions to the Regions, taking into account the new facilities being built with EANF funds, the size of the FAAP appropriation, the number of civil aircraft, airmen and air carriers to ride herd on, the number of new employees to be hired, and any number of factors making up this complex organization of ours. The instructions are continually being rewritten and refined to adjust for the rapid changes taking place in aviation and the favorable or unfavorable action being taken by Congress on our appropriation act.

Usually by the end of March 1958, the Washington Office knows approximately how much our appropriations will be for 1959, and consolidated instructions on how to prepare our 1959 programs and 1960 budgets are reproduced and issued by the Budget and Finance Officer of CAA in the form of a "Call for Estimates." The "Call" normally reach us about the middle of April (not this year) and we start to work against a tight deadline.

1959 Program and 1960 budget data are gathered together from all possible sources - District Offices, individual facilities, Branch Chiefs, accounting records, personnel records, payrolls, and any place they are available. Each Division Chief in the Region is responsible for his own program and budget estimate. Budget Specialists of the Estimates Branch assist the Division Chiefs in the assembly of the data and translating personnel and work items into dollars.

When the 1959 programs are completed we are ready for the 1960 budget estimate. Just as the 1959 program was built on the 1958 actual (or ten months actual and two months estimated) expenditures plus or minus 1959 changes, the 1960 budget estimate is built on the 1959 program plus or minus 1960 changes. Each

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REGIONAL ADMINISTRATOR'S COLUMN

As we enter upon our second year of upsurge in activity and responsibility, I would like to tell you a little something of my thinking regarding the Supervisor in our regional organization.

The basic conditions, as I see them, which have influenced my thoughts are:

First, that CAA has grown-up; it is now in the big league among government organizations; our accomplishments and our mistakes are no longer matters of interest only to a relatively small aviation industry, but are deeds that are having, and will continue to have even more, impact on people in every walk of life, not only in the United States but throughout the world.

Second, this added responsibility puts a much greater burden on our supervisors in every phase of our activity, and at the same time places a premium on those who perform their job efficiently and economically. We no longer have a casual year-to-year program where we can tolerate occasional indifferent performance by a supervisor on the excuse that this is a new business and we are all learning.

Third, that we intend to recognize the added responsibility we have placed on our supervisors through equitable job reclassifications and more efficient organizational alignments.

And last, that the best supervisors in the world cannot do a good job unless they know what they are expected to do, when and where to do it, and are provided the resources to do it with.

The Administrator, since he cannot possibly keep abreast of everything going on in CAA, quite properly looks to my office to administer his program in the Fourth Region. This is a sizeable chunk of real estate, and while we are closer to our regional affairs, it is obvious that Al, Ernie and I cannot keep at our fingertips every detail of every problem facing us in the office and in the field. It follows then that the only way we can get the job done for the Boss is to gather around us the best group of supervisors we can find, insure that they know what is expected of them and that they are provided adequate financial and manpower resources with which to do the job, and then see that they get on with it.

That last phrase, "to see that they get on with it" is the crux of this message, which I want every supervisor in the Fourth Region to accept and adopt as his personal objective. I pledge to you that I will do everything in my power to see that you are equitably paid and that you are provided the necessary resources. We are setting up the machinery to insure that you are furnished with clear and explicit work objectives and timetables.

I am convinced that we have in our supervisory lineup, the skills, knowledge, and experience required to get the job done. But I also know that indifferent or lackadaisical application of this skill and knowledge can scuttle the ship. As I have said, I intend to do everything in my power to see that our Fourth Region Supervisors have everything they need to do a good job. In return, I feel I have the right to expect nothing less than the very best performance of which you are all capable.

change must be explained and justified, and it is to our advantage to make our justifications good. Invariably, the Regional budget estimates added to estimates of the Washington Office needs, the Aeronautical Center, Airways Facilities Shop and other requirements of CAA, exceed the amount available for 1960. By this time, the Bureau of the Budget has estimated 1960 revenues and given each Department and independent Agency a dollar ceiling. The Department of Commerce has, in turn, established ceilings for each of its Bureaus, of which CAA is one. When all of the budget estimates are assembled, the less essential items are lopped off until the CAA budget estimate for 1960 is down to, or close to the dollar ceiling. Naturally, those items having the weakest justifications are the ones that are lopped off first.

After the CAA budget estimate for 1960 is compiled in the Washington Office, hearings are held in August 1958 before Department of Commerce officials, who do not always see eye to eye with CAA. Some changes are made, and CAA has to retype and reproduce the revisions so that the Department can present their version to the Bureau of the Budget where further hearings are held in September or October 1958. Other changes are made here, and again CAA has to rewrite the budget to incorporate the changes. The next hearing is in the House of Representatives in February or March 1959, where some more changes (usually, but not always cuts) are made, and the new figure sent to the Senate. Again, the budget is gone over from stem to stern. If there are any differences between what the House gave us and what the Senate authorized, there is a joint meeting between committees from the two Houses and a compromise figure agreed upon. This compromise is then voted by both House and Senate, and signed into law by the President, any time between May and September.

Somebody is working on our budget estimates all year long. Our two or three months of work in the Region is only one small part of the complete process. It's no wonder the people in LA-75 look a little glassy-eyed about this time every year.

Anybody for budgets?

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V. P. P. NOTES

We were sorry to learn of the death of Carl R. Schulze on July 12, 1957. Carl had been employed by CAA since 1939 and since 1955 had been stationed at Pueblo, Colorado as an Electro Mechanical Technician.

A check in the amount of \$2500 was forwarded to his widow, Mrs. Flo Schulze and the remainder will be paid her at the expiration of the repledge grace period, which is midnight July 29th.

V.P.P. members will be interested to know that the wife of deceased member John E. Clark, who passed away on May 10, 1957, received a total of \$9,150.00

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MISSOULA, MONTANA

COMMUNICATIONS STATION - Missoula is a very interesting location from an aeronautical standpoint due to the varied types of flying activities. Recently we have had a variety of aircraft operating from the airport checking and calibrating their spray equipment to meet the Forest Service requirements as to spray swath width and gallons per acre prior to starting the timber spray contracts in central Montana. Its quite a sight to see two B-17s, three C-82s and a number of TBMs and FMs making test runs over the airport during the early morning hours.

The U. S. Forest Service Aerial Fire Depot and Smoke Jumper Training Center for the Pacific Northwest is located on the airport. The training flights for the 150 new jumpers for the season have been underway the past month. Many of these training jumps are made across the river West of the airport and can be observed from the ATCS quarters.

We were sorry to report an accident recently which claimed the lives of two prominent Missoula commercial pilots: - W. Penn Stohr and Robert L. Vallance. They were flying a Ford Tri-motor on a brush spraying mission for the U. S. Forest Service when they crashed near Townsend, Montana, June 19. Penn Stohr was a veteran pilot of the Rocky Mountain area, perhaps best remembered for his daring rescue of five Air Force flyers from a frozen lake in the Idaho wilderness during the winter of 1943. Both pilots were employed by the Johnson Flying Service of Missoula at the time of the accident and no doubt were known to many of our CAA personnel throughout the area.

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"We need a fuel that will not burn anywhere except in an engine; a lubricant that will lubricate but never burn; and a fire-proof electric wire." These "impossible" improvements were called for by Al Morse, aircraft fire expert of the Civil Aeronautics Administration in a recent speech on aircraft fire problems.

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DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

A meeting was held with a Convair Representative for the purpose of programming the substantiation and the submittal of data pertaining to the Model 22 airplane. The schedule for submittal of basic loads data has been revised. The present schedule calls for the submittal of the basic loads methods report by July 15; however, the basic loads reports themselves probably will not be received until October 31, 1957. The program for flutter evaluation has been received and reviewed. It is noted that the qualitative investigations in the analytical portion covers speeds up to a Mach number of 1.4 at 20,000 feet and 1.0 at sea level. The program also includes flight flutter tests under the weight and speed conditions required for CAA type certification. Convair has conducted additional developmental type windshield impact tests. As a result of these tests they have encountered great difficulty in meeting CAA requirements at V_C corresponding to 6,000 feet. Tests have temporarily been discontinued during which Convair is consulting with Indianapolis personnel and re-evaluating the overall bird impact problem. They still plan to demonstrate compliance with the bird proof requirements at V_C @ 6000 feet. Present scheduling calls for the start of CAA flight tests by July 1, 1959 with CAA type certification by May 1, 1960.

Engineering work on the DC-8 is progressing rapidly. Douglas engineers presently are conducting development type tests to establish procedures and methods to be used in their fail safe substantiation program. High temperature and pressure tests of parts of the pneumatic ducting to be used in the aircraft also are being conducted. Douglas has requested Indianapolis to conduct additional bird impact tests of the openable side windows for the cockpit and the small eyebrow windows. Douglas' proposed method for handling the aeroelastic effects has been received and is being evaluated.

Icing wind tunnel tests have begun at Lockheed on components of the Model 188 electra turbo-prop airplane. At the present time the tests are preliminary and exploratory in nature; however, the program calls for extensive testing of wing and empennage models. Simultaneously, Lockheed is constructing a full scale mock-up of the heat distribution components of the de-icing system, including all slip joints and other critical duct components. Lockheed also is conducting developmental tests on various windshield configurations. Presently, they are investigating different combinations of vinyl and glass laminates.

As a result of a propeller blade filler failure on the Lockheed 1649 airplane with Hamilton Standard hollow aluminum type propellers installed, coordinated action has been taken to issue an Airworthiness Directive withdrawing these propellers from service pending the determination of the cause of the failure, and the development of a suitable remedy to prevent additional failures. The Type Certification program for the solid aluminum Hamilton Standard propellers for the model was expedited on a top priority basis to reduce to a minimum the operational delays which could have resulted from this failure. Accordingly, over the week-end of June 16, approval was granted for operation of 1649 aircraft with solid blades installed on a reduced maximum take-off weight basis.

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Subsequently, on June 20 the weight limitation was removed on the basis of comparative performance with the hollow blade configuration. Present indications are that final reduction of the data will permit slight additional improvements in the performance of the Model 1649 with solid aluminum Hamilton standard propellers installed.

During June, meetings were held at Wright-Patterson Air Force Base between Hughes, Air Force and Army personnel pertaining to procurement of Hughes Model 269 helicopters. Present indications are such procurement probably will be based on the CAA type certification program, with early deliveries perhaps permitted prior to completion of the CAA evaluation. Hughes personnel advised the tail boom structure has been modified from a truss type to a monotype type. Technical data covering this change and other design features reportedly are being prepared for early submittal.

North American Aviation personnel have advised verbally that the configuration of the Model 246 Executive Transport airplane is being changed slightly to improve its aerodynamic performance. They stated the new configuration eliminates a considerable amount of interference drag which occurred in the original configuration in the vicinity of the fuselage, nacelle, and wing attachment. They stated the new configuration consists of external engine pods attached to the fuselage in a manner somewhat similar to the Caravelle configuration. In addition, the wing area and fuel capacity have been increased. As a result of these configuration changes it may be necessary to revise some of the Special Conditions applicable to this model.

PacAero representatives verbally advise that a new Convair Model 440 airplane is scheduled for delivery to PacAero during July for conversion by PacAero to include Napier Eland turbo-prop engines. Present indications are this aircraft may be the one presented for CAA type certification.

AIR CARRIER SAFETY DIVISION

Operations personnel of the Regional and District Offices participated in the tour of the French Caravelle SE-210 transport on flights within the 4th Region. Those participating in the flights were very favorably impressed with the Caravelle performance. Particular comments were submitted relative to the quietness not only in the cockpit but in the cabin. Its high angle and high rate of climb were also commented on.

The latter part of June saw great activity in Apple Valley, California, where a new terminal building is nearing completion. This building constructed by the Apple Valley Development Company has exceeded \$85,000 and is one of the finest on the routes of Bonanza Airlines. The inaugural press flight took place June 30 in a DC-3 out of Los Angeles and another out of Las Vegas, both terminating in Apple Valley for luncheon. Due to high crosswinds in the afternoon, the passengers were enplaned at George Air Force Base. Schedule flights will start on July 2, 1957, with two flights daily.

Western Air Lines has completed two survey flights to Mexico City and a proving flight on June 29-30, 1957. Scheduled service is planned to start July 15, 1957. U.S. Flag Air Carrier Operating Certificate No. 401-F and specifications

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will be issued upon completion of the proving flight report and other details. From a maintenance standpoint, satisfactory arrangements have been made with American Airlines and a local fueling concern to accomplish all maintenance functions. American Airlines has a complete stock for DC-6Bs from which Western has made arrangements to draw supplies. The only discrepancy noted in this operation was the lack of a ready reference giving potential takeoff power for the altitude and temperature range encountered at Mexico City. Western will develop a satisfactory chart for this purpose.

Trans Continental Airlines is now operating one DC-4 between Burbank and Honolulu and Oakland and Honolulu. The other three DC-4s are operating common carriage between Burbank-Chicago-Detroit-Philadelphia and New York.

Southwest Airways has been preparing for their survey flight for the route extension between Bakersfield and Burbank to Palmdale and Las Vegas. It was expected that the survey flight would have been run sometime in June; however, the carrier has not been able to find suitable administration office space at Palmdale.

Resort Airlines operated their first L-1049H Pacific Military Contract passenger trip departing from McChord AFB, Tacoma, Washington, with destination Tokyo, Japan. Resort now has two of these type aircraft in the Pacific operation.

Resort Airlines was again a successful bidder in connection with the Air Force domestic LOGAIR coast-to-coast cargo run. Their contract was renewed for Fiscal Year 1958.

California Eastern Aviation has two L-1049H type aircraft in the Pacific Military Contract operation and is scheduled to take delivery of a third aircraft early in July.

Westair Transport has moved two of their C-46s to Europe and the Near East. One of these aircraft has been removed from Westair Transport's certificate and leased to Kuwait Airways. The other one is reported to be carrying passengers between London and Rome. Westair Transport purchased a second DC-4 modified for their overseas operation at Miami, Florida and had it added to their certificate during the month of June. This aircraft is now in Europe and is scheduled to carry passengers from Rome to Beirut or some other point in the Near East. They are at the present time rebuilding the DC-4 that was damaged at Idlewild and expect to have this in operation with the other DC-4 within forty-five days.

Western Airlines new training building is almost completed. The DC-6B flight simulator was delivered June 24, 1957 and installation in the training building is being completed.

Pacific Southwest Airlines added another DC-4 to their fleet. They are now operating a total of four DC-4 aircraft on their intrastate scheduled operations.

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United Air Lines plans to add 21 DC-7s and 7 DC-8s to their flight this year and the carrying capacity of this new equipment is greater than the capacity of United's entire fleet just 10 years ago.

On May 18th two French Alouette gas turbine helicopters arrived at Los Angeles International Airport from a cross-country flight for further demonstration flights to the press and aviation industry personnel. This American demonstration tour is being sponsored by the Republic Aviation Corporation who has completed licensing arrangements to manufacture the Alouette helicopter in the United States. The helicopter was demonstrated to an Inspector from the Los Angeles District Office who felt, generally, that the helicopter was of simple design, low maintenance requirements, a reasonable noise level, good control characteristics, and spectacular performance

GENERAL SAFETY DIVISION

Fresno GSDO - During June, two major fly-in activities were carried out successfully - without accident or incident. Aircraft attendance at the Porterville Moonlight Flight June 8 and 9, was down 30% over 1956, due mainly to adverse weather in the Los Angeles area. In spite of this, the operations provided by 450 aircraft taxed the CAA portable control tower to the limit during day-light hours.

The breakfast flight at Columbia on June 16 attracted approximately 150 aircraft.

The Fresno State College has awarded a contract to a local operator for the Air R.O.T.C. training program scheduled to commence with the fall term.

We have been advised by the Cheyenne GSDO that the University of Wyoming at Laramie, Wyoming is contemplating an ROTC training program. They have issued invitations to bid on training of approximately 20 students, to start in approximately 3 months.

A group of influential citizens in Denver, Colorado organized an Airpower Council for the Denver area. Inspector Vaughan was invited and did attend the luncheon held on June 19, 1957. The Airpower Council was organized in order to better understand the importance of aviation and airpower in local and world affairs.

Inspector Metzger of Denver certificated Mr. Elliott Roosevelt for an airplane single engine land rating. Mr. Roosevelt is a resident of Meeker, Colorado.

The Ontario GSDO reports the Los Angeles County Airport Expansion Program affecting Brackett Field, Pomona California, will encourage more flight activity in this District. They anticipate 400 aircraft will be based at the airport upon completion.

Spokane GSDO - The month of June was highlighted by the extremely successful pilot clinic co-sponsored by the Spokane Businessmen's Pilot Association and the Aviation Committee of the Spokane Chamber of Commerce. The clinic was very well attended by 150 pilots from 35 towns.

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Boise GSDO advises the City of Salmon, Idaho, sponsored an air breakfast in conjunction with the Idaho Department of Aeronautics on June 23. Approximately 80 aircraft flew in from various parts of Idaho and surrounding states.

July 8 is the starting date for the Idaho Spruce-Budworm Forest Spraying Project. Aircraft and pilots will assemble at McCall, Idaho on July 5. From that date until the spraying actually begins aircraft will be inspected, pilots briefed and safety meetings held.

Yakima GSDO - Forty-two aircraft participated in the fly-in breakfast at Twisp, Washington, June 30. Thirteen gliders from Canada, Oregon, and Washington have been flying from Fancher Field, Wenatchee, Washington, during the past week while competing in the Pacific Northwest Soaring Contest.

On Sunday, May 26th, 1957, a Fly-in breakfast was held at Carlsbad Airport, Carlsbad, New Mexico, sponsored by the Civil Air Patrol and the local Chamber of Commerce. It was attended by over 500 aviators. The Albuquerque GSDO was represented by Aircraft Inspector Darling, who conducted a maintenance safety clinic.

Flight Operators at Eugene have submitted bids for the R.O.T.C. training program at the University of Oregon.

At Helena GSDO there appears to be renewed activity along instructional lines. The University of Montana at Missoula and the State College at Bozeman are lining up their AROTC program to start with the fall quarter.

We have been advised by GSDO Phoenix - that the University of Arizona at Tucson, Arizona, has put out bids for an AFROTC program.

Inspectors Princen and Leach of the Seattle GSDO attended organization meetings of two new flying clubs at Paine Air Force Base in Everett and Renton, Washington.

A meeting with the Pacoima Chamber of Commerce was held in the Van Nuys GSDO for the purpose of discussing air traffic over that area. President Ben L. O'Brien presented a list of recommendations which are parallel with the thinking expressed in the plans to declare certain areas high density traffic zones. The group were advised that we are now doing all we can and that we feel confident that pilots operating from the valley fields are aware of their responsibilities and are operating their aircraft accordingly. These business men, of course, are in accord with our problems and feel that the enforcement program is inadequate due to shortage of personnel. A copy of the committee's recommendation was sent to several Congressmen.

AIRPORTS DIVISION

Messrs. Plett, Winger and Davis from the Regional Office and District Airport Engineers Gary and Hand attended the annual convention of the California Association of Airport Executives which was held at Hoberg's, California on July 9 - 11, 1957.

Grant Offers were issued during the month to the following: San Francisco, California, \$328,000, for land acquisition, reconstructing taxiways, constructing taxiway and warm-up apron and installing taxiway guidance signs;

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San Jose, California, \$197,000, for land acquisition, realigning and filling Guadalupe River, constructing aircraft parking apron, installing portion of drainage system and portion of water system in terminal area; LaJunta, Colorado, \$9,475, for land acquisition and installing medium intensity lighting system; Sandpoint, Idaho, \$15,075 for land acquisition, surfacing parallel taxiway, stub taxiway, ramp, tie-down area, constructing stub taxiway, apron and entrance road; Portland, Oregon, \$239,796 for constructing auto parking area and airport entrance road, installing water distribution system and addition to sanitary sewer system in terminal area; Blanding, Utah, \$33,024 for land acquisition, grading landing strip, taxiway and apron, paving runway and installing segmented circle marker; Jackson, Wyoming, \$42,391 for constructing administration building; Torrington, Wyoming, \$57,076 for land acquisition, constructing runway, apron and taxiway, fencing, seeding, and installing medium intensity lighting system; Greybull, Wyoming, \$53,837 for land acquisition, constructing runway, apron, taxiway entrance road and auto parking area.

Project Applications were received from the following locations: Prescott, Arizona, \$12,976, for enlarging airport terminal building; Porterville, California, \$10,834, for land acquisition; San Diego (Gillespie Field), California, \$65,245, for land acquisition; Boise, Idaho, \$57,660, for reconstructing runway and constructing auto parking area, connecting ramp and entrance to parking apron.

AIR TRAFFIC CONTROL DIVISION

Arrangements have been completed for establishment of approach control by the Air Force at Mountain Home AFB. Several of our Seattle supervisors have been detailed to Mountain Home to assist in training USAF controllers.

The Oakland ATC Center has been working with the San Francisco Air Carrier Safety office and the Navy in an attempt to develop suitable procedures for high performance jet aircraft recently assigned to Moffett NAS. We are hopeful that an acceptable procedure can be developed soon.

John Garrison and representatives of the Oakland ATC Center met with Navy officials at Moffett NAS to discuss proposed operation of Moffett RATCC and approach control in the Moffett-San Jose area. In view of the large volume of civil aircraft operations in the vicinity, we have recommended that Moffett RATCC be staffed with CAA personnel.

CMA is using San Diego as an alternate terminal while work is in progress on Tijuana Airport. The Chief Controller of the Tijuana Tower is spending considerable time in the San Diego Tower to assist Mexican pilots in their operations at San Diego.

Rod Sturtevant of W-520 and Ponton De'Arce of this office represented CAA at a public hearing at Ellensburg to discuss a proposal to move the Ellensburg Station to Wenatchee. Ellensburg city officials and civic organizations had opposed the move. The meeting was held to explain CAA's position and obtain their understanding. It will probably be a year before the relocation can be accomplished.

Chester Church and Lenn Middlekauff met with Air Force representatives at Williams AFB to discuss CAA plan for establishment of additional airways through Arizona

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and to consider Air Force plans for establishing a large caution area in the State. Tentative proposals have been developed and will be submitted to the Commerce member of the ASP Subcommittee for further consideration.

Equipment installation in the Stockton Tower is essentially completed and we have made arrangements to commission in a matter of days.

Comments were solicited from the Region's radar facilities relative to Video Mapping and ASR overlay symbols. Recommendations based on these comments were forwarded to Washington. An attempt will be made there in conjunction with Military to standardize symbols for map marking.

The City of Spokane was again reminded of improvements necessary at Geiger Tower to assure the continuance of airport traffic control service. Acceptable quarters will have to be provided at an early date to replace the inadequate structure from which airport traffic control service is now conducted.

The ANF Division has been requested to install metal modular-type console cabinets for controll desks in the new towers at Bakersfield and Casper. This type of desk construction costs practically the same as a fabricated wooden desk and we are anxious to evaluate it in regular service tests.

Based on information from various telephone companies, new interphone services associated with the high altitude control program will be available as follows: Oakland - 30 to 60 days; Spokane - August 1; Salt Lake City - August 15; Great Falls - September 1; Los Angeles is meeting all phase dates. We have no reports yet regarding progress at Seattle, Denver and Albuquerque.

Staffing chart for the reorganization of the ATC Division has received W-500 approval. We are now in the process of completing job descriptions and negotiating with LA-90 regarding classification and filling.

Harry Barnes of W-500 and representatives of the Classification Division in Washington met with LA-90 and LA-500 to discuss improvements in the AOS Classification Standards.

Messrs. Ray Petite and George Selig of W-500 visited the Regional Office on a fact-gaining tour in connection with operations at Portland Municipal Airport. This is in preparation for an Airport Use Panel meeting to be held in approximately 60 days.

Charlie Carmody of W-500 visited the Regional Office and discussed the proposed simulated air traffic control study of the Los Angeles metropolitan area, which is to be undertaken at Indianapolis in a few weeks. The Region will be required to provide personnel from the Los Angeles Center and various Towers to assist in this study.

FACILITIES DIVISION

Navigational Aids - Construction has been completed on the Billings ALS and VOR facilities at Goffs and Drake.

The VORTAC Program is well underway with surveys completed at Livingston, Miles City and Rock Springs. Surveys have commenced for VORTACS near Eugene,
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Dillon, Sheridan, Red Bluff and Milford. Construction of the Oceanside VORTAC is in process. The Gorman Mountain-top VOR is being constructed as a VORTAC under the Phase I Program.

Proposals have been issued for reconstruction of the Deming VOR which was destroyed by fire and for construction of the Polvadera facility as a VORTAC under the Phase I Program. Bids are being taken for construction of two "H" facilities near Colorado Springs.

Darol Hafner and Howell Jones completed the Arcata localizer antenna relocation.

Phil Nicoletti and crew completed the Hugo VOR installation and started installation of Alamosa VOR.

Don Pickett and Marvin Andelin set up site test equipment in order to site test Mina.

The site test at Avenal was completed by Noel Ledbetter and crew.

Dave Young and his crew completed the San Simon VOR installation.

Fred Rowell and Bill Milbert, new members of Harold Fontecilla's crew, started preliminary mechanical work at Texico VOR.

Radar = An engineering survey for the long range radar ARSR-1 site at Sky Harbor has been completed.

Installation of the VHF/DF Antenna Structure on the Arcata Control Tower is now complete.

Air-conditioning system at the Fairchild RAPCON is being revised.

Colorado Springs dual ASR-1 installation has started, although equipment deliveries are not yet complete.

Acceptance inspection has been completed for the CPN-18 radar at Kirtland Field. A Gilfillan team is expected to arrive at Kirtland the week of July 22 to overhaul the FPN-16 radar.

Acceptance inspection was held on the VHF/DF at the Los Angeles Center July 22.

Site testing at Francis Peak in the Salt Lake City area for the ARSR-1 long range radar is nearing completion.

Acceptance inspection on the ASR-3 repeater and the VHF/DF installation at San Francisco has been completed.

Installation started on the AN/URD-2 VHF/DF at Arcata ATCS.

Messrs. C. B. Kohli, H. C. Orville, J. A. Orr and J. W. Munds attended a conference held in the Washington Office on July 16 for the purpose of expediting the long range radar and permanent air traffic control center programs. We were informed that the General Services Administration would actively engage themselves in providing the Center buildings for our use. (Continued on next page)

Communications - Sites have been selected and surveys completed for VHF/UHF Air Ground communications facilities at Blackfoot (Ferry Butte), Delle, Spokane, Rock Springs, Tucson, Globe, Seligman, and Red Bluff.

Construction began at the following VHF/UHF Air Ground communications facilities: Grand Junction, Billings, Casper, Cheyenne, Boise (Squaw Butte), Boise (South of Airport), Horton, Klamath Falls (Stukel Mountain) and Winslow.

Mullan Pass ATCS relocation has started.

Underground cable is being installed at the Bakersfield VHF/UHF Air Ground Communications Facility.

Winifred Harvey and Delmar Shelton will have the Salinas ATCS relocation completed before the end of July.

Tony Brklacich and his crew will complete the Stockton ATCT before the end of July.

Peripheral program electronic equipment delays have caused revision of the installation schedule. It now appears that the UHF equipment and VHF transmitters will not be available until this fall. A working arrangement is being worked out with the Maintenance Engineering Branch to cover partial inspections of the peripheral facilities even though commissioning is not possible.

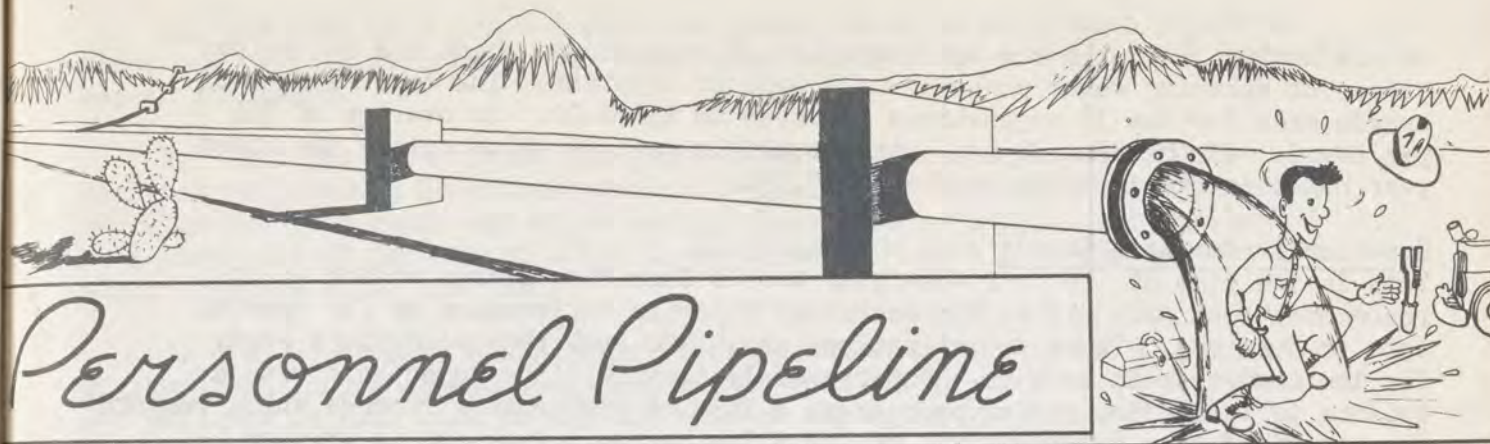
Maintenance Engineering Branch - Mr. D. C. Earley attended a conference at the Fort Worth Regional Office during which representatives from Regions 1 through 5 and the Washington Radar Engineering Division discussed the RAPCON surveillance radar improvement program. A number of system deficiencies were presented by the conferees and a proposed modification program was outlined. Details for specific modifications will be developed by Regional Maintenance Engineering Branch personnel, in most cases, prior to final incorporation into permanent modification instructions, EEMs, by the Washington Office. Specific information on this RAPCON improvement program will be distributed to RAPCON facilities in the near future.

Mr. Earley also attended a recent CAA/Western Defense Air Force (WDAF) Joint Use Planning Group meeting held in Los Angeles for the purpose of planning joint use of long range radar equipment in the Los Angeles area.

H. H. Huber and E. B. Schulz participated in final joint acceptance inspections of radar equipments at San Francisco and Albuquerque respectively during the month of July.

Recent graduates from the Aeronautical Center are: Bayard Phinney, Great Falls, Montana, Stanley S. Woodin, Winnemucca, Nevada, Walter Daigle, Medford, Oregon, James Mills, Yakima, Washington -- Communications Equipment Class No. 76; L. P. Hughey, Seattle, Washington, Enoch L. Wright, Denver, Colorado, Albert Lincoln, Needles, California - DME Class No. 121; Edward A. Mone, Oakland, California, Robert A. Pierson, Wilcox, Arizona, Andrew Anslie, Tucson, Arizona, Edward H. Hutchinson, Phoenix, Arizona -- ILS/VOR Class No. 122.

Cody Lehr recently completed Multiplex School at Chicago, Illinois.



Recruiting Airways Operations Specialists

In recruiting AOS's, the Region, until further notice, has adopted a 10-10-10 policy. This is translated to mean that for each month we have a target to employ 10 new employees each in the stations, towers and centers. The register is quite adequate for our immediate recruitment needs and an announcement has now been made that the examination will close for the GS-5 and GS-6 options effective August 12. Applications received after that date will not be accepted unless they are received by mail and bear a postmark on or before August 12. This excludes the 10 point disabled veteran and of course those persons who apply within 120 days from date of discharge from the military service or who were out of the country at the time the examination was announced. The AOS examination will be reannounced in the not too far distant future but we're not exactly sure as to which grade levels it will encompass.

In the Electronic Maintenance Technician area we are still accepting applications. It is not proposed at this time to close this examination since we have never really "loaded up" with sufficient eligibles.

As usual, we're still screaming for Engineers and Stenographers.

Scalping of the Navaho!

Many of you probably read of the cancellation of the Navaho Guided Missile contract in which several thousand North American employees who worked on the Navaho were given "goodby" notices. Due to the fact that there were many well-qualified Engineers and Technicians being eliminated, CAA was one of a number of employers bidding right on the spot for the services of those who qualified for our jobs. We had two recruiters on the job. As a consequence we have been able to lasso a few promising candidates for our vacant jobs - particularly in Aircraft Engineering.

The above situation is tossed out on the table as bait. In the event that any field supervisors are aware of any enterprise (public or private) which is being forced to run reduction in forces and where there may be persons possessing the types of skills that we need, contact IA-90 immediately. It is quite possible that if we learn about such information soon enough we may be able to entice them to work for CAA.

Suggestions!

Another Suggestion year is now history. A glance at the annual report reflects that the number of suggestions increased during the past year from 271 to 416. Thirty-eight suggestions were adopted and cash awards made. This would indicate an acceptance rate of about 9% as compared to 15% in the previous year. However, these figures may

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be misleading in that there are now a lot of suggestions which are in various stages of sparring which probably will lead to adoption. The total amount of awards made for the 38 suggestions amounted to \$1670.00. An average of \$44 per award. Of the 38 - 12 had actual tangible savings which during the first year has been evaluated to be about \$17,550.

Superior Performance Awards

This is the time of the year when your Awards Committee starts wading in on recommendations made either for Sustained Superior Performance or for Special Acts or Services. There are at present about 100 such recommendations ready for the Committee to look at. Unfortunately, many will be rejected due to a failure to follow the proper procedure, a lack of performance records which renders the recommendation inconclusive, or, in a few cases, a weakness in written expression. At any rate, a lot of strides have been made to improve the presentation of these types of recommendations.

NEW STUDY OF AOS STANDARDS

The project of revising the A.O.S. position classification standards is a very active one in the Washington Office. Air Traffic Control representatives and a Position Classifier will be spending practically full time on the project for some time.

On the project, Harry Barnes of the Air Traffic Control Division in Washington and Herb Dixon and Miss Jean Stebbins from the Classification Division spent several days in the region. They met with Regional Office officials to discuss present inequities in standards, possible new criteria, etc. Miss Stebbins visited several field facilities in the Los Angeles area to gain first hand information of the operations, to note specific problems peculiar to the respective locations and to talk with the employees about the proposed revision.

As you all know, the present standards are based on numerical criteria which presumably reflect individual work loads. These criteria are not realistic when used as the sole basis for distinguishing grade levels hence the Washington group is attempting to find a new approach to the problem. Instead of using "numbers", the approach might be to isolate those factors which generate complexity, activity, etc.

Many of you have submitted your suggestions along these lines to W-500. These have been carefully screened and no doubt will provide valuable information to those working on the project.

DETAILS OF MAJOR FEATURES OF PROPOSED GROUP HEALTH INSURANCE PROGRAM FOR FEDERAL EMPLOYEES

On June 18, 1957, the Civil Service Commission forwarded to Congress its new proposal for group health insurance for Federal civilian employees and their dependents. The main features of the plan are as follows:

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1. The plan is a comprehensive one which includes Government contributions and payroll deductions for both basic health insurance and major medical health insurance.

2. With few exceptions, all Federal employees and employees of the District of Columbia Government would be eligible to participate provided they enrolled for both basic and major medical insurance coverage. The Commission estimated that 90 percent of eligible employees - - some 1,800,000 - - would elect coverage under the plan.

3. The Government would contribute approximately one-third of the cost of the basic insurance and one-third of the cost of the major medical, with the employee in each case paying the balance through payroll deductions.

4. The basic health insurance plan would be on a "local option" basis. That is, each eligible employee would be free to choose any locally available group plan which meets minimum standards set up in the law for the benefit and protection of employees. The plan chosen could range from a minimum hospitalization plan to a more comprehensive one providing payment for hospitalization, surgical services, and medical expenses. The major medical insurance would supplement these individually selected plans and provide financial protection to the employee and his family in cases of serious or prolonged illness.

5. Major medical insurance benefits, to be provided under a uniform nation-wide plan, would pick up at about where the employee's basic health insurance coverage leaves off and pay 75 percent of the balance up to a high dollar limit.

6. As in last year's proposal, the major medical plan would place primary emphasis on payment for physicians, private nurses, and drugs and medicines -- medical goods and services which most basic plans have not found feasible to cover adequately. Approximately seventy cents of the major medical claim dollar would be spent in this way, with the other thirty cents divided between supplemental hospitalization and surgery.

7. The major medical coverage would be continued at no cost to the employee after he reaches 65 years of age or retires. The employee would be assured of continued basic insurance coverage after he retires, but the Government would no longer contribute to its cost.

8. Government contributions for basic health insurance and for major medical insurance would total an estimated \$64,500,000 a year. It would be broken down into \$51,400,000 going toward payment of the cost of the employees' basic health insurance and \$13,100,000 toward payment of the major medical insurance.

9. Specifically, for basic health insurance, the Government would pay one-third of the premium up to 50 cents biweekly if the employee is insured for himself alone, or up to \$1.50 biweekly if he is insured for himself and one or more dependents. For major medical insurance, the Government would pay a flat one-third amounting to 12½ cents biweekly for single employees and 37½ cents biweekly for employees with dependents. The employee would pay 25 cents biweekly if insured for himself alone, or 75 cents biweekly if insured for himself and one or more dependents.

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10. The Government contributions proposed would mean that any employee who now has adequate hospital and surgical coverage would be paying less for the combined basic and major medical coverage than he is at present for just the basic.

11. Under the plan, major medical insurance would pay:

- a. Seventy-five percent of the covered hospital expenses after excluding those incurred in the first 70 days of hospitalization. It is anticipated that basic health plans which now offer less than 70 days of hospitalization will very shortly increase their number-of-days benefits to 70 at only a nominal increase in total cost. This would mesh with the hospitalization provided by the major medical plan, and would be a natural extension of a trend to increase basic hospitalization protection which is already evident.
- b. Seventy-five percent of all covered medical costs not paid for by the employee's basic health insurance, except
 - (1) the first \$100 of such costs, and
 - (2) surgical charges up to an amount set by the Commission for the particular operation. If the surgical charge covered by the employee's basic health insurance is less than the amount set by the Commission for the particular operation, the employee will have to pay the difference, but the basic health plan of most employees will cover this set amount.

12. The Commission would establish local schedules of charges for surgical operations -- a set charge for each surgical operation and for each section of the country. Thus, a dollar amount would be set for an appendectomy, a tonsillectomy, a hernia operation, etc., in each geographical area.

The major medical plan would, after excluding this set charge, pay 75 percent of surgical and other medical costs in excess of the \$100 deductible. The benefits of the employee's basic plan would not, of course, be duplicated by the major medical plan. Included in covered medical costs would be doctors' fees for home and office visits, as well as in the hospital; charges made by special nurses; drugs and medicines; ambulance service; rental of costly appliances such as iron lungs; and many other expenses.

13. Benefits payable under the major medical provisions of the plan would be limited to a lifetime maximum of \$10,000 and a calendar-year maximum of \$5,000 for the insured employee or retired worker and each covered dependent. After \$1,000 in benefits had been paid for any covered individual, application could be made for reinstatement of his \$10,000 maximum provided there was satisfactory evidence of complete recovery and the application was made before the end of the calendar year in which the insured employee or retired worker reached his 65th birthday. If at the time the employee or retired worker reached age 65 the maximum benefit for him or any of his dependents had been reduced to less than \$5,000, this maximum would be restored to \$5,000 without evidence of insurability.

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C.A.A. REGION FOUR

FEDERAL CREDIT UNION

YOUR CREDIT UNION DOESN'T TIGHTEN UP!

With all the talk about tight money and high interest rates, it's good to remember that none of this applies to your credit union.

Your credit union lends you the money you and your friends have saved.

It always charges you the same rate and usually pays the same dividend rate from year to year.

It rarely tightens up on loans, never aims at cutting back, never tries to skim the cream of the loan business.

Its only object is to help you, the members.

Contact Your Region Four Credit Union NOW, Tomorrow May Be Too Late.

August __, 1957

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.

SUGGESTION PROGRAM

The awards made during the past month are interesting even if not voluminous. They provide an opportunity to review with you several important, and not too well understood, points in the processing.

Whenever an idea falls within the scope of our Regional authority, award action or non-adoption action is taken on it here. For example, Zelda Mack suggested a method for improved Regional control and utilization of GSA vehicles. This was within the authority of our General Services Division to adopt. They did, and that made her eligible for an award.

The same was true of Lillian Platt's idea, but this one had additional facets. She felt the need for an easy reference Procedure Manual to be used in the training of new employees in the Message Center. If she had just proposed that "somebody do something about it", it would not have been an eligible suggestion because it would have failed to provide a solution for the problem. But she provided the solution too. She originated a real good Message Procedure Manual and even tested its usefulness on the job.

The local award for Mrs. Platt's idea was modest because it had a somewhat limited application here. However, it has been sent to Washington for consideration by other regions. If they adopt it, she will be eligible for additional awards.

We have received two additional awards of this type in the past few days. The names cannot be published yet, but in each case a local award had been made and now we have an additional one because of national adoption.

Carl Christensen's award illustrates several points. His idea related to adoption of coding words so it was referred to Washington because it was beyond Regional authority to adopt it. It arrived there at the same time as a similar one from an employee in Region III. That would cause a sharing of an award, if an award were made. As it turned out, neither one was adopted in its entirety but -- and this is the main-point -- they "prompted action" to be taken in establishing a list of codes to be used." Both suggesters were given credit and both were awarded \$20.00.

Here is a capsule statement of our recent awards:

Carl J. Christensen, General Safety Division, Medford, suggested appropriate coding words to abbreviate dispatches regarding airman and aircraft registration information. Resulted in related national action. Award \$20.00

Donald K. Ferguson, Air Traffic Control Division, suggested modification of the hand scanning tape to stop the scan TD at the proper impulse following each station call. Adopted nationally. Award \$25.00

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Suggestion Program Continued

Lillian B. Platt, General Services Division, suggested and originated a ready-reference Message Center Procedure Manual to be used in the training of new employees. Award \$35.00

Zelda F. Mack, General Services Division, suggested a method for control and utilization of GSA vehicles. Award \$30.00

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CAA TOASTMASTERS CLUB

John McDaniel was installed as president for the remainder of the term of Merle Zeigner who transferred to a foreign duty assignment in Turkey.

Toastmasters International is just that - a national and international organization composed of over 3000 clubs with active membership of more than 100,000 persons - all of them with one big objective in mind - self improvement in the art of self expression in public speaking.