



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V NO. 5

NOVEMBER 1, 1957

BREVITY

By

Glen D. Woodmansee  
Regional Attorney

Much is said these days about economy and increased efficiency in Government. We have had operation paper work, elimination of unnecessary reports, and the streamlining of our procedures. There is another area where savings can be made, i.e., economy in the use of both the spoken and the written word. Therefore, I should like to strike a blow for brevity. How about a campaign that would drive home the following?

Get to the point, be concise and direct, use adjectives sparingly, do not equivocate, and shun verbosity as you would the plague.

Remember the "13th Beatitude", - "blessed is he who has nothing to say and cannot be persuaded to say it." Often the reverse is true. There are those who continue to effervesce long after they haven't anything to say. To illustrate:

It was 2 a.m. and the little woman was up when hubby walked in. "Why so late Joe? Generally you are home from lodge by 10:00." "Well" said Joe, "We had a visiting brother tonight and he was asked to say a few words. He talked and talked, he just didn't have any terminal facilities." "What did he talk about?" asked the little woman. "Well you know" said Joe, "He didn't exactly say."

Such a visiting brother might mercifully be described as a bore.

Then there is the person who has great talent and infinite capacity for the trivial. In addressing such an individual the late Justice Holmes once said:

"Thou sayest such undisputed things in such a solemn way."

But I suppose it was ever thus. In the Merchant of Venice we have the garrulous Gratiana who spoke:

"~~\*\*\*~~ an infinite deal of nothing more than any man in all Venice. His reasons are as two grains of wheat hid in two bushels of chaff; you shall seek all day ere you find them, and when you have them, they are not worth the search."  
(Continued on next page)

Probably equally insufferable is the person who talks over the heads of other people, like the lawyer who questioned the witness Slovak:

Lawyer. "Were you present at the intersection of Main and Third Avenue when the defendant is alleged to have perpetrated the assault on the prosecutrix?"

Slovak to the Judge. "What he say?"

Judge. "What the lawyer means Mr. Slovak is were you on the corner when the prisoner shot the lady?"

Slovak. "Oh Yeah." His face lighting up.

Verbosity in Government memorandums could be greatly reduced. This would save much paper and many man hours. When the Honorable Jesse Jones was Secretary of Commerce, the word got around that he would not read a memorandum if it were more than a page no matter how intricate the subject matter. The less chaff the easier it is to find the grain of wheat. To illustrate:

A pilot commits a violation of the air safety rules and is told we would close the case for \$50.00. He writes back offering \$25.00. We could turn him down by saying: we regret to advise you that we are not in a position to look with favor on your request for a \$25.00 reduction of our suggested offer in compromise of \$50.00 you should pay for any civil penalty you may have incurred as a result of the violation alleged to have been committed by you as set out in our letter to you dated July 1, 1957. But what does he care about our feeling of regret, how we look, or our position -- whether sitting, standing, or horizontal? He would get the point if we merely said; your offer of \$25.00 is declined.

The person who thinks things through and uses a few well chosen words, whether written or spoken, usually holds the attention of his audience and makes his point. Nothing is more tedious than being subjected to a dissertation so inane that you can anticipate the speaker's punch line -- if it can be so dignified -- twenty minutes in advance.

Brevity is sadly lacking in many conferences and discussions. How often is the subject under consideration hashed and rehashed? Of course discussion and the expression of different points of view are necessary to an intelligent decision. But why belabor the point when every one is in agreement? And why prolong a discussion after the decision has been made or it is obvious what the decision should be?

So let us cut out the verbiage, strive to develop simplicity of expression and the use of two syllable words. Remember "brevity is the soul of wit!"

\* \* \* \* \*



## REGIONAL ADMINISTRATOR'S COLUMN

Editor's Note: We are sorry that it is necessary to deviate from the regular format of the column this month because of the serious illness of our

Regional Administrator. Mr. Plett suffered an attack of diverticulitis on October 2nd that necessitated major surgery and the removal of a part of the intestine. (In other words he had a king size bellyache). He is now convalescing at home, after a two week stay in the hospital. He is progressing very well, but probably will not be able to return to his office before the middle of November. We know that all of you join with us in wishing him a speedy recovery.

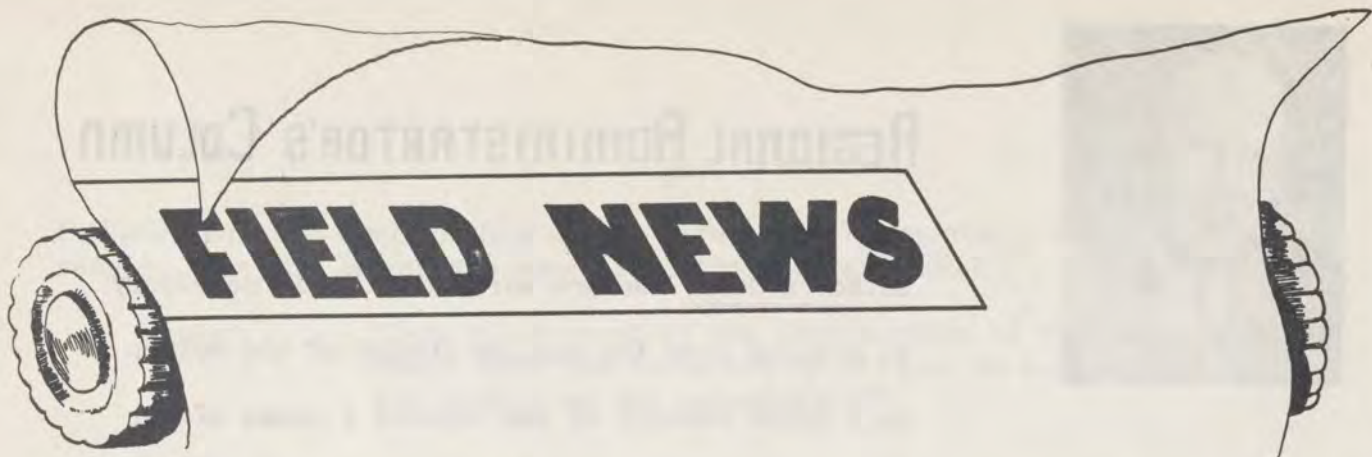
. . . . .

We are happy to report that "Operation Ceiling" is nearing completion and within a few weeks, the regional office will have a "new look" topside. The acoustical material not only makes a decided reduction in the noise level, but also improves the appearance and provides better insulation for the building.

We have been unusually busy these past few weeks welcoming new faces to the Regional Office as transfers and new employees join our ranks to "beef up" our headquarters organization to handle continually expanding programs. The new additions are most welcome and should permit us to provide better service and assistance for our field establishments.

Several Washington visitors were in the office this past month, mainly to explain and help set up the Program Plan of Operations in the various Divisions. This plan brings new procedures that will enable all of us to more completely understand our parts in the execution of the programs and thus better able to keep them current and up-to-date, and accomplish them as planned. Remember -- these programs call for a united effort, but in turn demand individual attention.

\* \* \* \* \*



#### HANKSVILLE, UTAH

COMMUNICATIONS STATION: During the month of September the Hanksville intermediate field handled eighty-nine landings. In checking records for the past five years find this is the highest amount of landings recorded in any one month. The nearest to this monthly report was twenty-six landings in September 1952. Reason for this sudden increase was due to search for oil where aircraft are being used for transporting survey and drilling crews.

#### RENO, NEVADA

AIRWAY TECHNICAL FIELD OFFICE: "Indians look to white man for winter forecast" - We are told that an old fall custom of the western American Indian was to hold aloft a moistened finger to determine wind direction and also to forecast the degree of severity of the approaching winter. That, of course, was before the day of the white man and his scientific instruments.

James Gibson, Chief, ATFO in Reno, tells us that now the indians report to his office to check the instruments when the first snow hits the area. The old method might have been alright for their forefathers, but the modern indian puts more stock in the white man's technical know-how.

#### LOST PILOT TALKED IN AT CASPER, WYOMING

Here is a good example of the often over-looked job our people do in line with the performance of their regular duties:

On October 13 at 6:43 P.M., Mrs. Edith Thompson, a resident of Midwest, Wyoming, called ATCS at Casper and reported a small plane circling over Midwest and apparently lost in the foggy weather and low ceiling that existed at the time. The Casper tower was notified and both the tower and the station initiated a blind call to any aircraft that might be lost in the vicinity of Midwest. Denver ARTC was notified and the Sheridan and Douglas stations were also requested to make blind calls. At 7:06 P.M., Cessna 4157V reported by radio over the Casper field indicating the he was the lost pilot and that as a result of our blind broadcast on the low frequency range, he was able to orientate himself and take a heading into Casper. He landed at Natrona County Airport.

Shortly thereafter, the pilot came into the station to express his gratitude. While he was there Mrs. Thompson called again to inform the station that she had organized a group of sixty cars at the strip in Edgerton to light up the landing area in the event an emergency landing was necessary. The pilot told Byron Clapp, our communicator at Casper who talked him down, that he thought he was east of

(Continued on next page)

Casper in the direction of Glenrock. If he had continued on this heading he would have been on a course directly toward the Big Horn Mountains. Mr. Clapp's broadcast from Casper gave him his actual location and the information he needed for a new heading and a safe landing.

\* \* \* \* \*

DID YOU KNOW:

- ..... that there are 2,778 airliners flying for the international scheduled airlines of the world and that 89% are of U. S. design and manufacture, or, are built by friendly nations under a U. S. license?
- ..... that the wing and tail anti-icing equipment of a giant new transport use 2,800,000 BTU's of heat per hour -- enough to heat 56 five room houses?
- ..... that every 18 minutes a scheduled airliner crosses the Atlantic or Pacific ocean?
- ..... that aircraft of the Strategic Air Command which guard our nation on a 24 hour global watch, use 2,709 gallons of oil products per minute -- equal to more than a rail tank car in four minutes?
- ..... that there are 10,800 CAA employees operating 93,000 miles of airways in this country and that the number of instrument approaches increased 47% during fiscal 1957?

\* \* \* \* \*

Supervisory Meeting - Boise Idaho

A meeting of the Boise CAA Supervisors was held October 7, 1957 in the office of the Chief, Airways Technical District Office, and was attended by the following personnel:

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

Subjects discussed were:

Possibility of new Identification Cards for CAA personnel. Problems encountered in establishment of Peripheral Sites. Possibility of scheduling VOR Modernization shut-downs when weather conditions will not require use of these facilities. Use of projector and procurement of Training Films. Fire prevention.

Next meeting is scheduled for the first week in November.

## DIVISION HIGHLIGHTS

### AIRPORTS DIVISION

Grant Offers were issued during the month to the following: Casa Grande, Arizona, \$6,431.00 for drilling and equipping domestic water well; Globe (Cutter Field) Arizona, \$5,094.00 for land acquisition; Monte Vista, Colorado (San Luis Valley Airport), \$18,528.00 for land acquisition; Hobbs, New Mexico (Lea County Airport), \$152,000.00 for land acquisition and construction of control tower addition to existing Administration Building and water supply system; Salt Lake City, Utah, \$34,201.00 for construction of extension to existing terminal building apron; Bellingham, Washington, \$65,125.00 for reconstruction of N/S runway and apron taxiway.

Project Applications were received from the following locations: Pueblo, Colorado, \$9,023.00 for resurfacing and leveler course for the outer diagonal runway and renewing the lighting system on the outer diagonal runway; Las Vegas, New Mexico, \$10,154.00 for land acquisition and installation of medium intensity lighting system on NE/SW runway.

During the month of October Mr. Charles J. Winger, Chief, Airports Division, attended the National Airports Conference held at Norman, Oklahoma, and the National Association of State Aviation Officials Convention held at Sun Valley, Idaho.

### AIRCRAFT ENGINEERING DIVISION

Assembly of the first Douglas DC-8 at Long Beach is proceeding at a rapid pace. The main fuselage halves are being spliced together and the main wing panels are being joined. The nose section is approximately 60% complete (structural and installation). It is anticipated that the wing will be attached to the fuselage in four or five weeks.

On October 7 and 8 at Seattle a familiarization meeting was held on the Boeing Model 707-300 and -400 powered with the P & W JT4A and Rolls Royce Company engines. In addition the status of the 707-100 and -200 was reviewed. Immediately prior to this meeting the Chief of the Division and several of the branch chiefs, together with other CAA personnel attended a one week training course on the Boeing 707.

The first production 707, PAWA No. 1, has been assembled and systems work is under way. First flight is scheduled for December 27.

An extensive flight test program was conducted on N-3, a CAA-owned Douglas DC-3. This aircraft was modified by the AiResearch Aviation Service to incorporate certain features of Ben Howard and Associates "Maximizer" kit. The flight test consisted of determination of aircraft characteristics and performance prior to and after incorporation of the kit to determine its effect on the aircraft. The final installation was considered satisfactory and Supplemental Type Certificate is to be issued in the near future.

A flight test program has been started on the FBY-5A aircraft modified by Remmert-Werner from St. Louis through installation of Wright R2600-29 engine and increase in gross weight.

(Continued on next page)

A meeting was held with Lockheed Aircraft Company representatives to reach agreement regarding participation and monitoring of the 1000 hour test being conducted by the manufacturer on the "Elation" which is a Constellation equipped with Allison turbo-prop engines the same as those in the Electra installation.

Some progress is being made in reducing the backlog in the Supplemental Type Certificate program. This stems from three main causes:

1. Assignment of higher priority to the work.
2. Assignment of a full-time specialist to this work.
3. Some reduction in the number of applications, possibly due to easing of the general business tempo.

The total number of Supplemental Type Certificates issued by this region, as of October 9, is approximately 300.

Active work is under way in LA-235 to convert aircraft records from blueprint to microfilm where feasible, because of space limitations. Microfilm records on military versions of Douglas transports have been obtained from the Navy, and Douglas has offered to furnish DC-8 records in microfilm form. Boeing and Lockheed plan to adopt microfilming when certain standardization problems have been solved. The principal piece of equipment required by CAA will be a reader.

Representatives of the Division attended the Annual Airworthiness Review Meeting in Washington, D.C. The discussions were particularly valuable to members of this Division in view of anticipated questions which will be raised by the industry during forthcoming programs of certification of large jet-powered transports. It is apparent from subsequent discussions with manufacturers, such as Boeing 707 meeting described above, that the Civil Aeronautics Board will have to expedite decisions on certain phases, such as the new performance standards of SR 422, if the flight test programs on some of the new transports are not to be delayed.

#### AIR CARRIER SAFETY DIVISION

Southwest Airways conducted a survey flight over their newly authorized extension of segment 5, route 76, between Palmdale, California and Las Vegas, Nevada. The survey flight demonstrated the carrier's ability to conduct operations in accordance with the standards prescribed by the Administration, and Operations Specifications were approved 9-27-57.

Assigned Inspectors have been observing Western Air Lines preliminary use of its DC-6B simulator. To date it has been used only to supplement existing training, until the carrier has evaluated it and provided for its regular use in training by submitting a curriculum. So far, reaction by instructors and flight crews has been enthusiastic.

Great Lakes Airlines is operating a DC-4 flight every other day between Burbank, Oakland and Honolulu. The load factor has been very good.

The Flying Tiger Line is still engaged in contract and charter operations in the North Atlantic and military contract operations in the Pacific.

Bonanza Airlines is now sending supervisory personnel to England for training on the Rolls-Royce engine to be used in their Fairchild F-27s.

(Continued on next page)

It is understood that Western Air Lines operation over the Denver-Phoenix-San Diego route will start December 1, 1957.

Considerable interest has been shown by architects and contractors in designing heliports on new proposed buildings in the Los Angeles Metropolitan Area. At the present time there are three large buildings in the planning stage and under consideration for on-the-roof heliports at the following locations:

1. Downtown Los Angeles County Building - 12 stories
2. Building in Downey - 20 stories
3. Building on Hollywood Strip - 25 stories

Continental Air Lines is starting ground training covering the Viscount 810 aircraft the first part of November 1957. This training will be originally for the pilot supervisory personnel and is expected to take between one and two weeks. Present plans call for a two-week ground school course immediately prior to commencing flight training. The flight training phase is scheduled to start the first part of January, 1958.

Alaska Air Lines has made application to the CAB for a scheduled helicopter operation serving Seattle and Portland areas.

#### GENERAL SAFETY DIVISION

Helena GSDO - Inspector Hendy attended two fly-ins, one at the Moore Ranch with 15 aircraft and approximately 45 people, and the other at West Yellowstone, Montana where 28 aircraft and 85 people attended.

The accident rate has slowed up considerably. This has enabled the inspectors to catch up on the paper work that had stacked up during the rush months of June, July and August. There are only one or two small items left which were concerned with the spruce budworm program where 800,000 acres were treated with one fatality, and this we feel was brought about by a pilot who was sick that day and should not have been flying.

Boise GSDO - The Reeder Flying Service of Twin Falls, Idaho recently purchased four TBM surplus aircraft. They intend to prepare these aircraft for large spray projects and forest fire chemical dumping. At this time they plan to set up their own shop for the overhaul of both the aircraft and engines.

Yakima GSDO - Flight training activity in some areas increased noticeably and held steady in others. Demand for used aircraft exceeds supply.

Orchard spraying is tapering off with final applications of stop-drop on apples. We have had a great many more complaints this year of sprayer activities in residence-bordered orchard areas. Operators have been cautioned in this regard.

Portland GSDO - Inspector Ruggenberg has been detailed to the Aeronautical Center at Oklahoma City for five weeks. Inspector Gebelin made a trip to Seattle to discuss and coordinate the new traffic patterns and the method of operations by air carrier and large aircraft at Portland International Airport. He and Inspector Walker of SEA ACDO agreed on a procedure to assure compliance and smooth operation.

(Continued on next page)

Spokane GSDO - On September 22, the Spokane Wing of the Civil Air Patrol conducted an air fair at Felts Field, which consisted of static displays of the newer model aircraft, the usual spot landing contest, and a parachute jump. A sizeable crowd was in attendance.

On September 29, an air show was held at Geiger Field with the Blue Angels as the chief attraction. Inspector Hopkins was the CAA representative, and he reported that the stunt team complied with the waiver to the letter. There were approximately 50,000 people attending the air show.

Oakland GSDO - The Experimenters Club, the national organization for homebuilt aircraft, conducted an Air Fair at the Center Airport, Fremont, California which was supervised by this office. The annual Oakland Air Fair drew an estimated 150,000 this year, which was held at the Oakland International Airport, September 15th. Two flying club organizations were addressed by Inspectors Lewis and Leckie and a meeting of the flight operators was held in conjunction with the California State Board of Education to discuss vocational training.

Inspector Leckie was giving an applicant the paper work in preparation for his Private Pilot flight check, and while laying out the cross country portion the applicant died of a heart attack.

Sacramento GSDO - The California Flying Farmers are planning to conduct their annual flight clinic at Davis, California on October 26th. A specific agenda for this clinic has not yet been obtained.

Fresno GSDO - Following much time and coordination with the local North American officials in setting up an approved repair station for their Fresno installation, the Company has decided to completely close down their facility. Employee complement is gradually being reduced, and the company anticipates that they will close their doors on or about December 1, 1957.

The planned Naval Air Station at Lemoore is now definitely approved and on its way to become a reality. The Commandant of this Naval District stated in Fresno this month that the station complement will consist of approximately seven thousand officers and men. Thirty-two thousand acres of land will come under Navy control. The runway and general construction is to commence immediately, and is to progress over a period of three years. The impact of the largest Naval jet training station being situated within this district will be felt by all types of aviation and economy in the area.

Denver GSDO - The Air Power Show was conducted near Stapleton Field on September 14, 1957, which included various displays of military and civilian aircraft and a performance by the Minute Men and a North American test pilot. The show was conducted in a safe manner and no problems existed during the show. The attendance was not as great as anticipated, however, it was observed that the greater portion of the crowd witnessed the aerial exhibition from their cars and did not make personal investigation of the static displays.

Inspector Vaughan met in an evening meeting with members of the Rocky Mountain Business Aircraft Association. He addressed these people concerning the new changes in CAR Part 20 and other matters concerning weather information, communications, and answered general questions from the members.

Inspectors Annis and Vaughan attended a luncheon at the Emily Griffith Opportunity School as members of an advisory committee for aviation for that school.

(Continued on next page)

Seattle GSDO - Renton Aviation, Inc., has been busy getting ready to start the second ROTC Program in this area. This should commence in about ten days with approximately 35 students.

San Diego GSDO - The Eighth Annual Air Games are scheduled to be held at Montgomery Field October 12 and 13. The Colorado Air National Guard Acrobatic Team is scheduled to perform on Sunday, October 13. Other events will consist of non-acrobatic flight contests involving personal aircraft owners and pilots.

Billings GSDO - Montana Pilot Association Hangars at Wolf Point, Glendive and Billings held their meetings, however, we were only able to attend the meeting at Billings. Several breakfast flights were conducted by the Hangars of M.P.A. around the state and were enjoyed very much. The Montana Pilots' Association held its annual fly-in to West Yellowstone, Montana, and there were 30 airplanes and approximately 175 people present. They flew to Ennis, Montana, for lunch and then on to West Yellowstone for Saturday night, and returned on Sunday.

The Montana Chapter of 99's had a pot luck luncheon meeting at the home of Mrs. Rolle our stenographer, at which time Mrs. Rolle was again elected Vice-Chairman of the Chapter.

Medford GSDO - The agricultural operators have had a very successful season and in most localities their work for the year has been pretty well concluded. The usual winter program of overhauling and rebuilding equipment for next season is getting under way and at least two more Grumman FM's will be certificated locally for use on spray programs next year.

Our operator at Eureka put on a very successful aviation program for his Rotary Club during the month. The large hangar was cleared out and a box lunch was served after which the operator put on flight demonstrations including a take off and landing on a 300 foot ramp, a dead stick landing to a spot, and a parachute cargo dropping demonstration. The program resulted in much good publicity for the operator and was directly responsible for an appreciable amount of new business.

Long Beach GSDO - William Horton, designer and builder of the experimental Horton flying wing is serving three years in federal jail following conviction for using the mails to defraud in connection with the aircraft. He has given up his lease at Orange County and the aircraft has been junked.

Avalon Air Transport - Long Beach air taxi operator - has added a 46-passenger, 4-engine Sikorsky flying boat to their fleet of Grumman - Goose amphibians. Passenger service between Pacific Landing, Long Beach and Avalon was inaugurated on September 25th, following aircraft modification, crew training and installation of docking facilities. Operations are also contemplated under their commercial operator's certificate recently issued the company.

Reno GSDO - The second annual Nevada Air National Guard Air Show was held at the Reno Municipal Airport on Sunday, September 8. This is a big event for Western Nevada and people really turn out. It was estimated that there were over 18,000 people in attendance during the day to see the various military aircraft, as well as the flight demonstrations and acrobatics.

A contract has been let for grading by the State of California for a new airport at the south end of Lake Tahoe. This should be a very popular airport when finished and, in addition, relieve a very hazardous condition that exists at Oliver's Flight Strip,

(Continued on next page)

which is a no go around deal. Oliver's strip is a privately owned field and is not open to the public; however, they have made arrangements with at least one Air Taxi Operator to bring in people to patronize the clubs.

Van Nuys GSDO - Rotor Aids of Ventura, California are flying an experimental program for the Southern California Edison Company which involves placing by helicopter all the component parts of the steel towers at the site where they will be erected. We understand that this is a first and experience and cost analysis will be evaluated to determine if large scale operations can be done in the near future.

At the present time the costs of delivering the steel is slightly under trucking charges and, of course, road building, road maintenance, purchasing of right of ways, etc. has been eliminated. It now looks like this program will surely be the beginning of a large scale new business. The power companies are already planning on running lines straight across the High Sierras without the aid of any roads.

Ontario GSDO - On Sunday, Sept. 15, 1957 we witnessed and experienced a very encouraging visit at Big Bear, California Airport. The Big Bear Airport Association had their annual breakfast "Fly-in." 178 airplanes flew into Big Bear Airport and departed without an accident. The airplanes consisted of most every make and model from 65 hp J-3 Pipers and Ercoupes to and including Twin Bonanza's, Cessna's and Apaches. The pilots consisted of student, private, commercial and air line transport. The airport consists of one E/W gravel runway, 3700' x 40', field elevation 6750 msl. There is no control tower - traffic was handled by 3 flagmen and 1 Unicom. In this regard, Mr. Carl A. Swanson, Jr., CAA Chief Controller, San Fernando Valley Airport was present and did an excellent job in assisting with traffic control.

Several agricultural operators within this district this month received a so-called "shot in the arm" in that the U.S. Forestry Service has contracted with them to assist in fire fighting. The bombing of fires with a borate and water solution has been proving very successful.

Albuquerque GSDO - The first certificated repair station in New Mexico has been approved. Aviation Specialties Company, Gallup, New Mexico, has been approved for Airframe Class 1 and Class 3, and Powerplant Class 1 ratings.

Phoenix GSDO - Cornell Univeristy is transferring its Aviation Crash Research Project from New York to Phoenix October 1 - 15. The project will be located in the former American Airlines Operations Building on the north side of the field. The move is being made because the Phoenix location will put the project in closer touch with major airframe manufacturers and the Air Force's Directorate of Flight Safety.

#### FACILITIES DIVISION

Navigational Aids - Surveys have been completed for new VORs near Gunnison and Avenal. Surveys for the conversion of VORs to VORTAC in Albuquerque and Grand Junction have been completed. The survey for the relocation conversion of the Zuni VORTAC is under way.

Construction has been started on the conversion at Livingston, Miles City, Dillon, Milford, Boise and Daggett. Construction for a new VORTAC at Coaldale was started October 21.

Surveys for the AIS at Albuquerque and Yakima, have been completed.

(Continued on next page)

A contract for grading was started at the Arlington mountain top VORTAC facility and at the new Ontario VORTAC site. A new access road is being constructed at the Pinon VOR facility to reduce excessive grades.

Hal Fontecilla and crew completed installation of the Texico VOR and started installation of "H" facilities at Hanover and Garden Ranch.

Frank Spaar and crew started relocation of Las Vegas, New Mexico VOR.

Harold Wailles, Harold Dickenson, and Henry Scribner started installation at the Spokane localizer.

Erwin Clark and Harry Wickwar conducted a site test at Eugene. The crew has gone on to Boeing Field to conduct an ILS localizer site test.

Roger Baker and DeWayne Hodges reported to Washington, D.C. for a factory inspection assignment with Hazeltine Corporation.

Radar - Engineering surveys are being conducted on additional long range radar sites at Seattle, Salem, Phoenix and Albuquerque. The ruggedness of the mountain site at Phoenix, required the use of helicopter for transporting equipment to several tentative sites.

The installation of a 37.5 KVA Engine Generator at Oakland ARTCC has been completed. Ted Kurth and Gene Newman are attending a three day training course on Diesel engine installation conducted by Consolidated Diesel Electric Company at Stamford, Connecticut, starting October 28.

Final acceptance inspection for pre-CAA maintenance was held on the Fairchild RAPCON by Jim Cole.

Initial inspection for pre-CAA maintenance of the Tucson RAPCON was held.

Norm Carlberg with William Pedri and Victor Beacken are conducting a radar site test at Scarper Peak in the Oakland area.

Bob Faul and Rafael Lopez will complete a Radar Training Course at Oklahoma City this month.

Communications - One channel at Elko VHF/UHF A/G communication facility will be completed and commissioned by November 1, 1957.

Installation of electronic equipment at Las Vegas VHF/UHF A/G communication facility was started the last week of October by William Good, Jack Wimmer and Harold Hardy.

An all-out effort to have San Jose tower in operation by November 15 is underway at the present time. Crew under Tony Brklacich and one under the supervision of Carl Weidert will start checking the operation of equipment and circuits by November 1.

Relocation of Reno CS/T to a new tower structure was formally completed October 4th, with the acceptance inspection completed on that date. Remoting of some of the transmitters and receivers to a site near the VOR has considerably increased the efficiency of the Reno CS/T.

(Continued on next page)

We welcome Norman Larrabee, our new Electronic Engineer, formerly an employee of Cubic Corporation at San Diego, who is presently assigned to the Los Angeles, Phoenix and Albuquerque control area.

Maintenance Engineering Branch - The following students recently graduated from the Aeronautical Center: Rudolph P. Peterson, Salt Lake City, Dan G. Graemer, Phoenix, Roy W. Griffin, Prescott, and William D. Palmer, Daggett - Communications Equipment Class No. 83. Gene D. Jacobson, Portland, Foster C. Glass, Eugene, Vernon E. Chapman, Hoquiam, and Alfred Bray, Winslow - Communications Equipment Class No. 84. Charles Biberstine, Sacramento, Harry T. Mogenson, Elko, Anthony B. Silva, Reno, and Udell M. Larsen, San Francisco - ILS/VOR Class No. 125. Edward Leibert, Casper, Fred J. Smith, Gila Bend, Roy V. Nielson, Tonopah, and Orville E. Magalis, San Francisco - ILS/VOR Class No. 126. Claude C. Barrett, Portland, Roy C. Anderson, The Dalles, Lewis V. Miller, Palmdale, and Victor Pezzoli, Burbank - DME Class No. 123. Stephen E. Smith, Fairchild Air Force Base RAPCON, Spokane, George E. Hammond, Hill Air Force Base RAPCON, Ogden, David C. Wiley, San Francisco, Bernard C. Wingert, Colorado Springs, Eugene Mathews, San Francisco, William Clark, Salt Lake City, David Lindberg, Ephrata, Robert H. Faul, Los Angeles, and Rafael Lopez, Los Angeles - SR/PAR Class No. 119.

Robert W. Young, San Francisco, is presently attending Multiplex School in Chicago, Illinois.

J. W. W. Tunis, and H. L. Berry recently completed ATC Indoctrination Course at Oklahoma City Aeronautical Center.

John N. Forsyth and William Erickson attended the Air Conditioning and Refrigeration Classes at York, Pennsylvania.

Floyd Corpus is presently attending the Passive Defense Officer's Course at Lowry Air Force Base.

David C. Earley, attended the SAGE Symposium at Lincoln Laboratory, Lexington, Massachusetts, from October 14 through 17, after which he visited the Raytheon Manufacturing Company plant in Waltham, Massachusetts for several days. He also visited Region I, the Technical Development and Evaluation Center, and the Washington Office.

Ervin B. Schulz, represented CAA in the final CAA/USAF Acceptance Inspection of the Hill Air Force Base RAPCON on October 3rd and the Fairchild Air Force Base RAPCON on October 17, after which dates CAA assumed complete maintenance of the RAPCON facilities.

Mr. Melville attended the Seattle CATDO meeting on September 20th and the Spokane CATDO meeting on September 23.

We were quite concerned to learn of the illness of Henry Jenkins. Mr. Jenkins suffered a coronary deficiency while at Albuquerque which resulted in a weeks sojourn in a hospital in Albuquerque. Mr. Stentz accompanied him home by airline and Henry is convalescing at home and expects to return to work somewhere around November 15.

We were sorry to learn of Ed Becker's (CATDO-3) illness. Mr. Becker has been hospitalized the past week with a serious case of ulcers.

(Continued next page)

## Division Highlights Continued

### AIR TRAFFIC CONTROL DIVISION

The Division's reorganization was announced to become effective August 26, from the functional standpoint. Most of the new positions were filled during September and the balance are now in process of being filled. Our present task is to develop the new organization into an efficient and smooth running group. Weekly staff meetings have been inaugurated and are held each Wednesday at 0815P. Things are moving forward in good shape.

Russ Cardinal from W-500 was here October 14 to help us get started in the Program Plan of Operation. Our formal plan at Division level was submitted October 18 to W-500 for approval. We will develop plans at Branch level within the next few days.

Bill Larsen is on-extended sick leave -- doctor's orders.

Delay in building at Phoenix has resulted in postponing the inauguration of service at the new Air Traffic Control Center until March 1, 1958.

At the request of the 15th Air Force, Air Traffic Control and SAC representatives met at Ellsworth AFB and Walker AFB to develop procedures for SAC operations at those Bases. Air Carrier Safety was also represented.

Several meetings were held with Navy representatives at Moffett NAS and in the Regional Office in connection with commissioning Moffett RATCC and approach control for the Moffett-San Jose area. Tentative plans are to assign supervisory personnel to Moffett for manual approach control December 1, to be followed approximately April 1 with added complement for full radar service. It is likely that the Moffett and San Jose tower complement will be combined.

Approach control service will be inaugurated at Casper December 1.

Equipment installation in the new combined Station/Tower at Santa Fe will start about November 1. Estimate commissioning in January, 1958.

The City of Billings has submitted for our review and comments the preliminary plans for a new control tower.

The City of Spokane is still undecided as to the location of their new terminal area at Geiger Field. This, of course, affects the location of the new control tower. We may end up with a free standing tower structure.

The City of Portland estimates its new terminal building will be completed by July, 1958. The new control tower will be on top of the administration building, with radar operations being conducted from a separate IFR room.

We are proceeding with plans for a combined Station/Tower at Hobbs.

The ten stations scheduled to receive transcribed weather broadcast equipment this fiscal year have been requested to advise the desired placement of equipment in their quarters. This is improved type equipment which will incorporate features which were developed from the Los Angeles station test installation. Eventually,  
(Continued on next page)

all 88 general service L/F ranges in the country will receive this equipment = 32 are in Region 4.

We are launching our own satellite program this fiscal year. Remotely controlled communication outlets will be installed at Pasco and Lewiston (Idaho) to be controlled from Walla Walla, and at Twin Falls to be controlled from Burley. The installations will provide remote control of voice on the VOR or 112.2 mc receiving channel on 122.1 mc and an interphone line to be installed at the airport. Communications requirements for these projects have been submitted to the ANF Program Engineering Branch.

Preliminary planning has been completed for the following local station relocation projects: Spokane (Geiger Field to Felts Field), Casper and Sheridan to new buildings.

A meeting of all 4th Region ADLO's was held on September 30, October 1 and 2. The meeting was attended also by Mr. Fred Smith from the Washington office, Mr. Jack Tighe from CONAD Headquarters, Major Fuss from CONAD Headquarters, and military representatives from each of the CONAD Divisions. The majority of the conference time was spent discussing the new SCATER plan and the classified supplements. The objections of the 4th Region ADLO group to much of the classified material resulted in holding a meeting at CONAD Headquarters to attempt to develop suitable material. Mr. Simonson is attending this meeting on October 22 and 23.

The new SCATER plans have been received by the ADLO's and distribution to all concerned is being made.

Continuous scan was inaugurated on all Area B teletype circuits in the Region. This is calculated to improve operations and avoid message loss which has been prevalent in the past.

Analysis and study were completed and recommendations forwarded to Washington for changes in Canadian NOTAM handling and adequacy of distribution pattern to meet requirements in the U.S. and for the International NOTAM office at San Francisco.

Preparations are being made for the inauguration of traffic control service at high altitudes. The inaugural date has been postponed to December 1, 1957.

\* \* \* \* \*

#### QUESTION BOX

- Q. If any property in my custody is found missing, what action should I take?
- A. Report the loss immediately to your supervisor; notify the local police or sheriff. If the property involved has an acquisition value of \$50.00 or more, report to the FBI. If the loss occurs in the regional office - advise LA-180 - who will notify the local authorities and the FBI. The lost or stolen property should be listed on Form CD-52 and submitted to LA-180 as soon as practicable. Follow instructions as outlined in A.O. #203, VII C and Attachment B dated 10/1/56 for preparing Form CD-52.

C.A.A. REGION FOUR  
FEDERAL CREDIT UNION

WHEN FINANCE CHARGES GO UP

It isn't always easy to tell when you're being charged more for a loan or an installment purchase. One thing is certain. Rates are going up.

Banks have always been choosy about personal loans -- money is scarce and they will be choosier.

Finance companies and loan companies operate with borrowed money; they are finding it harder to get and more expensive. Hence they will charge more.

Watch out for increased rates disguised by lengthening the term of the loan.

Watch out for the revolving credit charges of department stores -- they're rising.

Watch out for new service charges and special fees.

Especially, watch out for the sharp operators who are now soaking borrowers by adding heavy fees for accident and health insurance.

Your Credit Union is doing business at the same old rates. You're always safe when you deal with your Credit Union.

Contact Your Credit Union Today and Save While You Borrow

-----

CAA Region Four Federal Credit Union  
5651 W. Manchester Avenue  
Los Angeles 45, California

November, 1957

\_\_\_\_\_ 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.

Entered on Duty CAA  
Date: \_\_\_\_\_

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.



# Personnel Pipeline

## "Outstanding" Performance Ratings

"Outstanding" performance ratings for the last rating period were presented in a Regional Office awards ceremony on October 31. These ratings were for employees in the Metropolitan Los Angeles area only; field employees will receive theirs early in November.

This is a good time to review the stature of an "Outstanding" rating.

The Federal Government has a means for recognizing every degree of unusually good performance. These recognitions range all the way from an "oral pat on the back" to a Presidential Award. In between, we have letters of appreciation, letters of commendation, and special instruments such as "Special Acts or Services", "Sustained Superior Performance", "Departmental Honor Awards" and others. There is no type or degree of unusually good performance which cannot be formally recognized.

Many employees - particularly the supervisors - believe the criteria for "Outstanding" are too demanding. The standards are tough - no question about it - but they were meant to be tough. The rating was designed to give the supervisor a very special instrument for recognition of very special performance. And that is how it is used.

You should know what a proposed rating has to go through before it receives official approval. Here are the steps:

1. Employee's immediate supervisor originates the recommendation.
2. The supervisor's supervisor reviews it. If he concurs, he signs the proposed rating and forwards it to the Division Chief.
3. The Division Chief reviews it - along with the others from his division. Any unbalance can be detected easily at this point. For example, if one supervisor is using less demanding performance standards than others - for the same type of work - the Division Chief would question their validity.
4. If the Division Chief believes the rating is justified, he forwards it to the Regional Administrator recommending approval.
5. The Regional Administrator refers the rating to Personnel for a technical review. Does the performance meet the requirements of the law governing this rating?
6. The Regional Administrator approves or disapproves the rating.

If you ever have even a small doubt about whether an employee's "O" rating is well-deserved -- remember the rugged demands of the approval process. It is a practical impossibility for a weak case to survive.

Join with our organization in giving full credit to those who receive these "Outstanding" ratings.

(Continued on next page)

Personnel Pipeline Continued

Diamond Jubilee of Civil Service

January 16, 1958 marks the 75th anniversary of the signing of the Civil Service Act of 1883. This act is the foundation of the merit system that now covers more than two million of us Federal workers.

More than in the past, this anniversary will be observed through all types of programs at a hundred different centers throughout the United States. As usual, CAA will participate in these celebrations so you will be hearing more about what we could and should do soon.

Federal Service Entrance Examination

Many of our lower grade employees have inquired about the Federal entrance examination - what it is, what are its advantages and how do I get in line for it? The examination was basically designed to provide an agreement through which young people with college education or equal experience may begin a career at the GS-5 level or higher in such jobs as General Administration, Management Analysis, Budget Examiner, Personnel Technician, Purchasing Assistant, etc. To qualify for the examination at the GS-5 level, a person must have completed a four year college course or have three years of experience in administrative, professional, investigative, technical or other responsible work. Experience as a tradesman, craftsman, or in routine clerical work does not qualify.

Any applicant must pass a routine test and may be required to demonstrate in an interview, that they possess the qualities necessary for certain positions filled by the test. The Commission has announced the following time schedule for taking the test:

If you wish to take the test on -

November 16, 1957  
January 11, 1958  
February 8, 1958  
March 5, 1958  
May 10, 1958

Your application must be on file by -

October 31, 1957  
December 26, 1957  
January 23, 1958  
February 20, 1958  
April 24, 1958

If you desire additional information concerning the examination, contact your Placement Officer in the Personnel Division (IA-90).

Compensation Coverage During Travel Status

A question frequently arises as to whether an employee is covered under the compensation act, if he sustains an injury while in travel status when, for his personal convenience, the employee deviates from a normal travel route.

The Compensation Commission is unable to furnish any satisfactory simple general rule to be followed on the basis of decisions. About the only advice on this question is this:

1. The provisions of the Compensation Act do not apply during any portion of the period of travel which is clearly not connected with the performance of duty; and,
2. If an employee proposes travel by an indirect route or by a slower means of transportation than a common carrier for his own convenience, he should realize that he may not be covered under the act with respect to any travel which would not be necessarily involved in the performance of duty.

## Personnel Pipeline Continued

### Status of Legislative Proposals

At the close of the first session, 85th Congress, on August 30, 1957, the status of several legislative proposals is given below.

The bill, Training of Federal Employees in Non-Government and Government Facilities (S. 385 Johnston), was passed by the Senate on 4-12-57 and was pending before a House Committee at time of adjournment.

The Health Insurance Bill, basic in major medical (S.2339 HR 8299) was never finally acted upon and was pending before the appropriate Senate and House Committees at time of adjournment.

Travel expenses for interview for first duty station (S.1132). This bill was submitted to the Bureau of the Budget who advised that clearance could not be given at that session of Congress.

Pay increase of Classified and Federal Employees excluding postal field service, passed both Houses but was vetoed.

### SUGGESTION AWARDS

This has been a good month for awards. There were 23 of them!

There are three double winners: Leo Fleming (now with the Air Force), June B. Harrison (Santa Monica), and Howard Pyle (Seattle). Leo made two suggestions and scored on both of them. June Harrison and Howard Pyle have submitted many good ideas. We are especially pleased to have two-pay-offs for them.

Here are the winners:

June B. Harrison, General Services Division, Santa Monica - suggested a flight crew message board. When pilots and crew members are absent and messages come in for them, they are put on the board. Upon return to Clover Field, personnel automatically check the board for any messages awaiting them. Award: \$10.00

June B. Harrison, General Services Division, Santa Monica - suggested addition of flight information to the weekly aircraft status report. This gives computation on time remaining on aircraft since major overhaul and would be constant, thereby saving time in computing when aircraft arrives at Santa Monica. Award: \$10.00

Ruth A. Keller, Budge & Finance, Los Angeles - sent in a suggestion for improving the parking at the Regional Office, which has been accomplished. For her excellent presentation, a token award was given even though the plans were drawn up prior to her suggestion. Award: \$10.00

Leroy D. Mason, ANFD, Seattle, Washington - suggested a modification of the spindles on the Model 15 teletypewriters. Mason made a spindle which he submitted with his suggestion showing how it would save time in maintenance and improve the operation of the teletypewriters. Award: \$50.00 (Continued on next page)

Jerome L. Tonkin, ANFD, Belmont, California - suggested that an additional 807 vacuum tube be placed in the second doubler stage -V3 of THS-transmitters in parallel with the present 807 vacuum tube. This is a Washington adopted suggestion. Award: \$25.00

Charles H. Harvey, ANFD, Seattle, Washington - suggested a modification of the 902 transmission set jacks to permit either single or double plug in combinations. Adopted by Washington. Award \$25.00

William J. Lary, ANFD, Ellensburg, Washington - submitted an idea for a tool for use in the maintenance of the Simplex Time Stamps. This is another suggestion that received a Washington award. Amount: \$45.00

Glenn E. Mains, ANFD, Seattle, Washington - suggested a modification of the CA-1506 Volume Control and speaker switching panel to increase the range of attenuation. Washington award: \$75.00

Albert Lipman, ANFD, Seattle, Washington - suggested that vacancy announcement bulletins be printed "tumble-sheet" style. This would make it easier to read the reverse side when announcements are posted on bulletin boards. Award: \$10.00

Miriam Maiten, ANFD, Los Angeles, California - proposed that a course in Dictation be conducted for the benefit of those who dictate correspondence and reports. This was suggested before we had a Proficiency Development Branch whose work would normally include conducting such a course. Award: \$10.00

Lawrence B. Cowden, now attached to the Army Aviation Center, Ft. Rucker, Alabama - suggested that an alarm consisting of a bell and flashing light be installed on the THS and THR transmitters to give a warning in case of failure of the transmitter or reduction of RF antenna current. The idea produced a Washington award of \$25.00

Leo J. Fleming, now with the San Bernardino Air Material Command - submitted two suggestions for which he received awards. One suggestion was for ready reference notes for trouble shooting Type 15 printer equipment. Award: \$15.00

The other suggestion was a modification of the A2M recorder clutch to stop wear and reduce considerably the need for clutch parts replacement. Saves maintenance time and reduces expenditures for new parts. Award: \$50.00

John N. Elwood, ANFD, Los Angeles, California - suggested that a weather-proof 115V AC outlet be provided for on the Delta Frame Antenna structure. This would provide a safer operating condition, easy accessibility to AC power and a saving in time and money. Although this was already being done, the suggestion caused a wider application. Award: \$15.00

Wesley M. Bell, ANFD, Lewistown, Montana - suggested that all modern CAA tube testers be modified to test 4X150A tubes. This gives a quick determination of the tube condition and will save many man hours. Award: \$25.00

Merrilyn L. Grix, ANFD, Los Angeles, California - suggested that permanent hooks or fasteners for the electric erasing machines be attached to the drafting tables. This prevents damage to the machines caused by rolling off the table. Award: \$10.00

(Continued on next page)

Charles E. Givens, ANFD, Los Angeles, California - suggested an improved type of tape guides for the Type CA-1466 Multichannel Tape Recorder. This was adopted nationally and he received a Washington award of \$100.00

Carl B. Starnes, ATCD, Stockton, California - suggested that an extra interphone jack be installed in the communications stations to aid in training new employees. This enables the trainees to listen to clearances and to practice copying clearances correctly. Adopted at suggester's Station only. Award \$10.00

Raymond C. Daves, ATCD, Spokane, Washington - was "scooped" on his suggestion for a change in position of the Console Altimeter Setting Indicator. Washington had already issued a drawing revision for this change. In processing the suggestion, however, they discovered that they had sent the revised drawings to only one region. Washington authorized a token-of-appreciation award of \$10.00

Robert H. Lewis, ANFD, Oakland California - suggested that side-view mirrors be provided for Region IV planes. This would provide an additional safeguard against wheels-up landings. Award: \$25.00

Mildred Schultz, Personnel Division, Los Angeles, California - suggested that we publish a list of expendable supplies so that employees would use the correct nomenclature in oral or written requests. The supply room personnel should no longer need to interpret requests for "gizmos", "little things with sticky stuff on the back", etc. Award \$10.00

Howard S. Pyle, ANFD, Seattle, Washington - received awards for two suggestions. One was for the use of caster dollies for moving heavy equipment. (We have had quite a few similar suggestions but his was first). The dollies save time, reduce injury hazard, and makes it possible in some cases for one man to handle the equipment. Adopted by Washington on an optional (use-if-needed) basis. Award \$25.00

Mr. Pyle's other suggestion proposed that installation shipments be prominently labeled "installation material" and that the project NAME be added to the shipping address. This saves time and avoids confusion. Washington award: \$20.00

\* \* \* \* \*

#### SPECIAL SUGGESTION CONTEST

The details on the fall-prevention suggestion contest are given in Safety Bulletin 57-5 (October 29, 1957).

There seems to be some lack of clarity on whether you should use a regular suggestion form or a memorandum. The answer: Use the regular suggestion form, and send it in just as you would any other suggestion.

Remember, to be eligible for any one of the special prizes, your suggestion must be submitted by November 30, 1957.

Quoted is a letter addressed to Mr. Plett, from Curtis R. Low, Brigadier General, USAF, Hamilton Air Force Base, California, commending our personnel for services rendered:

"I would like to express my appreciation for the excellent manner in which the personnel at the tower at Fresno Air Terminal and Oakland ARTC controlled the air traffic during the 28th Air Division evaluation of the 194th Fighter Interceptor Squadron (Air National Guard) on 12 and 13 October 1957.

"The evaluation was conducted under actual instrument conditions and required the "scrambling" of sixteen F-86A's each day on a maximum effort mission. Without the fine cooperation extended by your personnel this could not have been accomplished successfully."

\* \* \* \* \*

CAA TOASTMASTERS CLUB 1004

Installation of officers in the CAA Toastmasters Club was conducted by Area Governor H. C. Orville at a special ladies night dinner held October 12th at RUDI's Italian Inn. Officers who were installed for the winter term are as follows:

President	Richard Bache
Educational Vice-President	J. A. Van Voorhis
Administrative Vice-President	B. F. King
Secretary	H. E. Korell
Treasurer	E. B. Schulz
Sgt. at Arms	W. O. Bethel

The ladies night meetings are usually scheduled for installation of officers, which occurs semi-annually. This meeting gives the ladies a chance to see their husbands in action and demonstrates to them the advantages their husbands are realizing from their association with TOASTMASTERS.

\* \* \* \* \*