REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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"THE RECREATIONAL AIRPORT"

By

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Airports Division

From time to time the Airports Division places statistical information in the Region 4 News. This usually takes the form of a breakdown of the number of Grant Offers issued, together with a brief summary of the work to be done at each location. The amount of reader appeal to such a presentation is an unknown factor, but it is assumed that some of the locations are of interest to other Divisions, due to the nature of the work and its effect on other programs. Through this media, you are kept informed of the progress of the Airports Program.

At our more important airports, you can watch these improvements take shape. This is particularly true at places like Los Angeles, San Francisco, Seattle, Denver, Phoenix, Las Vegas and other busy air-carrier airports where a number of CAA functions and offices are located.

It is true that a large measure of our airport funds are being spent to better equip these major airports to handle the jet problem which is approaching so swiftly. Expenditures of many hundreds of thousands of dollars are not at all uncommon for this type of airport project and, in many cases, this figure reaches into the millions.

In this brief article it is intended to stay away from facts and figures relating to these very large airports and furnish some information regarding some more unique, smaller, airports near recreational areas that are being helped in a very modest way under our airport program.

Sec. 9(c) of the Federal-aid Airport Act provides for other Federal Agencies to sponsor projects when such airport is in, or in close proximity to, a national park, national monument, national recreation area, or in a national forest. Although there have been very few such projects in the 4th Region, it might be of interest to tell a little about two very interesting such airports.

Up near the California-Oregon border, about 60 or 70 miles from Yreka, California at an approximate elevation of 1200 ft. is a small airport having the name of "Happy Camp."

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Both CAA and the Forest Service joined hands to provide this small airport, primarily for fire protection in this remote mountainous region. The airport is operated by Siskiyou County, and during the summer season becomes quite active for local pilots and for charter operations for this vicinity. It has been told that two mighty fine streams converge near the airport and that the trout fishing is especially good.

Another airport of this type sponsored by the Forest Service is known as the Moose Creek Airport, and is located in the Nez Perce National Forest of Idaho. A project is now under way in this extreme remote area to construct a landing strip 4100 feet long. The nearest community is almost 30 miles away and known as Red River Hot Springs. In considering this airport for Federal-aid Airport funds, some very interesting facts came to light. In 1955, 353 revenue passengers were on the airport by means of some type of charter operation. Of this group there were 249 fishermen, 84 hunters, 18 sight-seers and 2 prospectors. There were a total of 421 landings made during the season, of which 45 were for the purpose of bringing in freight for near-by dude ranches. This latter operation, we are told, was conducted in every variety of aircraft -- from single-engine cubs to DC-3's. It is apparent that the activity on this airport will be significantly increased when the landing strip is improved. Of course, the primary interest of the Forest Service in sponsoring the project is to have an airport available for fire fighting aircraft in the Nez Perce National Forest.

Our next unique airport is located high in the Rocky Mountains of Colorado, a few miles from the ski-famous town of Aspen. The life of this small community has been rejuvenated in recent years through the efforts of two philanthropists who have formed various corporations for cultural, health, and sporting events in this community. The most famous of these, of course, is the winter skiing and the famous ski lift which is purported to be the longest in this country. But equally as important to some people are the music festivals that are held each summer and attract thousands of people from all over the country. There are only two means of getting to Aspen from the Denver area, one by way of Loveland Pass on a highway that exceeds 10,000 feet, and the other by means of Independence Pass which has a high point in excess of 12,000 feet. This latter pass is kept open only in the summer time. It follows then, that this small community has a real transportation problem, and this has prompted the County of Pitkin through the efforts of local citizens to construct a small gravel landing strip readily accessible to town. With the assistance of the Federal-aid Airport Program, this landing strip will be improved with a 5000 ft. paved runway before winter. It is expected this will attract many charter operations bringing people to the various functions available in the community. A good portion of the funds for the Sponsor's share of the project costs was donated by public spirited citizens recognizing the need for an all-weather airport.

Switching now to Wyoming, over on the western boundary right close to the Grand Teton Mountains, is the Jackson Hole Airport. Here at an elevation of 6500 ft. has been built a 6300 ft. paved runway and a modest administration building is now under construction. The project has been sponsored by the Town of Jackson, and the County of Teton, Wyoming, and has had financial assistance by both the CAA and the Forest Service. The airport is more important to this latter Federal Agency as a base for forest fire fighting. This is in the heart of beautiful

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Regional Administrator's Column

Once again "fall is in the air" and across the entire Region we hear the sound of shoe leather meeting pigskin as the college boys and the professionals take up the football wars. Fall also brings a promise that before too long we will again be privileged to celebrate the joyful holidays that go along with the winter season. Let's resolve right now to finish the calendar year with a feeling of real accomplishment and inner satisfaction. One of the best ways I know for each of us to experience this feeling of inner satisfaction would be to take an active part in the forthcoming annual campaign for contributions to health and welfare organizations.

In this regard, you will recall that a White House Directive issued last year spelled out a new national policy that would apply to all governmental agencies. While it is true that the new policy is a bit different, the main objective is still the same - namely - to reduce the number of drives for worthwhile causes and at the same time permit each of us to participate in the great humanitarian efforts of the groups involved. I cannot urge too strongly that all of us accept our "fair share" of responsibility in this important effort. Certainly we should consider it a privilege to aid financially in the assistance of our fellowman and in this respect I would remind you that the purchasing power of the dollar is not what it used to be.

I am sure that for a "fair share" of our time, effort and money, each of us will in return enjoy that true feeling of inner satisfaction knowing that we have helped serve the cause of mankind.

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country, adjacent to near-by Jackson Lake, and receives a high amount of activity during the summer months when it receives regular service by Western Air Lines.

Colorful Oak Creek Canyon in Arizona is a scenic area that is familiar to most of you. Right at the base of this canyon, about three miles from the little town of Sedona, has been built a gravel strip about 3500 feet long. This airport has been sponsored by Yavapai and Coconino Counties, and it is planned that the runway will be paved next summer. There are several aircraft already based on the airport and some owners commute back-and-forth from the Phoenix area to the much cooler canyon area during the summer months.

In the east central part of Utah is located a small airport adjacent to the town of Moab. Originally this was constructed as an important transportation link to this recreational area. In the meantime, this vicinity has become a highly productive uranium country, and the airport now serves as a base for many aircraft equipped for the aerial exploration for uranium. It also has served as a movie location base during picture taking operations in this vicinity.

There are other airports that are serving important aeronautical needs of this type throughout the region. Most of these are secondary airports and none of them are preparing for the jet age. In fact, some of them have difficulty trying to meet the minimum airport standards, in view of their location in mountainous areas. Few of them get much publicity, and none of them are world famous. The emphasis on the Federal-aid Airport Program is still on the construction and improvement of the larger type of air commerce airports, but a modest amount of our Federal-aid airport dollars have been spent on this different type of airport, a few of which were described in this article.

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WHY TOASTMASTERS?

Though it is not necessarily planned that way, TOASTMASTERS provide a forum in which men come to appreciate and sympathize with their contemporaries and their problems.

Here they speak of anything that may strike their fancy, in a manner straightforward and without controversery. It is inevitable that they should speak of the things which they understand.

Thus, the salesman hears the trials and privileges of being a postman; the postman learns the indispensable services rendered by the butcher and the baker; the candlestick maker contributes his bit and goes away a wiser man. Here, indeed, one may hear "talk of many things; of shoes and ships and sealing wax, and cabbages and Kings."

This talk springs not from pretty theories, but from hard facts grubbed up by the orator, on the bright pickblade of experience. Such talk is well worth the listening.

Ask any TOASTMASTER

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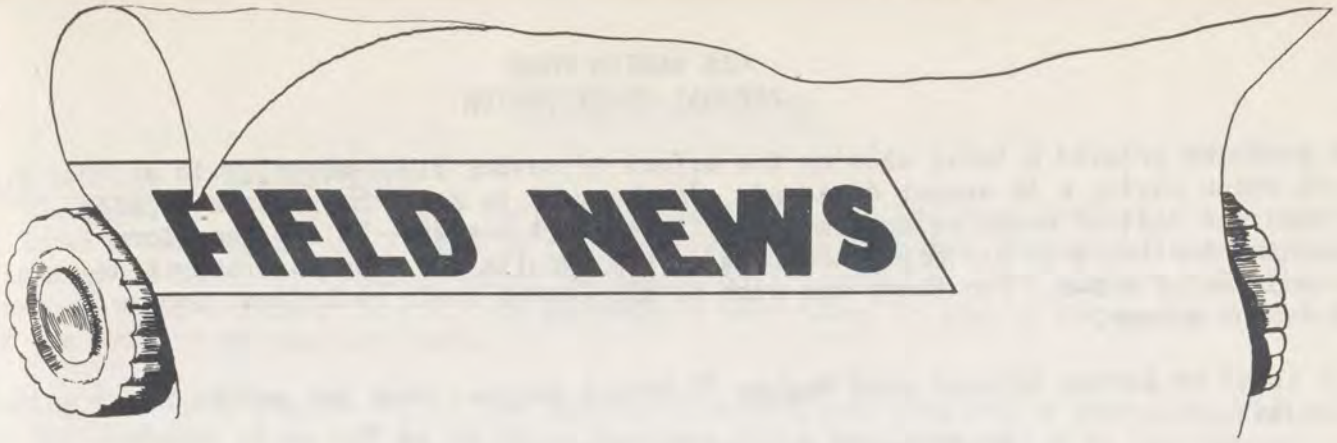

YUMA, ARIZONA

COMMUNICATION STATION - A private air mail service doesn't sound like a very practical idea, but at least one company here has learned that it is not only practical but valuable also.

A few years ago the Sturges Ginning and Cotton Company of Yuma discovered that considerable time as well as money could be saved through providing its own private air mail service during the cotton harvest season. This is a big outfit down here in Yuma with four gins in the Yuma/Somerton area and one each at Holtville, California, Blythe, California, Dateland, Arizona, and Roll, Arizona. Eight gins, all within a radius of 65 miles of the central point, Yuma, yet a period of four days is required for regular mail delivery to any gin outside of the immediate Yuma area. Using a small aircraft - in this case a Piper Tri-Pacer - the ginning company has cut the total time for mail pick-up and delivery at 'all' gins down to the remarkably short period of TWO AND ONE-HALF HOURS! That's for a complete circuit beginning at Yuma, making delivery and pick-up at all gins and ending at Yuma. This is a daily trip starting with the cotton harvest about September 15 and continuing until about March 1. The aircraft uses about 21 gallons of gas and a quart of oil for the trip. This, along with depreciation, might seem rather expensive to the average person, but when compared with the time and money saved in processing contracts, delivering mail, payrolls and other items, the cost is negligible.

The pilot is E. H. 'Red' Jones, a World War II Navy Pilot who is also a local farmer - - flying farmer to us. Mr. Jones is very fond of the C.A.A. and considers it among his best friends.

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RE - - DRIVERS EXAMINATION PROGRAM

Q. What is considered as a reasonable distance to travel for purpose of obtaining an examination from other Federal Agencies under the Drivers Examination Program?

A. Any travel within an area of approximately 60 miles is considered reasonable.

CAA REGION FOUR
FEDERAL CREDIT UNION

Last month we printed a table showing the effect of saving $1000 annually in a credit union paying a 5% annual dividend. In the rush to meet the press a Gremlin got into our digital computer and came up with a short answer. We are therefore publishing the table in its corrected form as the results are even more startling than originally shown. For those who wish to supplement their retirement income this is the answer.

Start today by saving through your Region IV Credit Union. When you retire it is too late.

$1000 Saved Anually for Fifteen Years

Year No.	Amount Invested	5% Interest	Withdrawn at Year End	Year End Share Total
1	1000	50 ~		1050
2	1000	103		2153
3	1000	158		3310
4	1000	216		4526
5	1000	276		5802
6	1000	340		7142
7	1000	407		8549
8	1000	477		10027
9	1000	551		11578
10	1000	629		13207
11	1000	710		14917
12	1000	796		16713
13	1000	886		18599
14	1000	980		20578
15	1000	1079		22657
16	--	1133	1133	22657

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 membership signature card and additional information.

_____ Also, I wish to apply for a loan of $____ _____to be repaid in

_____ monthly payments.

Name: _____

Entered on Duty CAA
Date: _____

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.

DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

On August 29 at 0230, Trans World Airlines called the assigned inspector stating that a Super G Constellation, Flight 38 from San Francisco, had two engine failures in the vicinity of Laramie, Wyoming, which necessitated a landing at that airport. In view of the restrictive runway length, the passengers were taken by bus to Denver for resumption of the trip by another aircraft.

During take-off, August 20, at Los Angeles International Airport, a propeller blade on No. 3 engine broke off an American Airlines DC-6A Freighter while it was taking off and approximately ten feet in the air. The broken blade cut through about one-fourth of the fuselage, severing about 95 per cent of the aircraft, engine, hydraulic and electrical controls. With no power on Nos. 3 and 4 engines, and uncontrollable power on Nos. 1 and 2 engines, the aircraft continued to circle about the right landing gear for 30 minutes before the airport Fire Department was able to direct enough water into the air intakes to stop the engines. There was no injury to the crew; however, considerable damage was done to the aircraft.

Surveillance of Western Airlines air/ground communications on their Mexico-Los Angeles route is continuing. Periods of observation at the aeronautical radio air/ground position LAX and discussions with both the carrier and radio stations personnel indicate that satisfactory air/ground communications are being experienced. Western Airlines have a private teletype circuit in operation between the reservations office in Mexico City and their communications center in Los Angeles. Earthquake damage in July has delayed the tie-in of the operations circuit due to unavailability of telephone lines in Mexico City.

Region IV ACSDO Supervising Inspectors' Conference was held in Seattle August 27 and 29, 1957. The meeting was chaired by Mr. L. W. Ashwell, LA-220. Besides regional and field office air carrier personnel, the meeting was attended by Mr. Ernie Hensley, LA-2. In addition to the business sessions, one-half day was spent observing the Air Defense Command's Early Warning Installations at McChord AFB, also their RAPCON facility.

The CAA has been contacted by a staff officer of MATS, Travis Air Force Base, and it was indicated that they desire to certificate their Airplane Commanders as Airline Transport Pilots. It is also their desire that their Flight Navigators acquire CAA Navigator Certificates. It is anticipated that they will desire certification of about 125 ATR and 100 Navigators.

Bonanza Airlines will hire approximately 25 new pilots to cover their new segment from Phoenix to Salt Lake City. The training program should start in the next few months.

Trans World Airlines have started construction of their new maintenance facility on the north end of Los Angeles International Airport. This facility is covered by 60 acres of concrete on which a 490 x 340 foot hangar will be erected. The underground fuel storage farm is approximately 75 per cent complete. The complement of storage is as follows: two 10,000 gal. oil; one 10,000 gal. solvent; one 5,000 gal. isopropyl; two 50,000 gal. 100 octane; and four 50,000 gal. 115 octane fuel. When this facility is put into operation, Trans World Airlines will increase their maintenance activities at Los Angeles.

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Transocean Air Lines (TALX) is closing its certificated repair station on Boeing Field (September 1 given as the closing date). This will put an additional burden on Alaska Airlines' facilities and cause changes to be made in the General Airways' maintenance manual, as GAIX plans to contract with ASA for certain work previously accomplished by TALX.

On August 17, 1957, United Air Lines Trip 703 departed New York International Airport, non-stop flight to San Francisco, and on the take-off, the right inboard tire blew out. The crew was unaware of what had transpired until the flight was contacted by radio and rather than lower the gear to ascertain the damage, they elected to proceed on to San Francisco. The newspapers obtained information relative to the incident and literally "built a mountain out of a molehill." There were hourly broadcasts on both radio and TV. By the time the aircraft reached San Francisco, the press and the public were on hand. The airport parking areas were full and there were thousands of automobiles parked adjacent to the airport proper. The press was represented by about 40 photographers and reporters.

Due to the publicity associated with the incident, inspectors from the San Francisco ACSDO covered the preparations for the trip's arrival personally. Due to the interest generated by the press, radio and TV, the airport management had their top echelons on hand to supervise preparations for the possible emergency.

In order to eliminate photographers and reporters from running all over the field, the airport manager arranged for a large bus to transport the group to the landing area. The City asked the CAA's cooperation and an inspector was assigned to go out with the press group. Enroute to the landing area, the photographers and reporters were briefed on what might happen and they were requested to remain away from the landing aircraft in case emergency landing operations might be necessary. The group was very cooperative. The public was well contained by airport police in the prescribed observation areas. The aircraft landed without incident and so the news value evaporated almost immediately.

The 707 Prototype is flying again following several weeks of taxi tests with thrust reversers and more weeks of modifications and repairs. The present 707 flight tests are being made with noise suppressor and observation by the Seattle Office indicates a marked improvement in noise level during take-off.

AIRCRAFT ENGINEERING DIVISION

The Boeing 707 prototype is back in flight status and thrust reverser tests are continuing. The Boeing proposal for substantiation of their windshield design has been evaluated, coordinated, and accepted. A mock-up inspection was conducted on the American Airlines version of the cabin interior. Static tests on the KC-135 structural test program are practically complete except for destruction tests on major components which are scheduled to begin about September 20. Fatigue tests on the KC-135 fuselage test specimen are continuing in the water tank and the specimen has been subjected to load cycles corresponding to approximately 10,000 hours of flight operation. The fuselage for the No. 1 Pan American airplane is scheduled to be subjected to a pressure check on September 15. This test will be conducted at 1.5 times the operating pressure which exceeds the normal 1.33 times operating pressure load condition. Proof and operation tests on all primary control systems are scheduled

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to be run during week-end periods on October 6 and 13. A Type Certification Board Meeting to review 707-100 series problems and to consider the -300 and -400 series airplanes is scheduled for October 7 and 8. The first flight of the No. 1 Pan American production airplane now is scheduled for December 27, 1957.

Submittal of the basic loads methods report pertaining to the Convair Model 22 has been further delayed. Preliminary arrangements have been completed for a "team evaluation" of the basic load methods by Washington and Region 4 personnel approximately seven days after the methods report is received in Washington. A considerable amount of technical data pertaining to the landing gear has been submitted. A type Certification Board inspection of the mock-up interior and cockpit was conducted on August 16. CAA Flight testing still is scheduled for July 1959 with CAA Type Certification scheduled May 1, 1960.

Assembly of the prototype of the Lockheed Model 188, Serial 1001, is proceeding rapidly and the airplane is scheduled to roll off the production line in November 1957. Company flight tests on this airplane are scheduled to begin January 31, 1958. The CAA evaluation of the Lockheed report covering fatigue and fail-safe substantiation methods has been completed and comments have been forwarded. The nose wheel yaw structural design condition has been a matter of controversy on this project. However, the matter has been tentatively resolved, based on Lockheed's proposal to provide fatigue information as a compensating factor in substantiating this condition. Basic loads reports on this model still are being reviewed. Functioning and reliability flight tests in the R7V-2 airplane with 4 Electra production engines and propellers installed are scheduled to begin in September. CAA Type Certification flight tests are scheduled to begin May 31, 1958 with CAA certification scheduled for September 30, 1958.

On September 4 the Lockheed Model CL 329 turbo-jet executive transport successfully completed its first flight at Edwards Air Force Base. The prototype aircraft is powered by two Orpheus engines, however, it is understood subsequent aircraft probably will be powered by four GE or Fairchild engines. To date no application for type certification has been received on this model. Preliminary discussions indicate an application may be submitted in the future.

Evaluation of the basic loads pertaining to the Douglas Model DC-8 is continuing. Wings for the No. 1 aircraft were removed from the assembly jig on August 19 and 20. The nose section for the No. 1 fuselage has been pressure tested and assembly of the fuselage is under way. Spars for the vertical surfaces have been completed and assembly of these surfaces is progressing. Douglas is constructing a fuselage test specimen for cycle tests in a water tank at Santa Monica. This test specimen will include the cockpit, a representative section of the fuselage in the wing attachment area, and will include all typical openings such as doors, emergency exits, windows, etc. The test facility at Douglas, Santa Monica, has been completed and it is expected that this test program will begin in the near future. The first flight date for the prototype airplane is March 1958. CAA flight tests are scheduled to begin in February 1959 with the CAA Type Certification scheduled in September 1959.

On August 21, a propeller blade failure occurred during take-off on an American Airlines DC-6A aircraft at Los Angeles International Airport. As a result of this failure parts of the propeller passed through the fuselage cutting power plant and primary control systems and the aircraft could not be controlled by the crew, ending up in a tight right-hand circle with the No. 1 engine at high power. This gyration continued until the fire crew smothered the engine and stopped the airplane.

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Subsequent investigation revealed the propeller blade failure probably was a fatigue type failure. Propeller parts have been forwarded to Hamilton Standard for further study. In coordinating this item with the Washington Office Powerplant Branch personnel it was agreed that the Washington Office would initiate any corrective action deemed necessary to prevent recurrence of this type failure.

Hiller personnel contacted this Region regarding type certification of their single place conventional type helicopter powered by a Nelson reciprocating engine. Hiller personnel advised they propose to apply for Part 8 certification of this project. They presently are preparing a detailed proposal regarding type certification procedures to be followed for CAA study and comment.

A pre-flight Type Certification Board Meeting was held on the Transland Model AG2 agricultural aircraft on August 29. It was found that a number of miscellaneous items need to be corrected before a Type Inspection Authorization may be issued. It is expected this will be accomplished and the CAA flight test program will be started in the near future.

Engineering work on the Napier-Eland version of the Convair 340 and 440 is under way at PacAero. An earlier plan was to re-engineer this project using U.S. materials, standards, fastenings, rivets, etc. It is understood this plan has been changed and the present plan is to use British manufactured parts and assemblies of British materials for the first several aircraft. Because of this, considerable engineering work is being done by PacAero personnel in an effort to define and substantiate the various allowables involved. Once this has been accomplished, structural evaluation work by designees can continue. PacAero personnel advise that the prototype airplane is expected to arrive in Los Angeles about the first of October. The program on this project appears somewhat indefinite at the present time.

Manufacturing tools and facilities for the On Mark Model 450 airplane are being fabricated. The fuselage and wing jigs reportedly are nearly complete. A mock-up is being assembled and the major shell is approximately 90% complete. A mock-up Allison 501-D21 engine has been received for use in this mock-up. Fabrication of fuselage components is scheduled to begin in approximately two months. A mock-up inspection by Type Certification Board members is scheduled for October 9 and 10. The manufacturer expects the prototype airplane to be completed and ready for flight tests in the summer of 1958.

The Morrissey Aircraft Company is starting production of the Nifty Model 2000-L. At this time one aircraft is nearly ready for flight and five additional aircraft are being assembled. A fabrication and assembly system has been worked out and an inspection system is being established to meet CAR requirements for a production certificate. The aircraft in production will be the Model 2000-L, which has not yet been type certificated. It is understood this aircraft is basically similar to the Model 2000-C, except for the aft fuselage section which has been changed from truss type to semi-monocoque. Technical data substantiating most of the changes in the aircraft have been submitted. Static tests and vibration shake tests plus flight tests remain to be done before type certification.

A review has been made of all special conditions for turbine projects as they may be affected by Special Regulation 422 and Amendment 4b-6 with the object of revising the

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special conditions to make them consistent with the new and revised regulations. This matter is being coordinated with the Washington Office at the present time.

GENERAL SAFETY DIVISION

Boise GSDO - The Boise National Forest has experimented with forest fire fighting by air this season. They have a Ford under contract operated by Aircraft Service Company. Volume carried is approximately 550 gallons in two tanks. Each tank has a 19 by 20 inch dump valve. The chemical used is calcium sodium borate mixed with water. According to the Forest Service, this method of holding a small fire has been very successful and they anticipate putting several other aircraft under contract during the 1958 fire season.

Denver GSDO - The greater portion of the agricultural work has been completed and all reports are that this was the best year they have had. It was noted this season that some operators have crept in closer to towns and in some cases actually dusted over what is considered congested areas. It is anticipated that a meeting will be held this fall to outline what areas in the Denver area and outlying towns are considered congested areas.

Two French Alovette jet helicopters toured the state of Colorado and participated in the dedication of Denver's heliport at Stapleton Airfield on August 25th.

Fresno GSDO - North American Aviation Company, Fresno Division, has applied for an unlimited approved repair station certificate. Inspector Kauffman has spent considerable time assisting them in the interpretation of appropriate manuals and instructional data. This company has made substantial reductions in their personnel complement, and it appears that a successful bidding effort as an approved repair station will be a major factor in the company's efforts to keep their Fresno doors open.

Latest reports indicate that the Navy jet training base proposed for Lemoore is certain to be constructed as planned. News reports disclose that the money has been appropriated and that the necessary Congressional approval obtained. As previously reported, the establishment of an installation of that size will effect all Valley aircraft operations, air carrier, general, and agricultural. Agricultural interests which have opposed the project state that it will withdraw about 32,000 acres of productive farm land from production. This has disturbed the district agricultural aviation industry no little.

Long Beach GSDO - Agent Donald A. Frost has been assigned to this office as a trainee and we are able to make good use of his services.

Installation of runway lighting at Torrance has been completed, however, the lights have not been turned on as no provision has been made for obstruction, turn-off, and taxi-way lights.

Medford GSDO - Though the situation is extremely dangerous due to dryness relatively few forest fires have occurred to date this season. Considerable patrol flying is being done, particularly in Northern California, but generally it has been a poor season for the operators. Use of tankers for fire fighting is just being started in this area and may yet develop into an important activity this year, depending on the season. It is anticipated that such use of aircraft may be greatly increased next year.

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Oakland GSDO - During August Inspector Lewis gave a talk to forty members of the Oakland Flying Club on the use of OMNI. He also met with the City of Willits Council to help them draw up current traffic pattern rules for the city airport.

Commodore Seaplane Base has two Royal Gulls in operation between the Bay Area and Lake Tahoe and is keeping both of them busy on the run.

Ontario GSDO - Stits Aircraft Company, Riverside, certificated another amateur-built airplane, which he will use as a prototype for certification in the standard category in the near future.

Flabob Airport, Riverside, continues improvement and expansion activity. Additional new hangers have been constructed, taxiways and aprons resurfaced and repaired. Several new shops and hangers are being constructed at the Riverside Municipal Airport, Riverside. At last, actual work has begun for the construction of the new runway at Brackett Field, LaVerne. A temporary runway will be provided for local and itinerant aircraft during the construction period.

The Jim Long Memorial Trophy Race from Brackett Field to Phoenix, Arizona and return was held on the week end of the 31st. Officials report that 45 aircraft participa[illegible], with no accidents or serious mishaps. Mr. Robert Dowthitt, El Centro, California won the event flying a Navion. He is a repeat winner from last year.

Palo Alto GSDO - Our Maintenance Inspector has been watching progress on a Part 8 PBY 6 to carry Stanford Research Institute experimental radio equipment. Some monstrous antennas are to be mounted outside the hull. It will fly in September, performing classified experiments.

Our ROTC flight programs will be approximately the same as last year. Santa Clara and Stanford Universities are expected to repeat last year's enrollment of flight cadets.

Portland GSDO - Airman certification has taken a sudden upswing, with a total of 145 files being processed this month. Of these, 66 were handled by inspectors, and 79 by examiners. Greatest increase is noted in student pilots (53) and private pilots (35). It may be a part of this activity was due to the deadline date of September 1 on [illegible] meeting the requirements of new part 20, but indications are that it is a normal seasonal trend. General maintenance activities showed a corresponding increase, with 158 files being processed, 26 personally by Inspector Byrd, and 132 by authorized mechanics.

Reno GSDO - Activity in the Las Vegas, Nevada area is continuing to show an increase. One flying school has over 40 students, mostly G.I. In order to handle their training they have ordered two new PA-18 aircraft, which should be on the flight line this month.

Sacramento GSDO - The Sacramento Municipal Airport has made more progress in facilities development in the past two years than for many years prior to this improvement program, - all without federal aid. Improvements consist of an administration building which provides much needed passenger facilities, restaurant and office space, increased aircraft parking and tie-down area, automobile parking facilities and landscaping. An improved access road is now being constructed which will constitute

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four lanes and traffic control lights. The most recent improvement is a $15,000 appropriation for additional landscaping. The need for additional hangars has not been forgotten and may be accomplished in the not too distant future with about 20 units planned.

San Diego GSDO - The activities on Experimental aircraft and home-built aircraft keep increasing with a total of 29 such aircraft now under construction.

The Navy put on an air show at Miramar Naval Air Station, coordinating the events with the local GSDO and Air Traffic Control. The reported attendance was over 250,000 people.

Seattle GSDO - August was probably the busiest month of the year for the Seattle District Office. This was partly due to the activity surrounding Greater Seattle SEAFAIR, which included the Gold Cup Races. The outstanding hassle of the month was arranging the program of the two demonstration teams (Blue Angels and Thunderbirds) to meet the ultimate in safety standards. After much discussion this was accomplished and all provisions relative to safety were complied with by these two teams. Close surveillance was given to insure compliance.

Supervising Inspector Princen was guest speaker at a Kiwanis luncheon meeting in Bremerton, his topic being "Aircraft Accidents." He also participated in an aviation safety meeting at Shelton on August 9.

Dr. Ellis, formerly Regional Medical Officer of the Seventh Region, visited the District Office recently. For the information of all his friends, he has accepted a position with the Boeing Airplane Company as assistant to Dr. Thrift G. Hanks of that organization.

AIRPORTS DIVISION

Grant Offers were issued during the month to the following: Clifton, Arizona (Greenlee County Airport), $62,153 for land acquisition and construction of runway; Tucson, Arizona, $93,483 for land acquisition; Eureka, California, $91,600 for grading and constructing runway and taxiways; Lake Tahoe, California, $34,831 for land acquisition and clearing and grubbing landing strip and approach zones; San Francisco, California, $880,865 for reconstruction of runways and taxiway, construction of runway extension, holding apron, taxiway, and concourse E; Boise, Idaho, $69,125 for reconstruction of runway, construction of apron extension, taxiway and auto parking area; Monticello, Utah, $68,598 for land acquisition, construction of runway, taxiways, and apron and installation of fencing and segmented circle; Sheridan, Wyoming, $34,832 for enlargement of administration building and construction of sewer disposal system.

Project Applications were received from the following locations: Santa Maria, California, $8,823 for construction of access road and installation of runway lights; Twin Falls (Joslin Field) Idaho, $55,710 for construction of runway extension and lighting; Lea County (Hobbs) New Mexico, $144,856 for land acquisition, construction of control tower and water supply system; Bellingham, Washington, $80,149 for reconstruction of runway and apron taxiway; Lusk, Wyoming, $19,352 for runway extension and surfacing, and taxiway and apron paving.

(Division Highlights Continued next page)

FACILITIES DIVISION

Navigational Aids - Surveys have been completed for the Arlington VOR, Kremling VORTAC, Seattle-Boeing Airport ILS, and the Great Falls, Albuquerque, and Medford Approach Light Systems.

Survey is under way for a new VOR facility at Gunnison.

A new mountain-top site has been selected for the Pioche VOR. Grading for the Lakeview VORTAC site has been completed.

Surveys are under way for the conversion to VORTAC at Cheyenne and Albuquerque.

Construction contracts have been completed for Beatty, St. Johns, Drake, and the Las Vegas, New Mexico VOR facilities.

Construction was started on the La Joya, Rock Springs, Livingston, Miles City and Dillon VORTAC facilities.

The dismantling and reconstruction of the Deming VOR was started. Original facility was destroyed by fire several months ago.

Noel Ledbetter and his crew completed a satisfactory site test at Miles City and Sheridan for VORTAC installations. Erwin Clark and crew completed satisfactory VOR site tests at Panoche and the Forest Service lookout at Lakeview. Boysen Reservoir and Eugene are next on the list for site testing by these crews.

Philip Nicoletti and crew have completed the Alamosa VOR installation and have proceeded to Goffs where they will begin the VOR installation.

Darol Hafner and crew completed installation of the Monterey ILS.

Radar - The construction contract for Portland VHF/DF Antenna Tower was started September 3. Final inspection on remodeling of the IFR Room at Colorado Springs was made on September 18. A contract was awarded for remodeling the third floor of the Administration Building, Salt Lake City Municipal Airport, for the Equipment and IFR Room; work was started on September 25.

Surveys are under way at Phoenix to find an ARSR-1 site that has better coverage than the sites selected at Sky Harbor Airport and South Mountain. The survey for the Salt Lake City ARSR site located on Francis Peak has been completed, and the drawings are being prepared. A reconnaissance survey for an ARSR site near Salem has been started.

In conjunction with Long Range (ARTC) radar, a photogrammetric survey and site test with the mobile radar unit was completed this month at Fort Lawton, Washington radar site.

Glenn Kassing (Electronic Engineer), accompanied by Dr. Dave Carter and Forrest Coulter (Civil Engineer) have been making a preliminary survey of additional radar sites east of the Sandia Mountains in the Albuquerque area. (Continued on next page)

Glenn Kassing will proceed to Wayland, Massachusetts from Albuquerque to participate in the final inspection phases of the Raytheon manufactured ARSR-1 long range radar units.

Communications - Construction contracts have been started at the following VHF/UHF A/G Communication facilities: Butte, Angels Camp, Ferndale, Los Angeles, Winnemucca, Zuni, Seligman, Blackfoot, and Sunnyside.

Construction contracts have been completed at the following peripheral sites: Yakima, Seattle, Tonopah, Las Vegas (Nevada), Casper, Denver, Julian, Raton, and Roswell.

Construction has been completed with the exception of engine generators and air conditioners at the following peripheral sites: Rock Springs, Winslow, and Billings.

The Los Angeles local peripheral site is 90% complete. This site is located on the rear lot of the Regional Office.

The first phase of communications has been completed at the Los Angeles Air Traffic Control Center.

Installation of the electronic equipment at the Rock Springs peripheral facility was started this month.

Denver ARTCC expansion was completed and work started at Casper tower, Pueblo and Great Falls peripheral sites.

In order to complete Grand Junction before snow flies, UHF standby equipment was removed from the Winnemucca, Drummond, Livingston and Douglas ATCS facilities and shipped to Grand Junction for the Grand Mesa peripheral site.

A site has been selected for a peripheral station in the vicinity of Neah Bay.

The Stockton Tower electronics installation was completed this month, and the new facility has been commissioned.

Installation work has begun on the Yakima and Scappoose peripheral stations.

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With the exception of Robert Whitney, who will continue his assignment as an Electronic Engineer Student Trainee for several months, our summer Student Trainee Program has been brought to a close. These students have returned to their respective colleges to continue their education. This program has proved to be quite successful and we hope many of these students, upon completion of their schooling, will choose a career with CAA.

Maintenance Engineering Branch - Recent graduates from the Aeronautical Center are: Donald L. Freeberg, Portland, H. W. Pickard, Missoula, Joe A. Swafford, Las Vegas, New Mexico, and Meddie J. Royer, Fresno--Communications Equipment Class No. 80; Carl A. Hutchinson, Dillon, Woodrow J. Wilde, Boise, Samuel L. Cron, Ontario, and

(Continued on next page)

Charles W. Crouter, Bozeman, Montana--Communications Equipment Class No. 81; Earl L. Van Vorst, Paso Robles, Robert Topping, Denver, and Arthur C. Hauer, Walla Walla -- Communications Equipment Class No. 82; Charles Biberstine, Sacramento, Harry Mogenson, Elko, Anthony B. Silva, Reno, and Udell M. Larsen, San Francisco --ILS/VOR Class No. 124; Robert A. Pierson, Grand Junction, Eugene G. Johnson, Winnemucca, Joseph H. DeFriend, Long Beach, and Kenneth Willits, Los Angeles-- DME Class No. 122.

William H. Dirks and William A. Schultze, both from Sector 201, San Francisco recently completed the Multiplex School in Chicago.

Final inspection and transfer of the Albuquerque RAPCON from the U.S. Air Force to the CAA was completed on September 18, 1957. Albuquerque is the first RAPCON for which our Maintenance Engineering Branch has assumed full responsibility. A tentative transfer date of October 3 has been established for the Hill RAPCON, and it is expected that the McChord, Fairchild and March RAPCONs will follow in close order.

Electronic Engineer Herman Matthew started a 90-day assignment with the CAA resident engineering staff at Raytheon Manufacturing Company near Boston, Massachusetts, on September 16. Participation by Regional personnel in the factory inspection of the ARSR-1 Center radar equipment has been arranged to expedite delivery of the systems and also to provide a nucleus of trained engineering personnel in the Region in order that early commissioning of these facilities may be realized.

AIR TRAFFIC CONTROL DIVISION

The automatic voice rebroadcast system which was tried at Marfa, Texas has been recommended for installation at Twin Falls, Idaho.

Seattle Center high altitude interphone installation for Phase I has been completed and checked out.

On September 17, Mr. Nollenberger attended a luncheon sponsored by the Los Angeles Chamber of Commerce and discussed with the aviation interests the establishment of the High Density Traffic Zone at Los Angeles and the possibility of raising the VFR ceiling.

The new Administration building in Santa Fe is due for completion about October 1.

The Long Beach ATCS will take over weather observations approximately October 1. On a trial basis, local observations will be phoned by the station to the Air Force Forecasting Office.

Rental at Zuni has been reduced due to re-evaluation of living conditions in the area.

Service "O" is being moved from the Portland Station to the Weather Bureau quarters.

Reno occupied the new tower August 28.

Don Brink has been selected as Resident Inspector for Castle AFB; Ben Freiman, Larson AFB and Jack Salyer at Walker AFB.

Oklahoma City is detailing two training instructors to assist Salt Lake City and Denver in their training program.

(Continued on next page)

Recruiting of new trainees has been increased considerably. Most of the new personnel will be placed into Centers, namely Los Angeles and Oakland.

The Operations Inspection Staff, LA-505, is now fully organized. Inspectors have been assigned to the field. One project is underway evaluating the manpower utilization for overtime purposes at the Oakland Center and San Francisco Tower.

Art Johnson and Bert Moore visited all facilities in Montana.

Mr. Middlekauff attended the Airport Use Panel hearing at Portland. The purpose of the hearing was to determine the desirability of continued joint civil-Air Defense Command use of the Portland International Airport. A decision in this case cannot be expected prior to October 20, 1957 and possibly much later.

Mr. Korell attended the ALPA Annual Safety Forum, San Mateo, as guest speaker to explain and discuss airway and airspace plans and future planning of air traffic control.

The Radar Survey with Portable TPS-ID equipment at Fort Lawton, Washington, has been completed. The ANF Division intends to use the equipment for a check of Promontory Point, Utah, as soon as possible.

A conference was held in San Francisco with GSA and CAA representatives from Washington, Los Angeles, San Francisco and Seattle, concerning plans and procedures for obtaining land and building, and maintaining Center buildings once a site has been determined. Mr. Korell attended this meeting.

Representatives from TDC and Washington met with Tower and Center personnel and other ATC Division people on September 18, to discuss upcoming Simulator Test of Los Angeles area.

The City of Spokane, Washington, is planning to construct a new control tower at Geiger Field. A proposed new site has been submitted for our consideration.

The City of Fresno desires that we retain ATCS service at Fresno Air Terminal rather than Chandler Field. They have allocated space for ATCS quarters on the ground floor of a Government Agency building proposed for Fresno Air Terminal.

Substitution of Tucumcari for Stockton, local ATCS relocation, in FY-58 has been approved by Washington.

Rod Sturtevant visited the Regional office on September 24 for preliminary discussion of Moffett Field RAPCON. Messrs. Sturtevant, Plett, Horning and Stephens attended a meeting at Moffett to discuss air traffic problems and to observe a radar demonstration.

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Excerpt from "ARIZONA DAYS AND WAYS" Magazine
Dated September 15, 1957

"One of the first aids to air navigation, the rotating beacons were placed in use in 1927 and they swept the night skies at six revolutions per minute. The new lights, being installed where still necessary for the safety of flight rotate 12 revolutions

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per minute and exhibit 12 flashes per minute. The higher rate of revolution makes the light more readily distinguishable from other ground light and makes navigation easier for pilots of high speed aircraft.

"In service 30 years, more than 1,800 beacon lights were installed by the Civil Aeronautics Administration throughout the United States along the thousands of miles of air lanes. They were spaced every 10 to 20 miles and used as a clear-weather night flying aid to navigation.

"A light life-line, succumbing now to the advances of the electronic age, the beacon lights have been turned off until now less than 500 mark the high points along the way or outline the airways over the more isolated areas.

"Many beacons remain in service, due to Arizona's unusually mountainous terrain and the lack of lighted landmarks across the state. Those lights left in operation are being modernized by a traveling crew of CAA technicians under the direction of Ted Hopfenbeck, formerly based at the CAA's offices in Phoenix. "Hopfenbeck's crew recently delivered a new light for the signal beacon atop the windy and precipitous newman Peak that rises 2,500 feet above the desert floor 7 miles west of Picacho.

"Delivery of the 400 pounds of lighting equipment was accomplished by a Luke Air Force Base H-19 helicopter piloted by Captain David J. Kinne, relieving the CAA crew of the back-breaking job of packing the beacon up the side of the peak.

"The helicopter delivery method was used successfully on the 750 foot Pilot Knob site 5 miles northwest of Yuma where a Vincent Air Force Base copter helped another CAA crew make the exchange. Hopfenbeck's crew again had the cooperation of the Luke flyers when they changed the Jerome beacon on Mingus Mountain this spring but they were unable to locate a suitable landing spot on the peak at Connell Mountain near Camp Wood so the beacon had to be hauled up the rock trail on mule back.

"With the change in CAA's beacon light program has come a new kind of CAA technician. He's now a keeper of the lights, an all-round automotive and engine mechanic, electrician, mountain-top watchmaker, and a fully qualified electronics and communications equipment expert. Add these technical skills to a man who must also be a woodsman enough to snowshoe or ski several miles up a snow-blocked trail to a mountain top; climb an ice-coated 85 foot beacon tower and make repairs to the light while an ever-present, bone-chilling gale whips at him and his tools -- and you'll have a CAA electronic maintenance specialist. Always working alone, dependent upon his knowledge and skill to keep the lights burning and to get himself to the job and back home safely, night or day, fair weather or foul. Such a man is Cal Gordon, electronic maintenance specialist at the CAA's station at the Prescott Airport. He is one of several at work throughout Arizona. His sector, under Supervisor George Day, covers the row of lights extending from Cornell Mountain west of Prescott to the Anderson Mesa site just west of Winslow. Five beacon lights span this 100 mile strip of Northern Arizona mountains and the rugged Mogollon Rim. The Prescott men must keep these lights burning, in addition to keeping the CAA's radio equipment on the air at Prescott and Valle.

"Until recent years, a CAA airways mechanic serviced and maintained the beacon lights, but when the orders went out to decommission the unessential lights, the beacon maintenance program was made a part of the electronic technician's duties.

(Continued on next page)

"An unsung, but dedicated and highly skilled, cadre of versatile men is that which keeps the airways beacons flashing across the country's night skies and keeps the CAA's radios transmitting their guiding beams. The air traveler can place his confidence in the efforts of these men who keep the air traffic, overhead in the night sky, flying safely and surely to its destinations."

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JETS WILL BRING A NEW TIME ZONE - - - STOMACH TIME

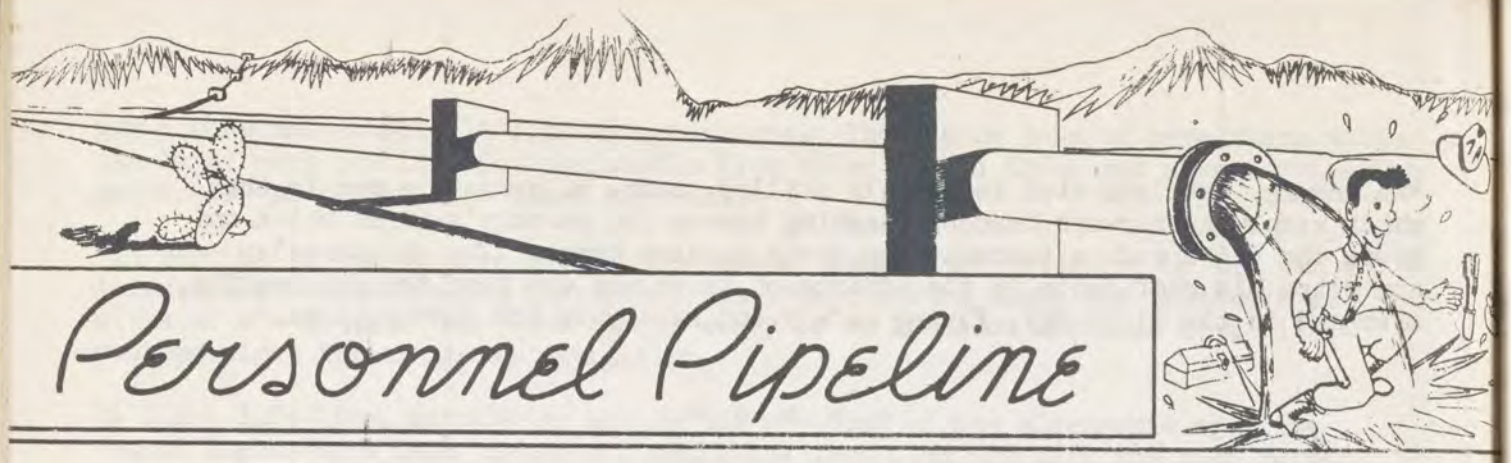
When America's new turbojet transports enter airline service it will be possible to fly around the world in 48 hours, but they also will bring problems that never concerned Phileas Fogg, hero of "AROUND THE WORLD IN 80 DAYS."

Travelers will operate on two times -- Stomach Time and Zone Time. For example, a passenger departing from the West Coast Friday at 4:00 p.m. local time on an eastbound jet flight around the world would find himself in Karachi, Pakistan, about 24 hours later, but the Karachi clock and calendar would tell him that it was 3:40 a.m. Sunday. His stomach would insist that it was close to dinner time, but the clock would be equally insistent that it was approaching time for breakfast the following day. Confusing? Try this one .... A passenger flying east from the West Coast would arrive in Paris at noon local time although his stomach would be telling him it was 3:10 a.m. It gets even more complicated as the flight continues east. The traveler's Saturday would last only 13 hours and Sunday would be divided by Monday. By the time he departed Tokyo it would be Monday, but Sunday would pop up again when he crosses the International Dateline and arrives back home.

The westbound flight is equally amazing. The swift jet transport would be traveling with the sun and only an hour's time would be consumed every few thousand miles. If he departed westbound at 4:00 p.m. West Coast time, passing the International Dateline would cut Saturday in half, but his Sunday would then be 40 hours long. The eastbound passenger would see the sun rise three times in 48 hours, but the westbound passenger would have only one morning during the entire trip.

The airlines are well aware of these problems and will carefully plan their flights and meal service to eliminate such conflicts whenever possible. But the long-distance traveler may still have to make some odd apologies to his stomach.

.....PLANES



Personnel Pipeline

Any Questions on Personnel Topics?

This column is devoted to topics in personnel matters which, we believe, would help all employees, especially those in field offices. The topics usually result from questions asked on personnel field visits and from correspondence received from field personnel. Also, new or proposed personnel policies, regulations and directives are covered.

We know that there are other items that you would like to have covered in this "Pipeline". We cannot always anticipate what you want covered unless you tell us. Don't be bashful. Write to LA-90 and indicate the type of material you would like covered.

Longevity Increases

Q. I received 1st Longevity Step in GS-7 on August 15, 1954. On July 15, 1955 I was demoted to GS-5 due to a RIF. On May 6, 1956 I was re-promoted to GS-7. Since I served 11 months and 2 days in the 1st longevity step of the GS-7 before being demoted to the GS-5, may I now count this time toward my 2nd longevity increase?

A. No, you may not count this time since you did not serve continuously in the GS-7 grade. You must start a new waiting period from your date of re-promotion.

Examination & Recruitment

1. At present, the examination for Airways Operations Specialists is closed. However, any person who had recently been discharged from the service may file an application within 120 days from date of discharge. This gives us a supply of candidates until the next examination is announced. This should be within the next two months. When the new examination is announced, it will cover Tower Jobs at GS-7, -8, -9, and -10; in addition to AOS (Center) and (Tower), GS-6, and Station, GS-5 and -6. You will be given more details later.

2. We will also announce an examination for Telegraphic Typewriter Operators, GS-4 for the San Francisco IATCS. A recruiting team will be sent into the Bay Area on a drive to inform the public of our needs.

3. The Board has scheduled examinations for General Mechanics, Electro-Mechanical Technicians and Painters.

Your Job and the Position Classification Program

Do you know what a Position Classification Survey is? We are going to have them from here on out. So you should understand them!

(Continued on next page)

A classification survey is a review of a group of Government jobs to determine:

(A) Whether the jobs are accurately described
(B) That they are properly graded

The review may involve a Classifier's going over the various duties and responsibilities with the incumbent personally. This is known as a "desk audit" or "job audit." Or it may only involve discussing the duties with some supervisor who knows and can explain the job thoroughly.

The Civil Service Commission requires agencies to make periodic surveys. Commerce and CAA have directed that we survey all of the positions away from Regional Headquarters every 3 years and the Regional Headquarter Positions every 2 years. The Regional positions will include those reasonably close to Los Angeles, such as Burbank.

A survey program has been prepared for Region IV. This program shows the dates, organizational units, and location of positions to be surveyed each year (July 1 to June 30).

From now on, it is planned to make needed grade (or other) changes in jobs during these surveys. This will require almost all of our Classifiers' time. This will not allow time for individual classification requests. Consequently, it will be necessary to stop case work except for classifying new positions as they are established, and cases where significant changes in job content are involved.

Staffing

Since June 30, 1955 the Region has had a net increase in staffing of 1295 employees. This is a staffing increase of 47.1%. During this period we employed 2183 new people and lost 188 by resignation, retirement, transfer and death. Our monthly average of new employees has been 83.9 while we have lost 34 persons each month. We hit our peak during April 1957 in which we hired 185 and lost 36.

Protection Against Asiatic Flu

The newspapers are carrying increasing articles about the possible spread of Asiatic flu throughout the United States within the next few months. The Public Health Service has warned that none of us should become alarmed about the possibility but all of us should certainly be concerned.

The Government-wide policy has been established that those persons in critical jobs directly concerned with vital Government operations should be immunized at Government expense. In the CAA the list of positions falling into this category include AOS's, EMT's, TTO's, Aircraft and Engine Mechanics and Warehouse personnel. As soon as the vaccine is available and arrangements can be made, the Region proposes to vaccinate the incumbents of the above jobs. All persons not listed are encouraged to make arrangements as soon as they can for such shots.

According to the Health, Education and Welfare Department, this flu is expected to reach the United States in epidemic proportions sometime after November 1 and possibly would continue throughout the winter. Its effect on most healthy individuals should not be too serious, however, it does incapacitate a person from 4 to 7 days. The major problem is that the flu hits large numbers of people at one time.

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The supply of the vaccine is somewhat limited. It is expected that there will only be sufficient supply to vaccinate 60 million people, consequently well over 100 million people in the U. S. cannot be immunized before February 1, 1958.

Dr. Britton, our Regional Medical Officer, is devoting a lot of time and effort in an attempt to speed the immunization program along as much as possible.

In CAA, our Wage Board Jobs have only Three Pay Steps for each Grade. Army-Air Force Wage Board jobs have a fourth pay step which is a meritorious or superior performance step. When we changed over to Wage Board, we adopted the three steps. If you were affected, you may wonder why. Here is a digest of the reasons:

a. Most business firms use a single pay rate.

b. We better this by having an entrance step, a middle step (the "going rate" or the rate industry would pay) and the third or longevity step. The first step is 5% lower than the middle step while the third step is 5% higher than the middle step.

c. Exact rates are hard to determine. So, you can see that three rates allow a reasonable amount of flexibility.

d. The fourth step given by the Army and Air Force is not an automatic length of service step, but rather an efficiency step. The three step plan comes closer to meeting the legal requirement for paying prevailing rates.

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SUGGESTION AWARDS PROGRAM

This month's awards illustrate some interesting points about the Suggestion Program — points which may not be too well understood.

Do you know, for example, that a transfer to another agency does not affect a suggester's eligibility for an award? Even a termination has no effect. To be eligible, it is only necessary that the suggester be employed by CAA when he submits the suggestion. Two of this month's awards went to former employees who transferred to other agencies.

(If we weren't doing so well on the older suggestions now, some unkind soul might insist that we also point out that RETIREMENT has no effect either. That's true).

Do you know that every idea with possible national application is considered first for adoption within the Region? If it is within the Region's authority to adopt — and if it is put into effect here — the Region makes an award. Then the idea is sent to Washington or directly to the other regions for consideration. If it is adopted elsewhere, additional awards are made. Wallace Ward's suggestion is a case in point. He received a Regional award and now he gets an additional sum from Washington for the wider use of his idea. (Continued on next page)

Do you know that even if your suggestion cannot be adopted in the form you proposed, it is still eligible even when modified? The change may be a minor one or it may be substantial -- it doesn't matter. The point is that your idea caused action to be taken which improved the CAA operation. Bob Hacker and Jay Taylor received awards for proposals which had to be somewhat modified for service-wide use.

The awards also support our assurances to you that the Washington bottleneck has been broken. Here they are:

Edward J. Ball, (now with the Aeronautical Center), suggested a modification of R-361/GR receiver to reduce outages on VHF receivers and extend tube life. Washington award $100.00

Wallace E. Ward, ANF Division, Oakland, California received an additional award from Washington for his idea for grounding TUS glide path transmitter motor to eliminate shock hazard. Award $25.00

Herbert V. Cross, who transferred to another agency, received a Washington award for suggesting a modification for testing equipment for multiplex telegraph terminal sets. Award $50.00

Emmett M. Whitney, ANF Division, Los Angeles, suggested replacement of soldered wire connection with a plug-in connection on high-voltage lines of TV-1 transmitter power amplifiers. This modification was adopted. Washington made an award of $50.00

Robert M. Hacker, ATC Division, Denver, submitted a suggestion for procedures to effect standardization and define responsibilities applicable to both Service A monitoring and irregularity notification by the Medis control stations. Suggestion was adopted with modifications to facilitate service-wide application. Washington award $25.00

Jay C. Taylor, ANF Division, Los Angeles, suggested modifying mounting arrangement for TUS glide slope antenna. Although this suggestion will not be used in exactly the form submitted, the idea will result in a design providing improved convenience of glide slope antenna adjustments. Washington award $25.00

Louise A. Anselmo, Personnel Division, Los Angeles, suggested the printing and distribution of a summary chart of Electronic Maintenance Technician positions. This was adopted nationally and Washington made an award of $35.00

Gordon A. Mickelson, ANF Division, Denver, Colorado, suggested a variable timing delay for the ASR-3. Washington adopted this idea and made an award of $100.00

John P. Johnson, ANF Division, Belmont, California, received an award for suggesting the replacement of a tuning condenser (in THS OFACS transmitters) which has aluminum plates, with a condenser having brass plates. Washington adopted it and made an award of $25.00

Richard W. Bullard, now with the Pueblo Ordnance Depot, received an award for suggesting a tool for tuning the exciter unit on UHF transmitter TR-217. Washington award $50.00

(Continued on next page)

Max C. Kelch, ANF Division, Riverside, suggested a modification of cabinet blower motor (exposed fan blades), which has been adopted nationally. Washington award $25.00

Richard R. Simpson, ANF Division, Los Angeles, submitted a suggestion with Wilmer Kurth while both were employed in Region I. Their suggestion concerned the design and installation of rotating trays on the sliding shelf of Synchroscope Panel No. 1 and No. 2 of the ASR-2. Simpson's share of the award was $15.00.

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V.P.P. NOTES

Repledges as a result of the latest death (Ernest A. Randal) now total $9,520.00.