



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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DEPUTY REGIONAL ADMINISTRATOR FLUNKS DRIVER'S EXAMINATION!

In order to provide front office leadership for the Driver's Testing Program, Deputy Regional Administrator E. S. Hensley was the first to be tested in Region IV. The examiner was not a C.A.A. employee and seemed unimpressed with Ernie Hensley's rank. The examiner held his check list of 57 possible boners tightly throughout Mr. Hensley's test. Result: _____

(See Page 2 for further details)

UNION REGION

Unlike the examiner, those who prepare the News do work for C.A.A. and are properly conscious of his rank. So, let it be known now that the "flunk" heading was just to make you read this far. Actually, Mr. Hensley made only three errors. He is now possessor of ID card No. 10501, the first to be issued in Region IV under Public Law No. 766 of the 83rd Congress. Briefly, here is what it is all about.

In recognition of the terrific volume of traffic deaths annually, the federal government has established minimum driving requirements in an effort to reduce accidents to a minimum. Under the Public Law it is required that operators of government vehicles be examined and after successful completion of a road test, be assigned Standard Form 46, U. S. Government Motor Vehicle Operator's ID Card. Complete details of this program are included in Administrative Order No. 82, presently in process of being distributed to all supervisory personnel in the Fourth Region.

While professional drivers or chauffeurs must undergo an elaborate drivers examination, incidental drivers require only a routine road test and a simple visual and audio examination. It has been determined that CAA operators of Government vehicles come under the category of "incidental drivers." Any drivers who exhibit normal caution and care in the handling of a vehicle should have no difficulty in successfully completing the examination. Seven other personnel in the Regional Office participated with Mr. Hensley in this initial opening of the test program for the Regional Headquarters Office. The entire group completed the examinations successfully. Since the people were chosen at random from the Regional Office personnel, it pretty well illustrates our point that the driving tests are not excessively difficult.

Any move toward reducing the traffic fatalities and costly accidents is obviously worthwhile. Good drivers will pass the test easily. Poor drivers, or those with unsafe habits, have no business in a government vehicle - or their own - anyway. Please cooperate.

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REGIONAL ADMINISTRATOR'S COLUMN

As our Region continues to grow and new programs are initiated, new personnel are also needed. In this connection I have a new assistant to help me in implementing, within the Region, the agency's national public affairs and educational programs. The basic purpose of the work is to achieve the best possible relations between the C.A.A. and all elements of the public and to provide guidance and assistance to educational institutions. The program, to be headed by an assistant in each Region, is designed (1) to inform the public and industry of the C.A.A. mission, the accomplishments to date and the present and long range plans for its operations; (2) to keep employees abreast of developments affecting the agency and (3) to encourage and assist state and local school systems and colleges in planning, developing, or revising programs of aviation education and training at all levels.

All of this is, of course, one way of introducing my new assistant to you. He is Eugene Kropf, or Gene, as he would like to be known. Gene was born in Madison, Wisconsin, November 15, 1912, and comes to us with a long and interesting background in aviation and school work and is one of the real pioneers in the field of aviation education. His interest in aviation goes back to the '20s, when a trip to his local airport required a fifteen mile bike ride, over roads that even the AAA of that day would not approve. Doing anything around the field in exchange for a few minutes in the air, Gene learned a lot about aviation at the "grass roots" level while still a high school student. After a most interesting eight years of general business experience with the telephone company, Gene realized his future was not on the ground and so he returned to college to continue his aviation career. He received his B.S. degree in aeronautical administration from Parks College of Saint Louis University (and incidentally his A and E licenses too) in 1940 -- just in time to find that mechanics were in greater demand than college graduates. Accepting a position as crew chief on an Army Air Force Civilian Training Program, he soon found himself also teaching on a ground school program in the evening. Gene returned to his alma mater in 1942 and held a number of teaching assignments including, maintenance instructor, lecturer in air transportation history, instructor in airline operations, and traffic procedures and in 1946 was appointed an assistant professor and Director of the Department of Aeronautical Administration. In 1949 his text book, AIRLINE TRAFFIC PROCEDURES, was published by McGraw-Hill and adopted by more than a dozen colleges and universities. During this same period he was also a contributor to a number of aviation magazines.

In 1950, Gene was appointed assistant to the Dean and Director of Public Relations for the College, a position he held until June of this year. In the latter position he also served as editor of the College house organ PARKS AIR NEWS and the educational bulletin also published by the College, THE AERONAUTICS BULLETIN. He is active in a number of national and international organizations, having served as president of the University Aviation Association and a member of the board of directors of the National Aviation Educational Council. He is also a member of the International Society of Aviation Writers, the Society of Automotive Engineers, National Aeronautic Association, American College Public Relations Association, Rotary International and the American Alumni Council. I am sure that he also belongs

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INCENTIVE AWARDS PROGRAM

This is a good time to bring you up-to-date on the Suggestion Program.

Faced with a staggering backlog in the early part of 1957, we had to make a difficult decision. We had to "find a handle" that would enable us to take hold of the program and get it working the way it should be working. It was necessary to do one of three things:

1. Concentrate on the backlog of suggestions and let the newer ones pile up and create new backlogs, or
2. Concentrate on the new ones, handle them as they should be, and just not worry too much about the older ones, or
3. Give a certain amount of "priority" to one or the other category and do the best we could about the ones we would be forced to neglect.

There had to be, temporarily, a selection of just ONE of these courses of action. The decision on which one it would be was made with a full realization that our choice would create certain injustices. It was one of those "you can't win" propositions.

We finally chose number 3 and decided to give "priority" to the suggestions which were currently flowing in. We would keep even with the new suggestions and complete the processing on the older ones as we were able. Unfair? You bet it was. Practical? We think so.

The decision to concentrate on the current ones was dictated by a desire to have one part of the program working just the way it should be: prompt acknowledgments, complete and speedy processing, quick action by the Committee. It was dictated also by the fact that 204 of these older suggestions were in Washington and, for all practical purposes, beyond our control. No appreciable gains could be made in reducing the backlog until the Washington log jam could be broken.

We began to apply real pressure to get Washington action. In the meantime, however, we concentrated on keeping the current suggestions moving.

How has this worked out? Beautifully! Since about March of this year, any suggestion turned in has been handled in a highly satisfactory manner. We have been able to process them in as little as 15 days and we are averaging about 45 days. This refers, of course, to those which can be acted upon within the Region. If they have to be sent to Washington or to the other regions it will take much longer. But even there, the improvement in the processing time has been marvelous. The whole system is working real well with respect to current suggestions.

There is one area of processing on which we haven't done too well even on the newer suggestions. Sometimes an idea has to be further developed, actual trial installations made, tests run. We have not been able to report to you periodically on the status of these cases. It may not even be possible to do so -- but we're going to try. We find that suggesters are quite understanding about the fact that their

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idea might take a long time to process, but they would like to hear from it once in a while. They want some assurance that it hasn't been forgotten. We'll try to keep you more completely and continuously informed than we have been able to do in the past.

To summarize: We are in good shape on all suggestions received since March.

How about the older ones? The picture on them is still not good but it is a far brighter one than we had any reason to expect. The log jam in Washington has been broken. Since June 1 they have reduced the backlog of Region IV suggestions by about 25 per month.

We are moving at about the same pace on our own backlog as illustrated by the figures for July and August. In those two months we made a gain of 61 cases! In other words, we completed action on the number of suggestions received in that period -- plus 61 more. If we can continue at that pace we shall be completely current by the end of the calendar year.

So, if you have one that has been in for some time, don't get discouraged. You will be hearing from us real soon.

We think the picture is a bright one considering that we are admittedly understaffed and are responsible for many other functions in addition to the Suggestion Program.

What is even more encouraging, however, is the high quality of the suggestions we are receiving. They are well thought out, they are well presented, and they are bringing about many improvements in our operations.

Our special appreciation goes to those employees who have had every reason to believe that some of their previous suggestions have been neglected but who, nevertheless, continue to send in new ones. Perhaps this summary of the status of the program will demonstrate that your faith in the program is well justified.

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Regional Administrator's Column Continued

to a number of others, but to list them all would make him sound more important than the boss and this just can't be.....

Gene tells me that his interests are many and varied and that he used to be a bowler and golfer of sorts. For the moment, however, he will be limiting his outside activities to assisting his wife Gertrude in furnishing their new home in Westchester and helping his teen age son do his junior high school math problems.

It is a pleasure to welcome Gene to our family and I know you will all give him your cooperation as he gets his "feet wet" in this, his first CAA assignment. After he is acclimatized, or acclimated, feel free to call on him for any assistance he can give in the field of public relations.

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DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

The Boeing 707 prototype aircraft, recently damaged during taxi tests with a thrust reverser, is scheduled to return to flight status about August 22. Boeing is transferring construction of the fuselage aft bodies and wing torque boxes from Ryan to Northrop beginning with Unit No. 3. This change is expected to improve the delivery schedules for other components being constructed by Ryan. The first production Model 707 airplane now has all major components assembled. The second aircraft is taking shape. CAA Region 4 and Washington personnel met with Boeing and NACA representatives in Seattle to discuss the assumptions used regarding flexibility in the structural analysis. As a result, a program for substantiating the effects of flexibility on the aircraft was agreed upon. Radio and electrical representatives from Region 4 and Washington also have conferred with Boeing engineers regarding miscellaneous related problems. The KC-135 fatigue test fuselage specimen has been installed in the water tank and the fatigue test program is under way. As of July 8, the fuselage had been subjected to load cycles corresponding to approximately 5000 hours of flight operation. The first flight of the No. 1 PAA production 707 airplane is scheduled for December 28, 1957.

The basic loads methods report pertaining to the Convair Model 22 now is scheduled for delivery about August 15th. A new "team evaluation" by CAA Washington and Region 4 structures engineers is scheduled for the basic loads methods report on this model. It is expected this evaluation will occur at Convair late in August. Following the team evaluation of the basic loads methods, Convair will process necessary changes in the basic loads reports which are scheduled for delivery later in the fall. The mock-up interior has been completed and the CAA mock-up inspection of the cockpit and the interior is scheduled for August 16th. CAA flight testing on this aircraft is scheduled for July 1959 with CAA certification scheduled for May 1, 1960. The first airplane delivery is scheduled for June 1, 1960.

An engineer from this Division participated in the investigation of the explosive decompression which occurred in flight on July 25 on a WAL Convair 240 airplane. This participation continued up to the point where it appeared reasonably certain that decompression was caused by an explosion within the lavatory. It now appears that this accident was not caused by fatigue or any normal type of aircraft structural failure.

An Application for Type Certificate has been received from the Cutler Helicopter Corporation on their model CJ 246 helicopter gyroplane project. This machine is a 2-place, single rotor type with a ram-jet engine installed on each rotor tip. A small reciprocating engine-pusher propeller combination will be installed for forward flight. The conventional engine will be used for starting the ram-jets which have a diameter of 8", a length of 22", and a thrust of approximately 40 lbs. each. The aircraft will take off as a helicopter using ram-jet power. After take-off, the ram-jet power is to be reduced to approximately an idle position to just offset the drag of the ram-jet engines and the aircraft will be flown as an autogyro in normal flight. The gross weight was said to be 1400 lbs. Because of the unconventional configuration of this aircraft, numerous special rules and interpretations may be required.

Engineering work on the Douglas Model DC-8 is continuing on schedule. The Douglas proposal regarding aerolastic effects has been reviewed and commented upon. Developmental tests of numerous components and methods are under way. Design drawings in

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relatively large quantities recently have been submitted. It is stated these drawings later will be replaced by microfilm cards. Assembly of the fuselage nose shell for the first aircraft, and numerous other major components are progressing rapidly at the Douglas Long Beach Plant.

Construction of the Lockheed Electra, Model 188, aircraft is proceeding on schedule. The fuselage of the No. 1 airplane is 75% complete, the No. 2 airplane is 40% complete, and the No. 3 airplane is 25% complete. The outer wing of the No. 1 airplane is 75% complete, the No. 2 is 50% complete, and the No. 3 is 45% complete. The first flight of the R7V-2 aircraft equipped with four production type engine-propeller combinations occurred on schedule on July 31st. Lockheed engineering personnel now are conducting shakedown tests on this aircraft. CAA participation in the functioning and reliability test program of 1000 hours on this machine is scheduled to begin about the middle of September. This flight test program is considered to be one of the most important parts of the CAA functioning and reliability evaluation of this model. A discussion was held with Lockheed engineers to clarify certain aspects of the engine and propeller control system failure analysis with respect to airframe loads resulting from such failure. A review of the data submitted indicated a possibly critical condition might occur following operation of the decoupler after engine failure. Data clarifying this matter are being prepared. Demonstration tests have been conducted on a complete full-scale mock-up or simulator of the single point, under-wing refueling system. The simulator included a complete aircraft fuel system, including tanks, lines, and system components. Malfunctions of the various control devices were simulated, including one doubler failure. As a result of these tests, the operation of the refueling system was considered satisfactory. Drop tests on the main landing gear have been completed and fatigue tests presently are under way on both the main and nose landing gear structures. The design of the Model 188 is fully committed to the shop and design changes from now on will be extremely costly. The No. 1 airplane's first flight is scheduled for January 31, 1958. The CAA flight tests are scheduled to begin May 31, 1958, with a target date for CAA certification of September 30, 1958.

A PacAero representative reports that a new Convair 440 airplane has been delivered for use on the Napier-Eland conversion project. This aircraft eventually will be modified by the installation of the Napier-Eland field kit at PacAero. Previous plans for this aircraft to be the one submitted for CAA flight tests now have been changed, and the No. 1 airplane is expected to be flown to the United States some time in October for CAA flight tests. The modification of the 440 airplane will be deferred until a later date when the modification kit is available from Napier. Mr. Gordon Israel has been appointed as Chief Engineer at PacAero.

AIR CARRIER SAFETY DIVISION

-----Following satisfactory completion of survey and proving flights, Western Air Lines was approved for the Los Angeles-Mexico City route. Operating Certificate No. 401-F and Operations Specifications were issued and approved. Schedule of one round trip per day started July 15, 1957. The main item found in need of correction was the lack of an available takeoff power chart covering the altitude range of the Mexico City Airport. Further evaluation of coverage of Mexican West Coast radio navigational aids has been postponed at Western's request. Operations from Los Angeles to Mexico City continue under VFR authorization.

The Operations Inspector assigned to Bonanza Airlines accompanied their personnel on a survey flight covering their new route from Phoenix, Arizona to Salt Lake City,

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Utah via Valle, Arizona, Kanab, Cedar City and Provo, Utah. Considerable information was gathered on the flight, and a great deal of work will be necessary before service can be started. Target date for service is December, 1957.

Operations inspectors of the San Francisco District Office participated in flight checking the prototype high intensity navigation light system developed by United Air Lines. The system appears satisfactory except that when the aircraft was in the overcast with the lights in the high intensity position, the green light created a strong halation effect. When the dimming feature of the system was utilized, it reduced the amount of halation to an acceptable standard.

A Western Airlines Convair 240 experienced an explosion in the lavatory compartment resulting in the loss of one passenger and an emergency landing at George Air Force Base, Victorville, California. Although the investigation is not complete, it appears that the missing passenger ignited some type of explosive charge for the purpose of self-destruction. Sufficient investigation has been made to satisfy the conclusion that the aircraft was not at fault. The extensive use of helicopters in this investigation proved to be quite valuable. The Marines sent three helicopters from their base at Santa Ana to help in locating the body of the missing passenger. Inspector Marshall, Maintenance, was CAA Coordinator, and Inspector Hornsby, Operations, assisted.

A closed TV circuit and intercom has been installed in the office of the Air Force pilots who fly jets from Los Angeles Airport. The transmitting portion of the circuit is in the Weather Bureau Office and is sent by microwave across the field about a mile distant. The system gives personal contact with the Weather Bureau forecaster and pictures of the map, forecast and sequence about which he is talking when discussing the forecast. The local company that installed and maintains the equipment has installed a drop on an experimental basis in United Air Lines Dispatch Office. The circuit is by telephone line. The sets have been in use only about a week. Accordingly, it is too early to make an evaluation. It is understood the Air Force has one or more such installations at other fields where mass dissemination of weather or other pictorial information is desired to be given to a group of people.

The Shell Oil Company contacted the Los Angeles Air Carrier District Office regarding certain difficulties they were experiencing in Alaska with their helicopter research and exploration operation. It was pointed out that several helicopters were partially destroyed during takeoffs and landings because of turbulence. A deep concern was felt by the company for their engineers and scientists assigned to the project. It was recommended that the Shell Oil Company contact Carl Agar, Vice President of Research and Training at Okanagan Helicopters, Ltd., Vancouver, Canada, for evaluation of their Alaska operation. Okanagan helicopter personnel are experts in this type of operation.

On July 19 the Los Angeles District Office was contacted by Mr. Clark, Architect, Victor Gruen & Associates, Los Angeles, regarding a proposed downtown County building at Grand and Second Street. The building is to be 680 feet long by 250 feet wide and eight stories high. Plans are being submitted to the County Commissioners for a heliport to be included on the roof of the entire structure. Mr. Clark had a prepared brief on all questions associated with the operation of helicopters which was reviewed in great detail.

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Pacific Southwest Airlines carried a record of 22,000 passengers during the month of June. The July record was expected to exceed the June record.

GENERAL SAFETY DIVISION

Denver GSDO - There was an increase in aerial activity of spraying and dusting of towns in the state of Colorado over any other previous year. This was brought on due to the fact that the moisture content this year in Colorado has been the greatest since 1949.

Sacramento GSDO - This past California legislative session considered approximately 27 bills affecting aviation in this state. It is reported that only 8 have been signed by the Governor.

Albuquerque GSDO - Inspector Cazier reported the following incident, which we are quoting:

"I was at the Carlsbad Municipal Airport when an elderly gentleman landed in his Cessna 172. I drove him to town and we talked shop en route. He said he had learned to fly in 1933 at the age of 48. He has always owned an airplane since that time with the exception of four war years when the Government took his airplane. Throughout this period of time, he has flown approximately 200 hours per year, and had only one accident. This was when he ran off his ranch landing strip and turned over.

"He attributes his safe flying to always flying an airplane of the same cruising speed, radius of turn, etc. He said he had owned Wacos, Fairchilds, and Cessna, all with a cruising speed of about 110 mph, and intended to stay with this speed because he was used to it and could rely, thereby, on subconscious reactions, or reactions built up over these 24 years of flying. He said he did not want to buy a faster airplane, because its speed would be strange to him and therefore less safe for him to fly.

"I felt this was SAGE advice, and worthy of wider circulation."

Reno GSDO - Susanville, California airport now has a 3400' paved strip and taxiway, plus a large paved ramp. A new Administration Building and fire station was recently completed, which gives Susanville a modern airport facility.

The Beckwourth, California airport runway paving project will be completed in a few days.

Most of the flight operators who are located on the East side of the Sierras have been exceptionally busy with forest patrol and supply drop work. This has been an exceptionally bad year as far as fires are concerned. The Forest Service has established sodium borate stations at various airports so that aerial tankers can load up with a minimum of ferrying distance and time. Sodium borate solution is the smothering agency that is proving very effective in aerial fire fighting.

Boise GSDO - The spraying of national forests in Idaho was successfully completed July 24. The area covered was over half a million acres. The job was taken care of by experienced operators and personnel without incident.

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Seattle GSDO - The ROTC contract was awarded to Renton Aviation, Inc. The contract calls for 30 students.

A meeting was recently called by the Boeing Airplane Company for the purpose of discussing near-collisions occurring in the flight test areas assigned to that Company. Investigation revealed that a number of SAC aircraft were penetrating these areas. The Boeing Company inquired as to the feasibility of ARTC keeping Boeing test pilots advised during testing operations of the location and time these aircraft would penetrate these areas. The problem was referred to Mr. Hink of ARTC for study and possible solution.

San Diego GSDO - San Diego State University is planning an ROTC course to begin in September. There are two flight schools being considered: El Cajon Flying Service, Gillespie Field and Gibbs Flying Service, Inc., Montgomery Field.

Yakima GSDO - Participated in the Central Washington College of Education Aviation Workshop on July 23. School teachers in attendance were enthusiastic about the program and it is believed it is a very worthwhile project. As part of the two-week program teachers attending the workshop made a group flight from Ellensburg to Banff, Canada, and return, with overnight stops at Calgary. Members of the Yakima Valley Aero Club assisted in planning the flight and furnished pilots and aircraft for the trip.

Fresno GSDO - The proposed Navy jet training base at Lemoore has been described by late news sources as the largest jet training station in the world. Latest estimates place the land requirements at 32,000 acres. There is terrific pressure being brought to bear by agricultural interest who are against such a large military installation, by the airlines, and by general aviation throughout the valley. The hopes have been bolstered by a report that CAB will give responsibility for the allocation of all airspace to CAA. If the base is established, major problems will have to be faced in connection with operation of general aircraft throughout the San Joaquin Valley. A large amount of airspace will be required for such a large training program.

Inspectors Zentner and Asbury have met with representatives of Madera County to discuss plans for improvement of the Bass Lake airport.

Billings GSDO - During the month of July the Spruce Budworm Project in the southeastern corner of Montana was completed without accident. Approximately 500,000 acres were sprayed by Boeing B-17's and TBM's.

The grasshopper infestation in this District has been bad this year and most of our agricultural operators are now engaged in controlling this grasshopper outbreak. In some of the towns in the northern section of the District mosquitoes have been worse this year than ever before.

Palo Alto GSDO - Thompson & Hoover have stated their intention of again conducting an approved flying school at San Luis Obispo to handle an ROTC program at Cal Poly, San Luis Obispo.

Spokane GSDO - Agent Gillis was a guest speaker at the Eastern Washington College of Education, Cheney, Washington, during one of their summer workshop aviation classes for their teachers.

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Long Beach GSDO - Installation of runway lighting is underway at the Torrance Municipal Airport, and radio equipment has been ordered for the Control Tower which the city plans to activate in the near future.

Avalon Air Transport Company plans to have the Sikorsky VS-44 in operation on the Catalina run within the next two weeks. Passenger seats have been increased from 34 to 46. Fabric surfaces have been recovered and considerable surplus equipment removed from the aircraft. The aircraft will be operated from Pacific Landing in Long Beach Harbor. Maintenance and operation personnel of this office have spent considerable time in assisting the company in preparation for certification and operation of this large aircraft under their air taxi certificate.

Oakland GSDO - The Port of Oakland dedicated a heliport at the foot of Broadway, along the estuary which is only a few blocks from downtown Oakland. This gives Oakland two designated heliports; one at the airport and the one downtown.

AIRPORTS DIVISION

Grant Offers were issued during the month to the following: Phoenix, Arizona, \$113,894 for taxiway extension and lighting, holding apron and equipment storage and maintenance building; Hemet, California, \$30,781 for construction of runway and taxiway; La Verne (Brackett Field), California, \$541,500 for land acquisition, construction of runway, taxiways, aprons, entrance road, auto parking area, lighting and administration building; Porterville, California, \$10,838 for land acquisition; San Diego (Gillespie Field), California, \$65,245 for land acquisition; Aspen, Colorado, \$48,348 for land acquisition, construct runway, taxiway, apron, entrance road and auto parking area; Grand Junction, Colorado, \$205,154 for land acquisition, reconstruct runway and taxiway, install high intensity lighting system; Moose Creek, Idaho, \$41,842 for construction of landing strip, boundary markers, segmented circle and fence; Carlsbad, New Mexico, \$106,373 for terminal building, engine generator building, apron floodlighting and fencing.

Project Applications were received from the following locations: Auburn, California, \$7,715 for stabilizing runway and construction of apron; Eureka, California, \$93,546 for runway and taxiway; Lake Tahoe Valley Airport, \$38,306 for land acquisition and site preparation; San Francisco, California, \$1,388,648 for runway reconstruction, taxiway construction and first half of Pier E and connecting concourse; Cortez, Colorado, \$22,644 for surfacing runway taxiway and apron; Denver, Colorado, \$152,487 for relocation of entrance road, construct auto parking lot; Nucla, Colorado, \$42,471 for lighting and grading, draining and stabilizing runway; Rawlins, Wyoming, \$24,667 for administration building and sewer line.

AIR TRAFFIC CONTROL DIVISION

ADLO 25th Conad Division arranged for classified briefings on AAA Nike for all seniors, watch supervisors and chief controllers from the McChord RAPCON, Seattle Tower, Seattle Center and representatives of General Safety District Office and Washington State Director of Aeronautics. About 30 people participated in the briefing conducted July 23 and 25.

ADLOs from the 9th and 25th Conad Divisions attended a meeting at Seattle of State Aeronautics Directors from Oregon, Idaho, Montana and Washington.

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Mr. Don Himes visited Concord, Santa Barbara and Oxnard, California studying airport traffic control service needs. Mr. Bob Graner visited Fullerton and Santa Rosa, California for the same purpose.

Service "B" teletypewriter will be added at Mullan Pass when the station is relocated about October 15, 1957.

Estimates are being prepared for relocation of interphone equipment to new operations quarters in Albuquerque, Denver, Los Angeles and Seattle Centers.

Arcata, California VHF/VF has been commissioned on test basis. ATC Division is currently training and checking personnel in preparation for operational commissioning.

Have recommended issuance of FCDA identification cards and vehicle markers to all AOS in journeyman or higher grades, in order to meet possible future emergency requirements.

The Weather Bureau is closing their station at Prescott and reducing hours at Elko. ATC Division apparently will be required to assume all observational duties at Prescott and to assume similar duties at Elko, except during daylight hours.

Resident Air Traffic Control Inspectors (Liaison Officers) have been selected for military RAPCON installations which will also control civil operations at Castle, Larson and Walker AFBs. Assignments will be made effective September 1, 1957.

Geological Survey has vacated offices in Felts Field Terminal Building, Spokane which clears the way for Geiger Station relocation.

State of Washington has submitted a new State Patrol flight plan handling procedure. This is approved and is being made effective soon.

Simulation ATC study for the Los Angeles area at TDC will begin October 7 with regional participation. The region will accomplish preliminary work September 16 involving personnel of the Los Angeles Center, Tower and Regional Office.

Salt Lake City ASR will be decommissioned October 15 for reinstallation in IFR Room and recommissioning about January 1, 1958.

As a result of progress in approach control training at Mountain Home AFB, we expect to implement approach control there about October 1, 1958.

Lern Middlekauff participated in Washington discussion of the Portland Airport use problem.

Station Chief, Daggett, California reports USMC is closing their Daggett facility in line with the retrenchment program instigated by budget cuts. Transferring of equipment and personnel is underway. The Commanding Officer advises complete deactivation will be effective on or before January 1, 1958. All buildings, including those now occupied by the CAA, are being offered for transfer as surplus to the Defense Department and GSA in that order. Station Chief has forwarded complete details.

Albuquerque Station was relocated to new quarters August 6, 1957.

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One administrative assistant position each is being established in centers as follows: Second quarter; Los Angeles, Oakland and Seattle. Third quarter; Albuquerque, Denver and Salt Lake City. Fourth quarter; Phoenix.

At Long Beach the Air Force is discontinuing weather observations. These will be made by CAA station personnel pending establishment of Weather Bureau facilities now proposed for FY-59. This will preclude combining Long Beach with Los Angeles in FY-58 as included in "E" Program.

Robert W. Farris replaced Merton W. Claar as 27th Conad ADLO beginning August 19.

Region has received approval for all GS-13 reorganization positions in the ATC Division and the Division reorganization will become effective August 26, 1957.

FACILITIES DIVISION

Navigational Aids

One of the most important phases of our Program during the past month has been the VORTAC establishment and conversion. Surveys have been completed for projects at Dillon, Sheridan, Red Bluff, Milford, The Dalles, and Boise. Bids for construction are being taken for VORTAC Conversion at Livingston, Miles City, Rock Springs, Milford, Boise, St. Johns, Rice, and for a new VORTAC near Hector.

Noel Ledbetter and crew completed site test for VORTAC at Dillon, and proceeded to Livingston for a site test there.

We have done our share of moving mountains during the past month. We knocked the tops off of mountains at Oxnard, Panoche, Sheridan, and Mina, and are presently engaged in leveling off mountain tops at Eugene, Lakeview, and Boysen Reservoir, for mountain top VOR facilities.

Erwin Clark and Melvin Kucherer completed a satisfactory site test at Oxnard. A portable VOR is being set up at Panoche.

Don Pickett and Marvin Andelin completed a satisfactory site test at Mina. They also conducted site test at Currant which proved unsatisfactory.

Hal Fontecilla and Bob Bynum completed the Pinon VOR installation and have joined the crew at Texico VOR.

Proposals have been issued for grading a mountain top VOR site near Woodside, as well as sites near Arlington and Ontario, California.

A survey has been completed on an Approach Light System at Great Falls, and a survey is under way for another Approach Light System at Medford. Installation of the Approach Light System at Burbank was completed August 15, 1957.

Radar

Survey site testing and evaluation of the Salt Lake City ARTC Center ARSR-1 radar at Francis Peak was completed. The Air Traffic Control Division is currently studying the evaluation of this site to determine the adequacy of the radar coverage.

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The construction contract for the Denver ARSR-1 was started on August 20. Final inspection of the construction work on the Colorado Springs ASR facility was made on August 23.

Don Hughes and test crew conducted a site test of Mica Peak radar site using the mobile radar test unit. Vic Beacken and "Red" Pedri then proceeded to Seattle with the unit for a site test of Fort Lawton.

The first schedule of the ARTC Center expansion contract at Denver has been completed.

The construction work on the VHF/DF facility at Oakland was completed. The survey for a VHF/DF facility at Burbank was completed.

VHF/DF-1 installations at San Francisco and Oakland towers have been completed and the facilities commissioned. The Oakland ARTC Center VHF/DF-1 installation has been completed and commissioning of this facility is pending receipt of the receiver crystals.

The Seattle VHF/DF-1 was completed and flight checked.

The AN/URD-2 VHF/DF facility was installed and commissioned on a test basis at Arcata ATCS.

VHF/DF-1 was completed and commissioned in the Los Angeles Center.

Communications

The rate of activity in survey and construction of peripheral sites has continued high during the past month. Sites selected and being surveyed are Neah Bay, Salmon (Challis), Whitefish (Kalispell), and Glasgow. Bids for construction work will open on Zuni and Mountain View.

Construction was started on San Jose, Red Bluff, Thermopolis, Las Vegas, and Spokane. Construction work was completed (with the exception of mechanical coolers) on Bakersfield, Santa Barbara, Julian, Great Falls, Miles City, Portland (near Scappoose), Roswell (near Caprock), Tonopah and Yakima.

A permanent peripheral site has been selected at Barstow, construction of buildings will begin at once.

Construction of a peripheral site at the rear of the Regional Office compound will begin on September 1, 1957.

The Albuquerque ATCS has been relocated to new quarters, and work is progressing at full speed on the Center Expansion Program.

An acceptance inspection of the relocation and modernization of the Salinas ATCS was held August 8, 1957. Everyone concerned is well pleased with being located in new, modern quarters.

Work has commenced on the electronics installation at San Jose Air Traffic Control Tower.

(Continued on next page)

The Stockton Air Traffic Control Tower will be commissioned on approximately August 22, 1957.

The Havre (WB) SECO Service "B" teletype has been completed.

The Elko Mountain peripheral facility was completed - now awaiting VHF and UHF equipment.

Price and Lander temporary peripheral stations have been commissioned.

Maintenance Engineering Branch

Recent graduates from the Aeronautical Center are: Albert Williams, Casper; Leonard Parsons, Elko, and Virgil Eshelman Spokane;-- Communications Equipment Class No. 78; Wayne E. Milburn, Rawlins, Norman Miller, Red Bluff, William Pan, San Francisco, and William D. Bauer, Portland; -- Communications Equipment Class No. 79; Robert Wood, Spokane, Richard Pearson, March AFB, Riverside, Earl W. Gorby, Belmont, Russell Fife, Colorado Springs, and Andrew Gordfish, Albuquerque; -- ASR/PAR Class No. 118; George M. Warren, Boise, Howard R. Patrick, Spokane, Russell E. Hoskins, Salem, Jack Teatsorth, and Lemuel Ball, Los Angeles;-- ILS/VOR Class No. 123; Roy C. Anderson, the Dalles, Dean C. Martin, Salt Lake City, Lonnie F. Tarver, Otto, and Lewis V. Miller, Palmdale -- ILS/VOR Class No. 124.

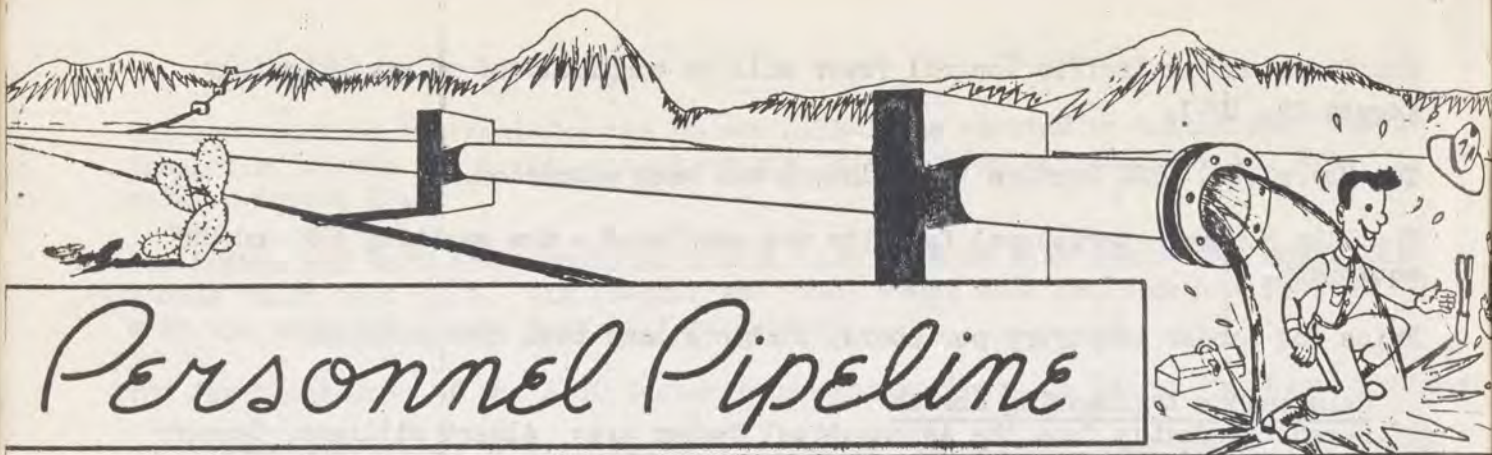
Edward H. Becker, Phoenix, and William F. Smith, Denver, recently completed TACAN training at Scott Air Force Base, Illinois. Russell J. Schoonmaker, San Francisco, completed Multiplex School in Chicago. An indication that interest is growing in our Directed Study Courses was substantiated by the enrollment of two secretaries of our field offices. Irene Stroud, secretary at our ATFO, Albuquerque, enrolled in DS-90 on July 9, 1957 and Margaret Hanson, secretary to our ATDO, Portland, recently submitted Exam. No. 1 of DS-90. Margaret's enrollment was mentioned in Air Navigation Facilities Training Bulletin No. 18, dated August 1957, and it was stated that her exam was graded and the score, good.

Mr. Edgar P. Paden who transferred to the Civil Aeronautics Administration February, 1956 with the Structures and Grounds Crew at San Maeto as an equipment operator entered on disability retirement August 5. Mr. Paden was injured in January, 1957 in the pursuit of his duties resulting in a vehicle accident causing vertebrae and internal injuries. Mr. Paden served 14 years as a heavy equipment operator and mechanic with the Bureau of Public Roads.

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Small airports are disappearing at the rate of 500 a year, according to James T. Pyle, Administrator of Civil Aeronautics, who has asked managers of municipal airports to help in saving these "private flying facilities." Growth of cities, attractiveness of airport property to real estate developers are reasons, he says, not blaming old-time aviation figures who own small airports for "taking their profit and taking their ease." One way to save these fields is to make them municipally-owned, he suggests.

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Personnel Pipeline

Increases in Existing Annuities Awarded Under the Retirement Act

The following is a summary of a discussion of this matter before the Interagency Advisory Group in Washington:

Mr. Andrew E. Ruddock, Chief of the Commission's Retirement Division, discussed proposals before Congress which would increase existing annuities awarded under the Civil Service Retirement Act prior to October 1, 1956. He commented that the Civil Service Commission, after considering all the factors involved, is opposed to any increase in annuities at this time. The Commission's study of proposals for annuity increases has been conducted in full awareness of past increases to annuitants, which have demonstrated that the welfare of its retired employees has always been a prime concern of the Federal Government. Mr. Ruddock stated that there have been five adjustments liberalizing the annuities for retired employees from April 1948 to October 1955; three of these were general rate increases. Active employees benefited from an adjustment in 1948, but the next liberalization in the annuity formula for active employees did not take place until October 1, 1956. The cost of living was not a main reason for this latter adjustment, which was intended to bring active employees abreast of retirees in the area of retirement benefits and to enable the Federal Government to do a better job of attracting and retaining competent personnel.

Mr. Ruddock discussed several questions raised by those in favor of annuity increases as follows:

1. Do not many annuitants on the retired roles receive benefits which are adequate for their needs?

This is correct, said Mr. Ruddock, but it overlooks the fact that the Federal Government's retirement system provides for benefits in relation to the length of the employee's service. The objective of the plan is to provide benefits which are adequate for those who have completed a full career of Federal Service. The plan does not and should not provide total retirement income in return for a fraction of an individual's working career. The overall annuity average of \$133 per month would be appreciably higher except for the fact that the retirement plan generously provides benefits after periods of service as short as five years.

2. Have not annuity increases lagged behind increases in the cost of living?

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Mr. Ruddock pointed out that the year 1939 has been extensively used as a base year for comparison of annuities and cost of living. Yet annuitants retired in 1939 or prior years make up only approximately 5 percent of the retired role existing on June 30, 1956. If increases in annuities and in cost of living are measured from 1939, the cost of living has increased at a higher rate. However, if a post-World War II year is used as the starting point, the percentage increase in annuities is greater than the increase in the cost of living. He noted that 70 percent of those on the retirement roles have retired since April 1948.

3. Is there not sufficient money in the Retirement Fund to grant annuity increases?

The balance in the fund on April 30, 1957 was \$7.2 billion. But Mr. Ruddock explained that two liability items, employee deductions which must be repaid and the amount needed to complete payment of annuities already awarded, exceed that balance. In addition, there is nothing in the fund to cover the Government's share of annuities to be awarded in the future to present employees and their survivors. When this liability is taken into account the total liabilities of the retirement system exceed the assets by about \$18 billion.

4. Would not increasing the existing annuities simply be releasing money from the retirement fund which belongs to the annuitants?

Mr. Ruddock stated that most of the retirement fund was contributed by employees now in the Federal Service. Present annuitants have already received approximately four times the amount they contributed and will receive more than twice this amount in the future at their present rates.

There are presently about 250,000 annuitants on the roles plus 80,000 survivors. A one percent increase in the annuities of retired employees and survivors would cost over \$4,000,000 in the first year. Some of the bills proposing a further increase in existing annuities provide for increases of as much as 30 percent, which, Mr. Ruddock pointed out, would mean a first-year cost of over \$100,000,000.

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Recruitment Assistance

Our Region has an urgent need for qualified Clerk-stenographers. As we all know, lack of stenographic help can seriously impede our progress and the efficiency of our operation. Do you know of anyone who might be interested in being considered? Maybe the wife (we will see to it that you are not employed in the same branch), or the mother-in-law (but only if you are on friendly terms) or the girl next door. Seriously, keep it in mind, perhaps you will have the opportunity to pass the word to qualified people. Salaries are good and there are interesting spots available.

Writing Position Descriptions

One of the most frequent complaints against the classification processes is the requirement that the work assigned to an individual position must be described and put into certain format on Standard Form 75. Many supervisors and employees alike,

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regard it as a time consuming, wasteful requirement. The following items give the reasons why we have job sheets as well as suggestions in their preparation:

1. A position description is an official supporting document for salary payments. It is thus a voucher for the expenditure of public funds requiring the same attention to insure complete and accurate factual statements as other vouchers.
2. No special phrases or words are needed -- no special skill or classification know-how is called for. The writer simply needs to know the position thoroughly.
3. The position description should be a concrete precise and fully factual word-picture of the work which the employee assigned to the position performs; or, will perform if the position is vacant.
4. Ambiguous words such as "assist", "handle", "examine", etc. are meaningless unless further explained -- describe the tasks or processes involved, how they are accomplished, their purpose, and end results.
5. Tasks should not be broadly referred to as "difficult" or "complex" -- show the degree of difficulty or responsibility by describing types of problems encountered, judgment required in solving them under varying conditions, etc.
6. Copying from other job sheets or classification standards wastes the time of the employee, supervisor, and classifier. Use of other descriptions will not document specific concrete facts about or the individual characteristics of the position under consideration. Standards are NOT intended to provide ready-made job sheets. They rather define general levels against which individual positions are measured.

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V. P. P. NOTES

We were sorry to learn of the death of Ernest A. Randal on September 1, 1957 at Albuquerque, New Mexico.

Mr. Randal had been employed by the CAA since 1939 and since 1952 has been assigned to the Albuquerque Air Route Traffic Control Center.

A check in the amount of \$2500 was forwarded to Mrs. Randal and the remaining balance will be forwarded at the expiration of the repledge grace period which is midnight September 20, 1957.

CAA REGION FOUR

FEDERAL CREDIT UNION

On reaching retirement age would you like to supplement your retirement income with \$1083 per year for the rest of your life? By saving \$1000 per year for fifteen years in a credit union that pays a 5% annual dividend, you will be in a position to withdraw \$1083 per year for the balance of your life without any reduction to the principal. In addition you will have equal life insurance coverage on the first \$2000 deposited before age 55.

This dramatic fact is set forth in the following table:

\$1000 Saved Annually For Fifteen Years

<u>Year No.</u>	<u>Amount Invested</u>	<u>5% Interest</u>	<u>Withdrawn At Year End</u>	<u>Year End Share Total</u>
1	1000	50		1050
2	1000	52		2102
3	1000	105		3207
4	1000	160		4367
5	1000	218		5585
6	1000	279		6864
7	1000	343		8207
8	1000	410		9617
9	1000	480		11097
10	1000	554		12651
11	1000	632		14283
12	1000	714		15997
13	1000	799		17796
14	1000	889		19685
15	1000	984		21669
16	--	1083	1083	21669

Your Region Four Credit Union Paid a 5% Dividend Last Year.

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 a 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.

WHY TOASTMASTERS?

Twenty years ago, with a half-dozen clubs in existence, one of the founding members of TOASTMASTERS was rash enough to offer a wager that "within ten years there will be as many as twenty-five clubs on the West Coast!"

He was wrong -- twice wrong.

Within ten years there were more than three hundred clubs - and they were scattered all over the United States!

Today the number of chartered TOASTMASTER clubs approaches three thousand, and almost every country in the world displays the Upraised Gavel somewhere within its borders.

Even Toastmasters sometimes pause to wonder why - why a group, whose founder still lives and participates in organization activities, would spread to all corners of the world and lay hold upon the minds of so many individuals within a span of less than one lifetime.

The answer, like most answers, is probably a composite of many answers. COST - minimum approximately \$1 per month, not counting dinners; SOCIAL ACTIVITIES - the individual club may be as social in its activities as its members desire it to be; EDUCATIONAL - no institution of learning offers better training in personal communication than that offered by TOASTMASTERS; INTELLECTUAL BROADENING - many diverse and mature intellects are woven together in thought and action in TOASTMASTERS; last but far from least, TRAINING in the democratic processes, rights and privileges upon which all human endeavor - even that of the lone individual - is based to some degree.

TOASTMASTERING is learning to ponder without being ponderous, to criticize without being critical, to press onward without pressure - TOASTMASTERING is an enjoyable association, and pleasure with a point.

Visit your nearest club - you'll be welcomed as a guest.

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