REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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ARTC PERIPHERAL RADIO

By

Chester A. Church
Chief, Phoenix ARTC Center

Sometime around the Ides of March (and sooner in many cases), one of the first giant strides in the CAA's five year airway modernization program will be nearing completion - the ARTC Centers' peripheral radio network.

Geographically speaking, Region Four's nine ARTC Centers will then have capability of direct controller-pilot communication with aircraft operating above 15,000 feet, anywhere in the 11 western states. The Region's program involves some 60 peripheral sites and some 245 channels, many of which are paired UHF/VHF. On a national basis this ARTC peripheral network will be the greatest radio network of its kind in the world.

The peripheral radio concept, which is merely the remoting of transmitters and receivers many miles away from the operating personnel, is not a new invention. Plans for remoted radio sites were first discussed during World War II, insofar as ARTC activity was concerned. However, with the wartime scarcity of materials and limited budgets, these plans did not progress beyond the dreaming stage. In fact, it was not until after the war that the Centers even began to get their local transmitters and receivers installed.

However, these local radio channels were a great boon to the handling of air traffic in the local terminal area. It permitted the Centers to issue clearances and receive altitude vacating reports in the local terminal area immediately, without the time-consuming relays. (It is interesting to note, historically, that as late as 1941 many centers were still relaying clearances to remote stations by teletype, since the interphone network had not yet been expanded to cover all areas).

The immediate acceptance and success of the local radio channels caused some of the dreamers to get out their postponed plans for peripheral radio sites and dust

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them off for a new look. It became readily apparent that the expansion of this radio capability to serve other terminal areas not immediately adjacent to the center location would become a must in the future.

As usual with new plans, there was not immediate acceptance of the idea. For one thing there was quite a long hassle over who should own the transmitters and receivers at the remote end of the long lines. Some of the telephone companies were of the opinion that they should install, maintain and rent the terminal equipment if it was to be attached to their rented long lines. The CAA held out for owning and maintaining the terminal equipment.

Finally about 1949, the first peripheral site was placed into operation on a test basis between the San Antonio Center and Houston, a distance of 200 miles, using telephone company long lines and CAA terminal equipment. This test installation immediately proved the value of the program. In the intervening years additional peripheral sites were installed for the New York, Washington, Cleveland and Chicago Centers, as budgets would permit.

The first action to really expand this program on a national basis came in the 1955-56 five year plan for modernizing the Federal Airways System. The need came into critical focus with the growing demand for ARTC Centers to control all airspace at higher altitudes, for such control would be wholly dependent upon almost instantaneous communication with all aircraft operating on IFR flight plans. Mr. D. D. Thomas and Mr. J. Tippetts, Chiefs of the Offices of Air Traffic Control and Air Navigation Facilities in Washington successfully fought the "battle of the budget" to make the program a reality.

In late 1956, Regional representatives met with Washington Office personnel to draft detailed plans for a network that would provide nationwide coverage above 15,000 feet. The very fact that such a system is now nearing completion, some 14 months later, is a tribute to our ANF and the ATC Division personnel who were faced with the almost impossible task of engineering, selecting and preparing sites, building access roads, constructing buildings, buying hardware, allocating frequencies and contracting for long lines. The problems were intensified in Region Four because many of the sites had to be located at the top of some of our vertical geography.

As soon as these sites become operational they are turned over to Air Traffic Control Division operating personnel, who then have the job of proving the value that will accrue from this tremendous investment in more efficient air traffic control. Oh, there will be bugs - a program this large is bound to have mistakes, but mistakes made as a part of progress. And bugs have a habit of disappearing when their presence becomes known.

There is not complete joy over this program in our entire CAA family. There is a tendency on the part of some of our operational personnel at outlying stations to feel a bit depressed and worried over the impact of the program on their job security - as expressed by the number of aircraft contacted. We do not feel that this worry is justified. It is true that many stations will lose a percentage of their IFR contacts when the new system goes into operation. We feel that this reduction will be more than off-set by the increasing demands on our stations through increased air traffic and additional service to VFR flights. We cannot accept the statements that the ARTC peripheral program will adversely affect station classifica-

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Regional Administrator's Column

Whoever said, "its great to be healthy" certainly knew what he was talking about, though I must admit that there were times during the past few weeks when the "loafing" life did seem to offer certain advantages. My "structural changes" are functioning normally and I have a new "supplemental type certificate" issued by the Engineering Division to prove that they meet all specifications.. I'm back at my desk now trying to catch up on the work you people have been doing since my operation and believe me its plenty. I want to thank each and everyone of you for the fine job you did keeping the ball rolling and for all the cards and letters you so kindly sent during my illness. Your good wishes for a speedy recovery and knowing the job here in the office and throughout the region was in good hands, did a lot to shorten my recovery period. Thanks again.

When a doctor orders a physical rest he does not always insist that we also cease all of our thinking processes. This being the case, I was able to mull over a few thoughts, one of which I would like to pass along to you. Regardless of our position in life the power we have for leading others is unescapable. No one is so insignificant that he does not determine, by his example, the life of someone else. People essentially do things because others do. This is the strange force of crowds, where we are swept along by the power of example to do what in our sober judgment we might never have done. I believe that a little of this pulling power rests with each of us. One way or another we are making this world a better or worse place by adding to someone's happiness or misery. As we go about our daily assignments, lets make sure that it is the former.

Fortunately, as we approach the festive yuletide season the job of adding to happiness is made a lot easier. It seems to come more naturally

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Regional Administrator's Column Continued

and certainly is much more contagious. I trust that all of us will be able to maintain this same spirit throughout the coming year.

Although it is a bit premature, may I be the first to wish you and yours a most joyful Christmas season and every good wish for the New Year.

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tions or reduce the number of stations. The only stations where such an adverse condition might be true are those whose existence today has been of doubtful valu

The Call for Estimates in 1956 stated "with the increased use and expansion of direct controller/pilot communications it should be possible in FY-1958 to direct the Station program more toward providing flight assistance services to general aviation" ..... This expansion program is now underway. We expect that any loss of IFR contacts will give our stations the opportunity of expanding their services to VFR flights, which still comprise a major portion of all flight activity. There is no indication that local center channels have adversely affected stations at the center locations. And it should be remembered that a controller, working a sector in a busy center, can handle only a given amount of workload, and that many of the routine IFR position reports will still be handled as they are today - through the station.

Looking toward the future we can readily see that this vast communications network will supply a strong foundation for the balance of the CAA's five year program - particularly the long range radar. Being able to see aircraft a considerable distance away would be of little advantage to a controller unless positive and instantaneous communication could be established.

Those who have been closely allied with this major program should feel a great deal of pride in their accomplishments when the air waves begin crackling with ATC instructions from "far away places with strange sounding names" such as: Whitefish, Montana; Scappoose, Oregon; Angels Camp, California; Blackfoot, Idaho; Thermopolis, Wyoming; Seligman, Arizona, and Cap Rock, New Mexico. With a nod of thanks to all who have been concerned with the planning, budgeting, appropriations, etc., we might repeat those famous words "What hath God wrought."

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Every minute you are angry you lose 60 seconds of happiness!

TWO REGION FOUR CAA MEN RECEIVE
FLIGHT SAFETY FOUNDATION AWARDS

Max W. Landis and Raymond G. Chase (Center) accept national awards from Boyd Myers, NACA, the passenger and Colonel James F. Wells, USA, the pilot of the aircraft involved in the story below.

Max W. Landis and Raymond G. Chase, Airways Operations Specialists, at the Santa Barbara Air Traffic Communications Station, received awards of merit from the Flight Safety Foundation at its award dinner in Palo Alto, California on November 14. They were cited for their quick thinking and overall efficiency in saving the lives of an Army Colonel and his passenger who were flying from Fort Sill, Okla. to Santa Barbara, Calif., on May 20, 1957. On arriving over the Santa Barbara Omnirange, at the end of an 11-hour flight in turbulent air, the pilot was cleared for approach to the airport by Santa Barbara radio. Using an approach chart in fine print and a red flashlight to augment poor cockpit lighting, the pilot began his transition to ILS (instrument landing system) on a heading of 253 degrees, descending to 4,000 feet. About one minute from the Omni station, CAA Radio called to check the pilot's heading and altitude, and when told what they were the operator advised the pilot, in a voice deliberately free of anxiety, that he was descending into a mountain. A pull up and turn seaward allowed time for re-orientation on the Omni and an uneventful transition to ILS on the proper heading of 105 degrees at 5,000 feet. As the operator had suspected, the pilot had read the wrong line on the approach chart. The pilot was given immediate air traffic control clearance and was kept in continual contact by CAA radio until the aircraft landed safely.

Chase and Landis were presented with the Flight Safety Foundation's Award of Merit for their attention to duty and concern for the safety of the airmen in a matter not directly their responsibility.

COMMENDATION

Quoted is a letter addressed to the Los Angeles Control Tower, from Robert A. McMillan, General Manager, Department of Airports, Los Angeles, California, commending personnel for services performed -

> "I have been directed by the Board of Airport Commissioners to convey to you and your organization the deep appreciation of the Board and the Management of the Department of Airports for your wholehearted and effective cooperation during the recent incident occurring at Los Angeles International Airport on October 31, 1957, when a DC-7 passenger aircraft with a number of people aboard was able to land successfully and without incident or injury in spite of a landing gear failure which prevented a normal landing.
>
> "It was most comforting to travelers, aircraft operatiors, and the citizens of Los Angeles to know that in the event of an alert or emergency, all parties are instantly and selflessly ready to devote all of their facilities even though considerable risk may be involved, to lend assistance toward the prevention of a tragedy without thought of personal gain, remuneration, or recognition. It is in large part due to such an 'espirit de corp' that Los Angeles International Airport has been able to maintain such an enviable record over the years as to prompt airline operators to say that 'there is no safer Airport anywhere'.
>
> "The Board wishes to commend and thank you and your organization for your wholehearted participation in a potentially tragic crisis to the end that the incident was concluded safely and in routine fashion."

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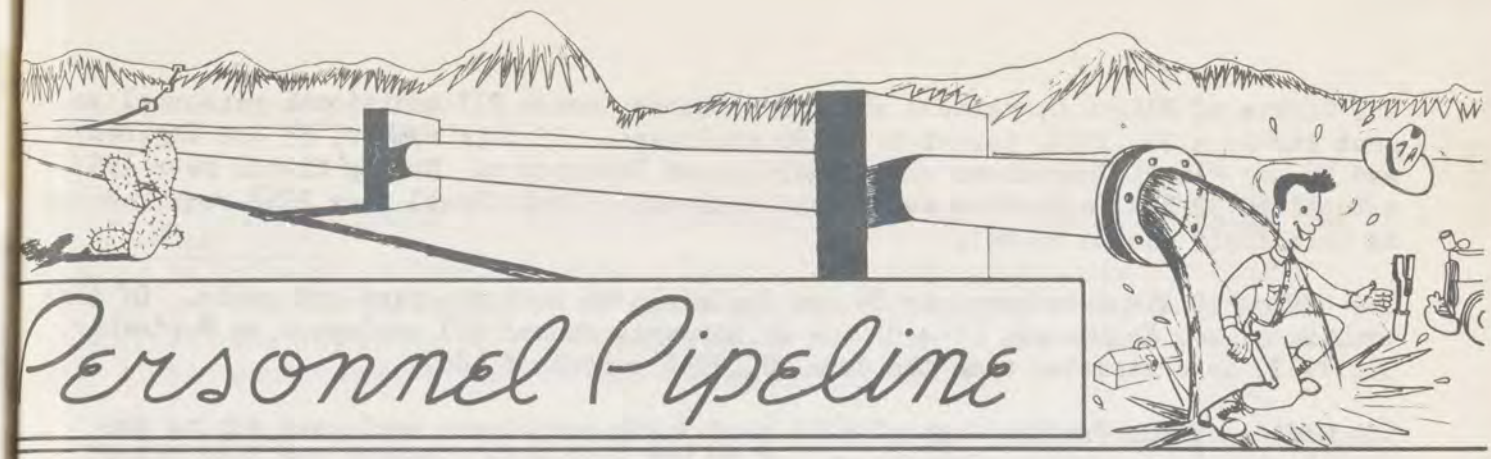
FAST ACTION SAVES LIFE OF JET PILOT

Survey team members John W. Davenport, James Buecheler, and Mike Lanigan took time out from a survey they were making for an approach light lane at Ontario National Airport, Ontario, California, to save the life of a jet pilot.

George S. Gray, test pilot for Southern California Aircraft Corporation, crashed his F-86 jet when he struck a deep gully at the end of the runway and then skidded 500 feet. Rushing to the scene a few seconds later the CAA employees accomplished the rescue at great jeopardy to their own lives. Fire had broken out from the jet fuel and the pilot's seat was armed with a dynamite cartridge. This could have caused serious injury, perhaps even death, had it been actuated through careless handling or ignorance. Through their immediate action and prompt evaluation of the situation, the trapped pilot was rescued before any further injuries could occur to the pilot or the rescue workers.

Mr. John W. Davenport is a Civil Engineer employed by the RCA Corporation and assigned to the CAA under Technical Services Contract. Mr. Lanigan was a temporary RCA employee working as a survey helper for Mr. Davenport. Mr. James Buecheler is a Civil Engineer who entered our service after graduation from the University of Arkansas in June of 1957.



Personnel Pipeline

You all may be interested in the following report on employment for the FY 1957 for the Administration as a whole and the situation as it will be in 1958. The significant increases made by the Region in employment last year are the results of everyone's effort and particularly employees in the Field who have actively participated as Field Recruiting Officers. We appreciate your fine work and cooperation.

Final employment figures for FY 1957 are indicative of the special emphasis placed on recruiting, particularly in the technical critical-category occupational specializations.

During the fiscal year, CAA effected 6,798 new hires which resulted in a net increase in full-time employment of 4,559 new employees. The balance of new hires compensated for turnover. Total full-time employment rose from 16,526 to 21,085, an increase of 27% during the fiscal year.

On June 30, 1957, only 2.4% of the 22,473 authorized positions remained unfilled or uncommitted. Of 1,388 positions vacant, 632 were committed, 225 were designated as not-to-be-filled, and 531 were listed as actual vacancies.

Significantly, over 80% of the fiscal year's net increase (approximately 3,700 positions) occurred in the difficult to fill critical-category specializations. CAA during the fiscal year managed to show the following increases in critical-category specializations; 2,288 Airways Operations Specialists (air traffic controllers and communicators), 289 Engineers, 1,101 Electronic Technicians, and 33 Flight Operations and Airworthiness Inspectors.

Prospects for meeting the 1958 fiscal year staffing target figures are favorable, with the exception of a continued shortage of Engineers which is expected to exist during the foreseeable future.

Authorized staffing as of June 30, 1958 is 25,755 positions. On September 30, 1957, 21,788 positions were occupied, leaving a total of 3,967 positions unfilled. A total of 614 positions were committed as of September 30, 1957, reducing the total of positions for which recruiting is required to 3,353.

The Office of Air Navigation Facilities needs, 1,954 additional employees during the fiscal year to meet planned target figures. ANF will need an additional 590 Engineers and 643 Electronic Technicians, plus administrative and clerical personnel, to meet the June 30, 1958 target figures. (Continued on next page)

The Office of Flight Operations and Airworthiness needs 217 additional personnel to meet its June 30, 1958, target of 1,590 employees. Of this number, 59 are Engineers and 48 are Flight Operations and Airworthiness Inspectors. During fiscal year 1957 a total of 33 new Inspectors were added indicating that fiscal year 1958 requirements in this field should be met.

The Office of Airports requires 85 new employees to meet the year-end goals. Of this number, 41 are Engineers. The Office of Airports showed 401 employees on September 30, 1957, as contrasted with the June 30, 1958 target of 486.

The Office of Air Traffic Control will need 1,202 additional employees during the fiscal year to reach the planned goal of 12,471 employees. During the last fiscal year, 2,288 Airways Operations Specialists were recruited.

Regional picture is as follows:

As of October 31, total employment was 4,212 - an increase of 182 since June 30. Authorized employment for FY 1958 is 4,830. This means that an average monthly net increase of approximately 80 new employees must be met if the FY 1958 employment targets are satisfied.

As of October 31, total employment in Operating Divisions was as follows:

Air Traffic Control	2,570
Air Navigation Facilities	1,046
Airports	63
Aircraft Engineering	85
Air Carrier	76
General Safety	115

. . . . .

College Recruitment

During the 1956-57 school year Engineering Graduates and Students were hired as follows:

Office	Graduates	Summer Students
Washington	2	42
Region 1	14	30
Region 2	5	21
Region 3	4	31
Region 4	15	24
Region 5		5
Region 6	1	
TDC		32
Total	41	185

CAA Recruiters were credited with 980 campus interviews.

(Continued on next page)

Flight Operations & Airworthiness Civil Service Exam and New Classification Standards to be released soon.

According to information from Washington the Civil Service Examination for Flight Operation and Airworthiness Inspectors and Airway Flight Inspectors will be issued in January. Wide publicity will be given the announcement of the examination and a supply of the announcements will be sent to each field office.

New classification standards for Flight Operation and Airworthiness positions are in the final stages of preparation with a target date of April 1, 1958, for release. Plans call for the use of a "check sheet" job sheet rather than the narrative type used in the past.

The following is quoted from Region Two's News & Views -

MIGHT PAY TO QUIZ YOURSELF

The intriguing question, "Would you hire yourself", has been raised in a little item now going the rounds. It might serve a useful purpose to check yourself carefully and frankly in answering the following queries of a highly personal nature:

1. Are you a willing worker?
2. Do you ever stay a few moments overtime to finish a particular task?
3. Are you punctual and dependable?
4. Can you keep business secrets?
5. Are your job skills and speeds above average?
6. Do you get along well with people?
7. Do you offer to help others when they are swamped with work?
8. When you make a mistake, do you admit it, rectify it, and avoid making the same mistake again?
9. Do you observe the rules of the institution faithfully?
10. Can you leave your personal problems at home?
11. Do you ignore rumors and refuse to gossip?
12. Do you keep yourself well groomed and neat?
13. Do you wear (if female) cocktail dresses and use perfume during office hours?
14. Do you keep your work area neat and in order?
15. Do you spend a great deal of time in personal telephone conversations?
16. Do you insist on a "coffee break" even when the work is greatly behind schedule?
17. Do you use supplies and equipment the same as you would if you were paying for them?

(Personnel Pipeline Continued next page)

OUR "OUTSTANDING" RECORD

Each year brings us a little closer to a real understanding of the "Outstanding" performance ratings. This year, for example, we made good progress in eliminating these two major misconceptions:

1. "An 'Outstanding' is equivalent to the category of 'Excellent' under the old rating system." It isn't. The outstanding is much more demanding. The old "Excellent" performance would fall into one of three categories under the present system: "High Satisfactory," "Sustained Superior," or "Outstanding." Most of them would fall into the first category. Only a small portion would qualify for the "O" rating.

2. "An employee who exceeds the performance requirements for his position deserves an 'Outstanding' rating." He certainly deserves recognition, but that recognition may or may not be an "Outstanding." The rating requires that he exceed SUBSTANTIALLY the requirements in EVERY substantial duty and responsibility. An employee may be truly superior and yet fall short of meeting these rugged criteria.

This Region has arrived, we think, at a sensible middle ground in relation to the documentation required to support an "O" recommendation. Some agencies require a case to be supported by a write-up roughtly equivalent to one volume of the Encyclopedia Britannica. That's one extreme.

The other extreme in documentation is illustrated by the supervisor who maintains that "If I say an employee is outstanding, that should be good enough." He sends in two paragraphs of say-nothing generalities. There is no statement of duties, no indication of what performance is expected, and no specific examples to support his recommendation. It is impossible for the reviewing official, the division chief, and the Regional Administrator to approve such a case.

The sensible viewpoint used here in the last rating period insisted that the requirements of the law be met and yet it did not impose a monumental documentation chore.

The record of the CAA regions substantiates the validity of our approach. Here is the record: Summary statistics on the "outstanding" performance ratings given in 1957 follows:

	#Employees Mar. 31, 1957	#Outstanding Ratings	Percentage
Region I	3588	54	1.5%
Region II	4255	106	2.5%
Region III	2853	62	2.2%
Region IV	3595	106	2.9%
Region V	1175	34	2.9%
Region VI	722	48	6.6%

The percentage of "outstanding" ratings given in 1956 in CAA as a whole was 2.6% and in 1955 was 2.8%. It was 3.3% in 1957.

The new rating date is January 31. This Region encourages "Outstanding" ratings but insists that they be clearly warranted. (Personnel Pipeline Cont'd. next page)

Personnel Pipeline Continued.

GROUP LIFE INSURANCE - COMMON DISASTER CLAUSE

The Civil Service Commission has issued the following information relating to designating a beneficiary-common disaster clause. The Commission has apparently received a lot of questions about how legal it is to insert a so-called "Common Disaster Clause" designating a beneficiary (SF-54). They announce that such a clause will not be recognized as binding since it would delay payment of benefits beyond the time set up in the life insurance policy. Title to insurance automatically vests in the beneficiary who survives the insured by even an instant (if survival is established), so that if the surviving beneficiary should die before receiving payment the money is payable to the beneficiary's estate. Should the insured want the money paid only to a beneficiary who survives him and not to the beneficiary's estate, the insured may, on Standard Form 54, name his own estate as beneficiary and then stipulate in his will the conditions or restrictions which he has in mind for the disposition of the money.

RANDOM PERSONNEL NOTES

The Engineering picture has improved within the past 2-3 months. For every one of two engineering candidates that we formerly talked with, we now have 8 or 10 prospects. Last month, we entered 15 engineers on duty and have 35-40 good prospects still on the string. Despite these encouraging statistics, we still need Civil and Electronic Engineers.

The 75th Anniversary of the Civil Service Act is taking shape. All Federal agencies are jumping on this milestone as an extremely convenient way to tell the public about our work, our personnel system, and our services to the Nation. During the week of January 17 - 24, the Regional Headquarters Office will hold open house; a similar arrangement will probably be endorsed for each Field facility.

A long time precedent was recently broken. We now have the authority to use paid advertising in recruiting drives for Physicists and Engineers. CAA plans to make use of this authority. We predict it will pay dividends.

Recruiting Officer Bill Sullivan just returned from a successful campaign throughout San Francisco Bay area in lining up Telegraphic Typewriter Operators. Bill reports that he talked to over 50 interested people and employment commitments to several have already been made.

Recruiter Frank Dailey is now in the midst of his Fall campus recruiting visits. He reports that many more campus engineering students are turning out for interviews than previously.

AIRWAYS OPERATIONS SPECIALIST EXAMINATION

We recently announced a new examination for AOS, at GS-5 and -6, plus Tower jobs at the GS-7 thru 10 level. The primary purpose of any new examination is to obtain new people. Since the examination covers grades GS-7 thru 10, our own employees should apply for higher grade jobs if qualified.

Each field facility has been furnished a copy of this examination announcement. Also, the ATC Division has published a Division Bulletin inviting applications from those who are not already in the higher grades. (Continued on next page)

Since some CAA employees who have applied for the higher grade jobs are not qualified, we thought it proper to explain how applications are rated:

1. The ratings are made by Airways Operations Specialists who have been detailed as Panel Members.
2. Each period of the candidate's experience is carefully evaluated to determine not only whether they meet the experience and qualifications, but also the specific grade levels. For the higher grades, this becomes an important factor. If a person has had no experience at a high enough grade level, he would not qualify for GS-10. He must show 6 months at the GS-9 level or 12 months at the GS-8 level. For a GS-9 position, he must have 6 months experience at GS-8 level or 12 months at the GS-7 level. If the experience has not been with CAA, the panel member must determine the grade level for the particular period of employment.

In looking over many applications, we note a few discrepancies:

1. - Experience is described in very broad generalized statements.
2. - Experience is grouped under one period instead of being broken down into different periods. For example, all GS-6 and GS-8 time is linked into one period instead of listing it separately. Often, military experience is described to reflect only the highest level of operation.
3. - Proof of Senior Rating is not furnished. It is insufficient to merely claim a Senior Rating. This proof must either be a photostatic copy of current Senior Rating or written statement by the facility Chief attesting to that fact.

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ALMOST ONE FOURTH OF ALL U.S. CIVIL AIRCRAFT OPERATE IN REGION FOUR

Recent figures released from Washington indicate that 15,548 or 24% of all active civil aircraft in the United States are based in the eleven states comprising the Fourth Region. There are a total of 66,184 such aircraft now being operated with California leading all other states by a sizeable number. The breakdown for our Region is as follows:

Arizona	830
California	7,654
Colorado	897
Idaho	664
Montana	925
Nevada	304
New Mexico	586
Oregon	1,266
Utah	377
Washington	1,687
Wyoming	358

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JOEL P. GROVER RETIRES

Joel P. Grover, Chief, Lighting and Structures Section retired as of October 31, 1957. He is a native of the State of Utah. Following the completion of high school he attended the University of Utah at Salt Lake City. Joel entered military service October 8, 1918. With the exception of an interval in 1919, he continued as an employee of the United States Government. During this interval he attended the University to complete two years, majoring in electrical engineering. He served as a mechanic's helper and motor mechanic with the U.S. Post Office Department Air Mail Service from September 1920 to October 1927. Like many Air Mail employees, Joel transferred to the Department of Commerce, Lighthouse Service (Airways Division) at the time of its establishment. He participated in the construction and maintenance of many of the first airways aids in the mountain states and can relate many interesting experiences of the early days of the airways system.

Joel moved from Salt Lake City in 1938 with the Fifth Airways District to the Civil Seventh Regional Headquarters, Seattle, Washington, where he held various positions in the Maintenance Division.

At the time of consolidation of Regions in 1953, he was promoted to Chief, Lighting and Structures Section in the new Fourth Region.

He has many interests to keep him occupied as a Government retiree. One of which has been the assisting in the organizing of the "Air Mail Pioneers" and he participates in and attends all their activities.

He is an ardent enthusiast in the art of photography and, no doubt, will be busy snapping interesting photographs as he tours the countryside in his new Plymouth Pleasure sedan. Between his household duties, devising improvements to his "Hi-Fi" system, and the above activities, he should not have very many idle hours.

The employees of Region Four extend best wishes to Joel in his well earned retirement.

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V. P. P. NOTES

A NEW DESIGNEE CARD HAS BEEN ADOPTED. A SUPPLY OF THE NEW CARDS TOGETHER WITH SUGGESTIONS FOR PROPERLY COMPLETING THEM HAVE BEEN FORWARDED TO V.P.P. CHAIRMEN. EACH V.P.P. MEMBER IS REQUESTED TO CONTACT HIS LOCAL CHAIRMAN AND OBTAIN A NEW TYPE CARD. CAREFULLY COMPLETE THIS CARD AND RETURN IT TO THE V.P.P. CHAIRMAN. THE NEW CARD WAS DEVISED FOR YOUR PROTECTION AND IT REPRESENTS APPROXIMATELY $9600.00. PLEASE USE THE SAME CARE IN PREPARING THE CARD AS YOU WOULD IN HANDLING THAT AMOUNT OF CASH.

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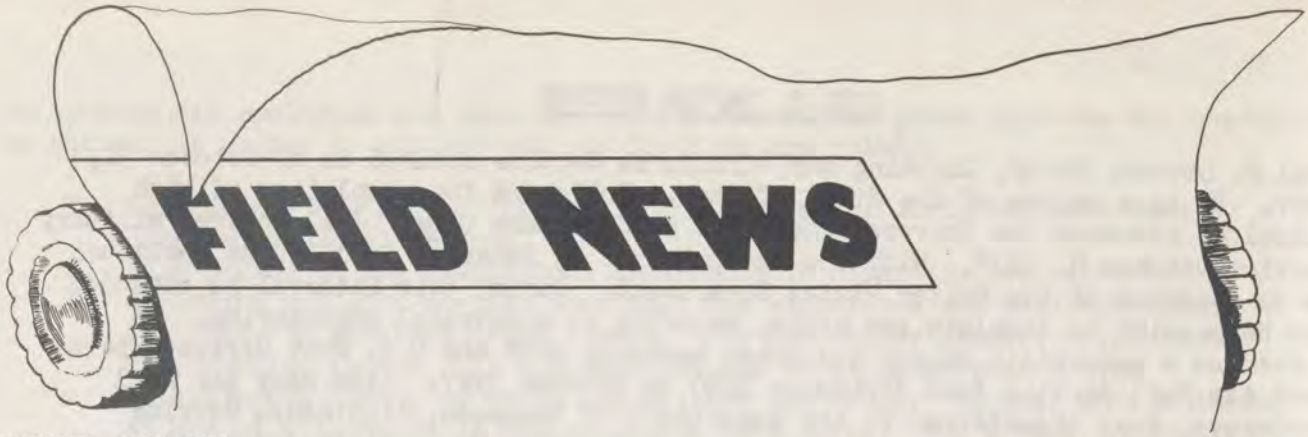

CUTBANK, MONTANA

COMMUNICATIONS STATION - Approximately eight thousand movement messages are relayed through this station annually to Canadian or United States destinations with flights originating from such distant points as Texas, California, and New York.

Flights fall into two general categories; business and tourists. Although business flights predominate in number, an ever increasing number of tourists have been noted - Canadians bound for U.S. vacation spots and Americans heading for such places as Lake Louise, Jasper, Banff, the Calgary Stampede or Alaska. Excellent hunting and fishing north of the Border also lures the sportsman. The number of business flights too, show a steady increase because of the continued development of the Alberta oil fields and mining areas. A large number of American Companies have extensive holdings in these industries and their aircraft shuttle from their home offices in the United States to their offices in Alberta.

Movement messages are relayed between the domestic XGT circuit and the Department of Transport Circuit 144 by torn tape. Editing and readdressing of all messages is required, the AOS usually ending up with two or three pieces of tape to transmit as a single message. On the Canadian circuit are DOT stations at Lethbridge, Calgary, Edmonton and RCAF Operations Offices at Claresholm and Penhold. The Edmonton Control Center has a receive only drop on the circuit but exercises control and sets up procedures to be used.

DAGGETT, CALIFORNIA

COMMUNICATIONS STATION - "WHEN 'NOTHING' MEANT 'SOMETHING'"

Going to "Vegas" seems to be a losing proposition in a couple of ways and Specialists at Daggett contact a good many in both categories. The ones who lose their shirts are usually routine position reports, but, the ones who lose themselves and their aircraft over the wastelands of the Mojave Desert are far from routine, inasmuch as each one is just a "leetle bit" different from the last one ... or the next one. Some few months ago this strange and unusual one occurred: A pilot called in and reluctantly advised he was "lost." He stated he was enroute from Phoenix to Las Vegas; was presently over sand dunes and his omni receiver indicated 20 degrees toward Daggett. These items were not compatible and he was requested to describe other landmarks within his vision.

As the Specialists scanned the charts and scratched their respective heads, the pilot added further confusion by stating he could see a road lying east and west and his receiver now indicated 200 degrees toward the station --- and finally, the road had become railroad tracks. Sand dunes, tracks and heading began to form a picture and in order to confirm it the pilot was requested to maintain his heading and advise as soon as he saw the tracks cross a suspension bridge. The identification was soon forthcoming and with a noted increase in his signal strength to aid in the confirmation

(Continued on next page)

he was advised he was in the vicinity of Mt. Afton, 25NE of Daggett.

With his position definitely established, he was instructed to take up the 31 degree radial of Daggett, which would take him directly to Las Vegas. Twelve minutes later, endeavoring to ascertain that he was making out alright, the pilot was again contacted and asked if he could see Baker, a small community northeast of Daggett. He answered the question by stating he was now over what appeared to be a military camp. It developed that he had flown into the Camp Irwin Restricted Area, 35N of Daggett. It was quite evident that steps would be necessary to get him headed northeast, since he was progressing further away from Las Vegas all the time. He was instructed to fly 180 degrees from Camp Irwin to Daggett and upon accomplishing this, he landed at the station and came in for a visit. He stated that upon departure from Phoenix he had a slight crosswind and had corrected 4 degrees. It became increasingly apparent that this boy had been adding and dropping "ZERO" from his omni indicator at will, as witnessed by his first correction of 4 degrees, which had actually been 40 degrees and resulted in his position over the Kelso sand dunes about 60ENE of Daggett and the 31 degrees at Mt. Afton had been 310 degrees and took him to Camp Irwin. These errors were explained to him and after a nice chat he returned to Phoenix without further incident --- at least he arrived on time there and closed out his flight plan.

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DID YOU KNOW THAT -

..... more people travel by air between Los Angeles and San Francisco than by bus train and ship combined?

..... it requires more power to lift a helicopter from a smooth surface such as concrete, than it does from a field covered with grass?

..... the per capita use of aircraft is higher in the Rocky Mountain and Plain states areas than in any part of the United States?

..... although the last DC-3 was built in 1945, more of this model airplane are in daily use today than any other make or model of air transport?

..... transcontinental flights were started in 1927? (The New York-San Francisco fare at that time was $404.00 -- flight took 30 hours and included 15 stops).

..... almost 200,000 women are closely associated with the aviation industry and that more than 11,500 women hold pilot licenses?

..... the J75 jet engine which will power the big Boeing and Douglas jet airliners, costs about $250,000? Each airliner will carry four of these engines.

* * * * *

DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

On October 10th, a Type Certification Board meeting was held at Van Nuys on the On Mark 450. In comparison with most new turbine-powered projects, this aircraft utilizes a considerable number of Douglas B-26 parts. The wing structure will be modified to carry bending through the fuselage frames. Power is furnished by two Allison Model 501D-13/15 turbine engines with Aero Products propellers.

Progress on the Lockheed "Electra" proceeds at a rapid pace with control system tests, bird impact tests on the clear view panel and pressure tests on the forward fuselage section completed or under way.

The Douglas DC-8 wing and fuselage were joined at the Long Beach plant with no assembly difficulty.

The TIA has been issued and flight tests are under way on the Transland AG-2. This airplane has been developed from the CAA-sponsored AG-1 airplane, with increased power and weight.

This Division was fortunate in having ten of its employees rated as outstanding , these awards being presented along with others at a general Regional Office ceremony on October 31st.

Mr. Yoshiyuki Funatsu, Aircraft Inspector of the Civil Aviation Bureau of Japan, spent considerable time in this office and with manufacturers in this area as part of the OIC training program. The visit of Mr. George Doukas, Director of Civil Aviation of Greece, to various manufacturers was also co-ordinated.

The Lockheed "Elation" damaged in the gear-up landing at Edwards on October 9th is being repaired. It is expected that it will return to flight status late in January.

Because of the cutback in military aircraft work, an increase in the number of visits by manufacturers' representatives to discuss new types of projects has been noted.

Messrs. Charles R. Hawks, Deputy Chief of this office, and Harold Hoekstra, Chief Project Officer - Transports, of the Washington office, have exchanged duties for an approximate two-month period during October and November as a part of a program of broadened experience.

Meetings were held with General Safety representatives regarding the manufacture of parts at approved repair stations, and with Air Carrier representatives and a United Air Lines engineer regarding the procedures on the approval of changes to airline aircraft.

Two representatives of this Division accompanied an Air Carrier representative to Los Angeles International Airport on October 31st to inspect the UAL DC-7 involved in a wheels-up landing. To date the cause for the gear being jammed in the "up" position has not been determined. This is reported to be the first case of a DC-6 or -7 gear jamming in air carrier operation. (Continued on next page)

Work on STC's shows some improvement. Eighteen new applications were received during October, but twenty-eight were approved. The current backlog is 90 cases.

On the basis of tests and analytical work, the operational altitude for DC-7, DC-7B, and DC-7C aircraft has been increased from 25,000 to 28,000 feet. Douglas is studying the steps needed to secure a like authorization for the DC-6 series aircraft. This has been brought to the attention of other interested Divisions in this Region.

AIR CARRIER SAFETY DIVISION

On October 17, 1957, Bonanza Airlines conducted a survey flight over their proposed Phoenix-Salt Lake City route to determine radio navigation and communication requirements over the Prescott-Cedar City portion of the route. Plans now call for the installation by Bonanza Airlines of a non-directional radio beacon at Hurricane, Utah to supplement existing CAA radio navigation aids.

Western Airlines, in implementing their new San Diego-Phoenix-Denver route, intend to utilize American Airlines radio station at Phoenix for air-ground communications, and Continental Air Lines radio station at Albuquerque (Sandia Peak) as necessary.

United Air Lines seems to be doing a good job relative to long range plans for placing the Douglas DC-8 aircraft in operation. Their time table which is obviously subject to change indicates that their DC-8 simulator will be made by link; present delivery date in May 1958. Classes on the simulator are scheduled to start in June 1958. The delivery date of the first DC-8 aircraft to United Air Lines is scheduled for March 1959 with two more to be delivered within a few weeks thereafter. With scheduled service set up for September 1959, there will be a period of several months that the aircraft will be available for training purposes. The overall preliminary plans pertinent to the operation of the DC-8 are the responsibility of a Committee of eleven men selected for the purpose by United Air Lines.

This Committee held its first meeting in February 1956, and since that time have made excellent progress in the areas of training, ground equipment and facilities planning, airport planning, aircraft and route certification and the "paper jet operation." United Air Lines is obviously limited in major accomplishments associated with airport and traffic control planning. It is hoped that the CAA is doing everything possible to meet the demands of the jet aircraft in these areas. Arrangements have been made for CAA personnel to become more active with United Air Lines in the formulation of their DC-8 plans.

Associated with United Air Lines plans to place the DC-8 aircraft in operation they are completing the development of a Jet Engine Simulator which will be of practical use in the training of their personnel, especially maintenance personnel. Plans are to initially install such a unit at their San Francisco base.

Approximately fifteen maintenance supervisors of Continental Air Lines are attending Viscount training in England at this time. Another group will start training in December. This training will be conducted until the aircraft are put into operation. Several of their maintenance personnel are also at Pratt and Whitney Aircraft Factory in preparation for the operation of the J-57 engine.

Modification of Continental Air Lines Denver overhaul base to accommodate the overhaul and maintenance of the Viscount aircraft is progressing satisfactorily.

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Continental Air Lines have moved their Denver radio repair shops into greatly enlarged quarters, anticipating at least a 30% increase in workload with the inauguration of Viscount equipment. The shop now includes four screen rooms.

Boeing No. 2 707 aircraft has all fuselage sections joined to the center section of the inner wing and this aircraft is also on schedule. No. 3 center section and inner wings have been joined to the mid fuselage section and is progressing down the production line with other major sections to be joined in the very near future.

Engineering change orders have been received from United Air Lines requesting evaluation of two test installations aboard their Mainliner O'Connor (N73105). These installations provide for an aero-jet Infra-Red proximity warning indicator and a public telephone system. The company has installed all wiring for the Infra-Red installation and has, in addition, relocated the rotating navigation light from the top of the tail to the fuselage in order to comply with Civil Air Regulations. The proximity warning indicator scanner unit will be delivered after the first of 1958 and will be installed on the top of the tail. Inspection for conformity with the drawings has been completed.

A representative of the San Francisco office attended a meeting to discuss current and future noise problems at the San Francisco Airport, particularly in relation to the nearby community of South San Francisco. The meeting, called at the request of Congressman Arthur Younger, San Mateo County, was attended by airport officials, airline and pilot representatives and the San Francisco Tower Chief. Memorandum covering the gist of the discussion was forwarded to the Region.

Another meeting was held at the office of Victor Gruen & Associates, architects for the large downtown County building at Los Angeles, relative to helicopter roof loading requirements. Considerable discussion developed on the merits of CAA Airport Design Criteria (1949) when applied to multi-powered helicopters. At the present time Los Angeles Airways, Sikorsky Aircraft, and several other parties have initiated an engineering study on roof loading requirements.

As a result of several recent light plane accidents at the helicopter landing pads at the Los Angeles International Airport, the city of Los Angeles has issued a directive instructing light aircraft to be parked on the south side of the field during the hours of darkness, with the exception of the operators who have obtained a city permit. This directive caused considerable dissension among several of the light plane operators when bringing passengers to the air carrier ramp. However, with the issuance of a city permit to the qualified operators, several undesirable airport conditions appear to have been corrected.

GENERAL SAFETY DIVISION

Fresno GSDO - Upon request by the Fresno County Sheriff's Aero Squadron, Inspector Zentner was guest speaker for their October meeting. In response to their request for information concerning the high accident incidence rate during the summer months, hypothetical accident cases were prepared and the causes discussed. In view of the Squadron's practice search missions in the mountainous areas, mountain flying techniques were reviewed. This meeting was attended by thirty-eight members of the Squadron.

Albuquerque GSDO - University of New Mexico at Albuquerque, and New Mexico A & M at Las Cruces, are contemplating the initiation of an ROTC flight program. In

(Continued on next page)

Albuquerque, Cutter Carr Flying Service has been approached, and in Las Cruces, Crawford Flying Service is being considered.

Salt Lake City GSDO - ROTC contracts with Utah State University and the University of Utah have been approved and action initiated by this office to result in a successful program.

Seattle GSDO - The Supervising Inspector attended the Aerial Dusting and Spraying Conference at Spokane and was moderator on a panel on air safety. On the following day attended the Washington State Aviation Association annual convention where the flight examiner retrenchment program and amendments to CAR-20 were discussed.

Oakland GSDO - Seventeen North American F-51 surplus fighter airplanes have been issued registration numbers and one is now flying locally. The majority of them are being readied for ferry to other districts and regions.

Phoenix GSDO - Tucson Aviation, ROTC contractors for the University of Arizona at Tucson, are expecting to begin flight training on or about November 15, 1957. According to information given us by them, they expect to have about 17 students.

San Diego GSDO - If future plans for freeways and other proposed construction takes place in this area, four more private aircraft use airports conveniently located to San Diego will be closed.

Ontario GSDO - On October 30th Supervising Inspector LeFevre spoke to 85 members of the El Monte Lions Club, subject - CAA and Aviation Safety. In view of the past difficulties the El Monte Airport has had for survival in the local community, this afforded the Supervising Inspector a golden opportunity to put in a plug for the value of the airport to the community. From all comments received and overheard, it is felt our public relations program during the month of October was most successful.

Van Nuys GSDO - The placement of materials for the Southern California Edison Company's steel towers in the Santa Clara River Valley was completed in record time by Rotor Aids, Inc., using a leased Sikorsky S58. Unquestionably, this successful operation will open up new fields for many operators who can prepare themselves with the proper equipment.

General helicopter activity in this district is increasing rapidly and surprising enough, the student activity continues to expand. Although flight time is around $75 per hour, our two shcools are flying about 30 a month on students alone. Assistance from the California Veterans Administration of course helps to the tune of $1000.

We attended several meetings arranged by people interested in the fate of the light aircraft in the San Fernando Valley. It appears that three of our five fields are on shaky ground and the owners of the other two are not sold on light plane operations since little income is derived from them.

Los Angeles GSDO - Due to a substantial increase in the number of applicants desiring Airframe and Powerplant Mechanic training, Northrop Aeronautical Institute, an approved mechanic school, has started, in addition to the regular daytime

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schedule, a night schedule which will be conducted from 1630 to 2400 hours, Monday through Friday each week.

Portland GSDO - One of our operators, Swede Ralston, of Hillsboro, Oregon, arranged a flight at the suggestion of Tektronix, Inc.'s engineers for the purpose of obtaining technical data on Sputnick. It is reported that from 20,000 feet they had a two minute view thru the windshield of their Aero Commander. Further experimentation is planned, and Tektronix is gathering huge amounts of data by many complicated methods, some of them designed especially for the job at hand.

Long Beach GSDO - An increase in the number of inquiries concerning parachute jumping is noted. At least one club is being formed in this area, and they plan to make a training film on their activities. Jumping is to be done in the noncongested area adjacent to Orange County Airport.

Avalon Air Transport contract operations under Part 45 are being conducted to San Clemente Island utilizing the 4-engine Sikorsky flying boat. Airport construction workers are brought to the mainland on Friday and Saturday and returned to the Isla on Sunday and Monday.

AIRPORTS DIVISION

" A Grant Offer was issued during the month to Twin Falls, Idaho, in the amount of $47,560.00, for constructing extension at west end of E/W Runway, including lighting, marking, and seeding of shoulders.

Project Applications were received from the following locations: Arcata, California, $14,511, for construction of apron and taxiway; Santa Barbara, California, $120,168 for land acquisition and installation of medium intensity lighting system on Runway 15R-33L; Plentywood, Montana, $30,635, for construction of NW/SE Runway, taxiway and parking apron and installation of segmented circle marker and unlighted wind cone.

FACILITIES DIVISION

Navigational Aids - Surveys were completed for a new VORTAC Facility at Dove Creek, Colorado, and relocation/conversion VORTACs at Zuni and Albuquerque by Carl Johnson. Surveys were also completed on the Willow Beach, Arizona, VOR and Sacramento ALS by Hans Wiedner and Dave Peppin respectively.

John Williams and Don Pickett completed electronic site testing for Zuni and Albuquerque VORTAC relocations. They also completed a site test at Avenal and are proceeding to Willow Beach for a site test.

Construction of first VORTAC conversion in the region was completed at Oceanside under the supervision of Seward Pearson.

Bill Keller and Bill Sherart started preliminary electronic work at Oceanside for the VORTAC conversion. They will be joined by Bob Crookshank and Wilkinson.

Construction contracts were started on VORTAC conversions at Prescott by John Babin; Burley by John Clements; Lovelock by Maynard Hegland; Red Bluff by Seward Pearson; and the Tonopah VOR by Henry Mahns. The Tuba City VOR contract will be under way by the end of the month. (Continued on next page)

Proposals have been issued for construction of new VORTACs near Hector and conversion of VORTACs near Salinas, Tucson, and St. Johns.

Lonnie Tarver, Erwin Clark, and Harry Wickwar completed a site test for the localizer at Seattle-Boeing. Clark and Wickwar set up the VOR portable at Eugene for another site test at that location.

Frank Spaar and crew have completed the Las Vegas, New Mexico VOR relocation and are awaiting flight check.

Philip Nicoletti, Jim Barnes and Bob Betz completed the Goffs VOR installation.

Hal Fontecilla, Bob Bynum, Bill Milbert and Fred Rowell have completed installation of the "H" facilities at Hanover and Garden Ranch, and are now proceeding to Rock Springs for the VORTAC conversion.

Noel Ledbetter, Marvin Andelin, and Melvin Kucherer completed site test at Gunnison. They then went to Stanford to install an electronic modulator at the fan marker.

Radar - Contract for conversion of space at the Salt Lake City Airport Terminal Building to an IFR room has been completed under the supervision of Donald Medwedeff. His next assignment will be supervision of the installation of a standby generator in the new Type S building in the rear of the Los Angeles ARTCC. This larger unit will supplant the small engine generator now housed in the bomb shelter.

Bob Faul and Rafael Lopez have returned from radar school and Faul is now supervising the Salt Lake City IFR room installation assisted by Clyde Harrell, Damon Capps, and Bob Whitney.

The contract for the VHF/DF antenna and cable installation at Lockheed Airport, Burbank has been started under supervision of George Bishop.

Norman Carlberg, Victor Beacken and "Red" Pedri spent the early part of November completing ARSR radar site surveys in the San Francisco-Oakland Bay area.

Circular polarization for the ASR-3 radar at Long Beach has been started by Norman Carlberg, Vic Beacken, Philip Hawkins and Elliott Johnson. Upon completion of this project, it is planned to commence installing the circular polarization at Los Angeles and Denver.

The final acceptance inspection for pre-maintenance was held on the March RAPCON by John Peterson of Electronic Engineering and Erv Schultz of Maintenance.

Communications - Survey for the new peripheral site at Neah Bay has been completed by Paul Rowland. Park Potter completed the surveys for Pioche and Fallon sites.

Salmon, Fallon and Neah Bay were advertised for bids and will be opened soon.

The contract for construction at the Boise local site was started under the supervision of Melvin Emerine; Baldwin Hills, Los Angeles Local, started under the supervision of Dave Evans. The contract for the construction of Glasgow and Whitefish were started under the supervision of H. L. Long and Robert Albrecht, respectively.

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Construction contracts were completed for peripheral sites at Thermopolis, Angels Camp, Pioche and Winnemucca. The work on these sites was under the supervision of Pat Curran, George Murphy, Paul Shacklette and Clarence Wilson, respectively.

Installation was started on the peripheral site located at the Northeast corner of the R.O. Commissioning of this site is expected at the end of December.

Installation of equipment at the San Jose peripheral was started by Tony Brklacich, Eldon Simmons, George Crawford and Robert McDonald.

Construction contract was started on the extension of ATCT equipment building at Los Angeles International Airport, supervised by James Pace.

Installation of equipment at the new Mullan Pass ATCS building was started on November 18 by Tom Bracken assisted by Floyd Bithell, Ed Dombroski, Howard Glover, Roger Greenman and Vic Simmons. We are hoping to get the station moved before the snow gets too deep.

Dave Hegland, assisted by Lance Guyton and Ed Henning, started relocation of the Bakersfield ATCS.

The expansion of the Great Falls ARTCC was completed by the crew of Cheatham, Cope, Berhost, Kohagen and Caba.

George Martin and Erich Hoeft started installation of the additional VHF/UHF air/ground communications equipment at Colorado Springs CS/T for use in conjunction with the ASR-1 Radar.

Installation of electronic equipment in the San Jose Tower was completed on schedule by Carl Weidert assisted by Allison Calloway, Howard Moore, Samuel Rosenfeld, Delmar Shelton and William Wines.

Miscellaneous - Installation of standby power at Casper, Wyoming ATCT has been completed under the supervision of Willie Roberts.

Rerouting of the localizer control cable at Seattle-Tacoma Airport is in progress under the supervision of Gene Newman.

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A welcome is extended to the following new personnel who have recently reported: Electronic Engineers; Joseph Corrigan, Al Friedman, Hank Balink, Philip Hawkins, Robert McConnell, Ed Davis and Manual Martinez; Civil Engineers, Leo Terry and Foster D. DuCharme. CAA welcomes you aboard!

Maintenance Engineering Branch - Recently Structures and Grounds personnel recalked and repainted the Bozeman VOR building and the work was excellent. However, during the routine maintenance shutdown September 16th, it was found that the calking at the base of the VOR dome was disappearing at a rapid rate. A close investigation revealed that the calking compound is apparently highly palatable to our "fine feathered friends.

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It is possible that this malicious destruction of Government property will soon stop as it is time that these jolly creatures started their trip south. It is also possible that these birds intend to remain during the coming winter and are getting prepared to stop cold drafts from the icy winter winds of Montana. The missing calking compound was replaced during the next regular shutdown in preparation for Montana's stormy season.

Harry McConnel attended a conference at the Aeronautical Center November 4 and 5, 1957, on development of the training bulletin for on-the-job training of new employees. Representatives were present from the four continental regions. Mr. Schulte, CATFO, Ontario is presently at Oklahoma City as a representative of Region 4 to do the actual work on the preparation of the bulletin.

Appreciation and thanks was expressed by the Ionospheric Research Section and VHF Ionospheric Research Section of the National Bureau of Standards, Boulder, Colorado, for the aid and assistance given by Julius Tomisser of our Boise, Idaho Station and Paul Nick and Blaine D. Eddington of our Miles City Station in securing a location for their equipment to set up and record the transmissions from the Russian satellite.

Harvey Berry, John Reed, Hubert Washburn, Lonnie McAdoo and Bill Chapman completed the short course in Air Traffic Control at Oklahoma City.

Art Herbert completed the Program Engineers' Refresher Course on the Model 28 Series of Printing Telegraph Equipment at the Teletype Corporation plant in Chicago, Illinois.

Floyd Corpus, graduated from the Passive Defense Officer's Course at Lowry Air Force Base November 5, 1957, and will conduct classes throughout the Region starting November 25, 1957, on RAPCON Air/Ground equipment.

The following students recently graduated from the Aeronautical Center: Communications Equipment Class No. 85: William P. Powell, Needles; John A. Smith, Stockton; Harrell Lynch, Los Angeles; and Richard Hodges, Delta. Communications Equipment Class No. 86: Joseph D. Neeley, Albuquerque; Raymond L. Rafiti, Rock Springs; and Guy J. Bellinger, Los Angeles. ILS/VOR class No. 127: Joe Spivey, Yuma; Eugene G. Gonzales, Albuquerque; and John W. Mayfield, Salt Lake City. ASR/PAR Class No. 120: Edward C. Mahoney, Davis Monthan Air Force Base RAPCON, Tucson; Lemuel B. Ball, Miramar Naval Air Station, San Diego; Jeddie H. Roderick, Salt Lake City; and Francis E. Canning, Los Angeles.

Final inspection and transfer of McChord RAPCON was completed November 14, 1957. This makes five out of seven Region Four programmed RAPCONS now being maintained by CAA; the four previous transferred being Kirtland, Fairchild, Hill and March RAPCONS.

AIR TRAFFIC CONTROL DIVISION

Satelliting the Wendover station has been postponed until July 1958 in order to maintain continuity of weather service. It is expected that the Weather Bureau will relieve us of this function at that time.

De Estaing Newton visited the Fort Worth Regional Office and attended the first few days of the Air Traffic Control Instructors Training Course at Fort Worth, beginning November 4. This gives us a preview of this program which will be conducted at Los Angeles between January 6 and 24, 1958. (Continued on next page)

Airport traffic control service will be established at Santa Fe and Hobbs in the form of combined station/towers. The station chiefs jobs are vacant at both locations. We will select chiefs who are fully qualified in both communications and control work.

Washington has authorized this region to send 60 ATC trainees to Oklahoma City during January. 30 will be sent to the class beginning January 6 and 30 to the class beginning January 20.

Max Landes and Ray Chase of the Santa Barbara station were honored by the Flight Safety Foundation for their participation May 20, 1957 in an incident which prevented an aircraft accident and enabled the aircraft, which was piloted by an Army Colonel with an NACA employee as passenger, to effect a safe landing. The awards were made at a banquet in Palo Alto November 14.

The two mobile traffic control units which we have had for several years have been declared surplus. There has been practically no demand for them since CAA started charging for the service.

Spokane reports the Naval Air Reserve unit at Geiger will be closed February 1, 1958.

Don Pearson, who is to become our Program Control Officer, will leave Washington November 30, for Los Angeles.

Washington has advised that CAA will staff and operate Moffett RATCC. Its complement will be combined with that of the San Jose tower. We will plan to send a chief and 5 approach controllers to Moffett by December 15 to inaugurate service on a manual basis, looking toward a fully commissioned radar establishment by April 1.

Paul Boatman, FW-500, visited us November 20. He discussed problems common to both regions.

Moffett Naval Air Station has discontinued high-performance take-off climbs until further notice.

Six of our specialists have been detailed to the Personnel Division to assist in grading examinations as a result of the recent Civil Service announcements for AOS.

We are happy to advise that Bill Larsen returned from extended sick leave November 12.

Nai-Ning Chen of Formosa and Benjamin Martinez of Manila spent the week of November 18 in the regional office and at nearby facilities studying airway systems and procedures.

Mr. Korell, together with Mr. Thomas Hall and Mr. Charles Kohli of Air Navigation Facilities Division, are devoting most of their time investigating center building sites. To date they have investigated possible locations at Denver and Albuquerque and are presently in the Oakland area on a survey. They have scheduled trips to locate sites for all other center buildings, except Phoenix, before December 15.

Accompanied by Air Navigation Facilities Division personnel, Mr. Korell attended a conference in Colorado Springs with ADC and Washington CAA representatives regarding joint CAA/ANG use of the Parker Radar. (Continued on page 26)

C.A.A. REGION FOUR

FEDERAL CREDIT UNION

Chapter XII of the Handbook For Employees states under Credit Unions "... except that the maximum deposit in many cases that may be permitted in any one month is Fifty Dollars ($50)." This statement has been the source of a misunderstanding with some members. To keep the record straight -- NO, your Region Four Credit Union does not limit deposits.

The Holiday Season is here again -- need a financial lift? Perhaps its a gift you have been planning for the family -- television, automobile, furniture, electric train for junior (or the old man)? Remember, whatever your credit needs may be your Credit Union can save you money.

And from all of us may we wish all of you a Merry, Merry Christmas and, of course, a Happy and Prosperous New Year.

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December, 1957

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

____________ I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

____________ Also, I wish to apply for a loan of $________to be repaid in

____________ monthly payments.

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.

A great deal of time and study has, of necessity, been given during the past week to the project of converting teletype equipment utilized on Services "A", "C" and "O" to the new Model 28 equipment. Relay stations are a problem in this regard, as in some cases the Model 28 units are not inter-changeable with the Model 15 and 19 equipment. Elmer Butler, Chief, San Francisco station, and Vaughn Pattison, Assistant Chief, Denver Station, were called in for several days to assist in this project. Washington gave us a short deadline for specifying our equipment requirements.

Transcribed weather broadcasting equipment from Los Angeles station is being shipped to the Oklahoma City Aeronautical Center for modification.

Mr. Russell, ADLO 9th CONAD Division arranged for a meeting at 9th CONAD Division headquarters to discuss the control of fighter interceptor aircraft after the high altitude control procedures are established. The meeting was attended by the Chief Controller, Spokane Center; Chief Controller, Seattle Center; resident CAA inspector, Larson AFB; AACS and ADLOs of the 25th and 9th CONAD Divisions and CONAD representatives.

Mr. Simonson, ADLO 28th CONAD Division attended a meeting at Colorado Springs to revise the classified SCATER Plan and to review and revise the ADC and CAA implementing instructions. The meeting resulted in simplifying the implementing instructions to the extent recommended in the ADLO meeting held at the regional office early in October. The classified SCATER Plan is to be completed by CONAD and furnished to the ADLOs in the near future. Mr. Simonson participated in the briefing of all 4th Air Force officers at Hamilton AFB concerning the new SCATER Plan.

Mr. Farris, ADLO 27th CONAD Division flew to Yuma, Arizona with CONAD Division representatives to meet with the Yuma personnel and review local problems. Mr. Farris gave a talk to approximately 200 representatives of the Southern California Disaster Offices. The talk covered the application of the new SCATER Plan to the operation of aircraft operated by civil defense and disaster agencies after the implementation of the Plan. Mr. Farris gave a briefing to a group of Norton AFB officers at the monthly Flying Safety Meeting. The talk covered the inauguration of the new Continental Control Area and its effect on the CONAD and other military operations.

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