



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

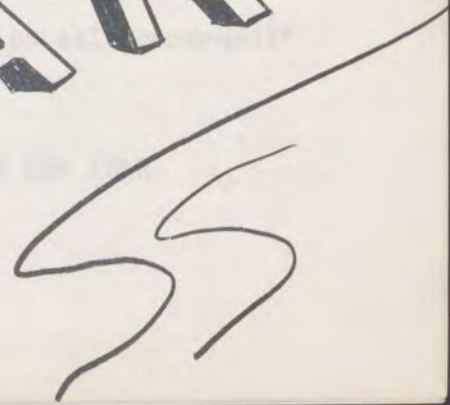
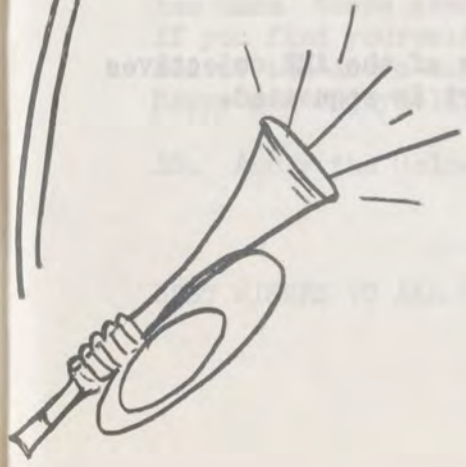
REGIONAL ADMINISTRATOR'S COLUMN

VOL. V NO. 7

JANUARY 1, 1958



HAPPY
NEW
YEAR



COOPERATION WITH THE
AIRWAYS MODERNIZATION BOARD

In a recent letter to all Regional Administrators and other CAA group heads, Administrator Pyle discusses CAA - AMB working relationships and arrangements. This is a subject of interest and concern to each of us in CAA.

As you may know, the Airways Modernization Board was established pursuant to Public Law 85-133, known as the Airways Modernization Act of 1957. The purpose of the Board is to develop, modify, test, and evaluate systems, procedures, facilities, and devices, as well as define the performance characteristics thereof, to meet the needs for safe and efficient navigation and traffic control of all civil and military aviation except for those needs of military agencies which are peculiar to air warfare and primarily of military concern, and select such systems, procedures, facilities, and devices as will best serve such needs and will promote maximum coordination of air traffic control and air defense systems.

Mr. Pyle's letter stated in part:

"The operation of the AMB represents a concerted effort on the part of the Executive Branch of the Government and the Congress to bring about an increased and effective research and development program with regard to the Nation's air traffic control and navigation system. It is my desire that we establish a cooperative working relationship between personnel of appropriate CAA installations and personnel of the AMB for the purpose of assisting the AMB in every way to meet its objective which, of course, is vital to the future of CAA and aviation in general. To this end, I have already conferred with the Chairman of AMB and we have agreed on a procedure whereby AMB representatives will work through the appropriate Directors, who will in turn issue instructions to the field or subordinate offices for carrying out the joint working arrangements necessary in the particular instances.

"The AMB faces a most difficult task and it will need the support and cooperation of all concerned. I expect all CAA offices and personnel to cooperate with the Board and its personnel to the fullest extent."

A copy of AMB "Statement of Policy No. 1" is on file in each Region Four ARTC Center, Tower, and CS/T, for review by any interested CAA employee who may require additional information.

Region Four will cooperate and assist in the furtherance of the AMB objectives in every possible way and to this end your hearty support is requested.

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REGIONAL ADMINISTRATOR'S COLUMN

UN FELIZ ANO NUEVO-----KEUN HA SHIN NYUN-----EIN GLUEKLICHES NEUES JAHR
(Spanish) (Korean) (German)

BONNE ANNEE-----FELICE CAPO D'ANNO
(French) (Italian)

No matter the language, they all mean the same thing, HAPPY NEW YEAR.

Now that Christmas is only a pile of unpaid bills and the tree ornaments are tucked away again 'til next December, how about our New Years Resolutions? Seems that everybody makes them as the old year fades out, but I wonder if a check along in March or April wouldn't reveal that a few have slipped away. I suppose this is only human nature, but it does seem that we all might work a little harder to keep our "official" resolutions bright and shining. How about keeping these in mind as we enter the New Year:

1. Be diligent and efficient--do your job as well as you expect others to do theirs.
2. Invite and welcome suggestions--be courteous and interested.
3. Avoid hasty decisions or actions--do not act when angry or upset.
4. Acknowledge your own mistakes--avoid buck-passing.
5. Keep the promises you make--if you can't, don't make them.
6. Base decisions on merit alone--apply rules uniformly.
7. Be friendly, patient and encouraging--give compliments whenever deserved.
8. Explain reasons back of your decisions--blind orders are hard to follow.
9. Be a leader--not a boss.

This is quite a list, but really nothing new. I am sure that each of you has made these same mental promises each time January 1 has rolled around. If you find yourself slipping in the next few months, and can't remember all of the above nine resolutions, here is an easy way to keep 1958 bright, happy and enjoyable. It can be summed up in just one resolution:

10. Apply the Golden Rule--ask yourself, "is this fair to all concerned?"

BEST WISHES TO ALL OF YOU FOR A MOST HAPPY AND PROSPEROUS NEW YEAR

NOTICE OF CAA REGION 4 FEDERAL CREDIT UNION ANNUAL MEETING

The annual membership meeting of the CAA Region 4 Federal Credit Union will be held on Tuesday, January 14, 1958, at 7:30 PM in the Regional Office Cafeteria.

Members attending this meeting will vote the rate of dividend to be paid, elect officers and committee members, and transact such other business as may come before said meeting. You must attend this meeting in person to cast your vote. The Federal Credit Union Act prohibits proxy voting.

Dividends will be credited to all accounts during the month of January. Bring in or mail your passbook to the Credit Union office and the necessary entries will be made and the passbook returned promptly. A Credit Union Financial Statement will be mailed to you only if requested. The Credit Union is well over a two and one-half million dollar organization and each member should make a practical effort to attend this annual meeting.

We wish to remind Credit Union members that all interest paid to the Credit Union on borrowed funds is deductible for income tax purposes. To those members reporting Credit Union dividends, remember that the dividend credited to your account in January 1957, is the amount to be reported as 1957 income. The dividend that will be credited to your account in January, 1958 will be 1958 income.

* * * * *

WHY NOT JOIN YOUR CREDIT UNION NOW

January, 1958

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.

CIVIL AERONAUTICS ADMINISTRATION
REGION FOUR
Air Carrier Safety Division Conference
Los Angeles, California
November 20-21, 1957



Front Row, Left to Right Kneeling:

R. F. Melberg, R. S. Stadden, W. R. Mohr, M. C. Pierce, C. L. Schmid, D. L. Van Handel,
R. B. Brice, R. L. Tyler, J. O. Lunsford, A. A. Kristan, M. H. Griffith.

Second Row, Left to Right:

A. W. Baarley, J. R. Capehart, L. H. Saucke, L. E. Dickey, E. J. Jakobi, W. B. Masden,
E. S. Hensley, W. P. Plett, A. E. Horning, W. B. Davis, L. W. Ashwell, G. W. Woodmansee,
C. L. Nelson, A. E. Anthony.

Third Row, Left to Right:

F. W. Pratt, R. L. Jones, H. Summerton, R. H. Johnson, S. D. Haley, C. W. Walker,
R. O. Blanchard, J. L. Winder, T. A. Fydell, J. R. Speckart, C. S. Whitman,
G. S. Edmonstone, E. Gates.

Rear Row, Left to Right:

D. A. Short, W. B. Perry, G. L. Anderson, C. J. Wertman, E. M. Matejka, R. Ziesmer,
A. W. Smith, J. H. McCleery, H. E. Russell, J. H. Bowers, E. B. Saul, A. B. Holder,
L. E. Layton, A. S. Ward, G. A. Rounds, J. P. Brown, T. N. Barber, J. C. Day,
W. Jordan, J. T. Hornsby, A. L. Butler, J. S. Quick, R. N. Parker, G. Marshall.

FIRST AIR CARRIER INSPECTOR'S CONFERENCE
HELD IN FOURTH REGION

A conference was held in Los Angeles, California on November 20-21, 1957 for all Air Carrier Safety Division Personnel, Region 4. A total of 62 persons were in attendance. Participants included W. B. Davis, Deputy Administrator, W-2, and Ward Masden, Chief, Air Carrier Safety Division, W-220, Washington D.C.; W. P. Plett, Regional Administrator, and E. S. Hensley, Deputy Regional Administrator, Region 4; G. W. Woodmansee, Regional Attorney, Los Angeles; Regional Office Air Carrier Safety Division Staff Personnel and Air Carrier Inspectors from District Offices located in San Francisco, Seattle, Denver, Los Angeles and Burbank.

L. W. Ashwell, Chief, Air Carrier Safety Division, Region 4, held the conference to assist the new inspector trainees (approximately 35% of staff) and other Air Carrier Safety Inspectors new in Region 4 to become acquainted, meet top CAA officials, and to outline basic policies and programs of the Division. An open discussion of basic or major problems was conducted by Mr. Davis.

This is the first Air Carrier Inspectors' Conference consisting of all Air Carrier Safety Division technical personnel within Region 4. The conference is considered to have been an outstanding success in accomplishing its mission. It was the consensus of all in attendance that such conferences are extremely beneficial and they will be repeated in the future.

Mr. Davis requested that they be continued and he expressed his desire to attend future meetings.

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CAA TOASTMASTERS CLUB

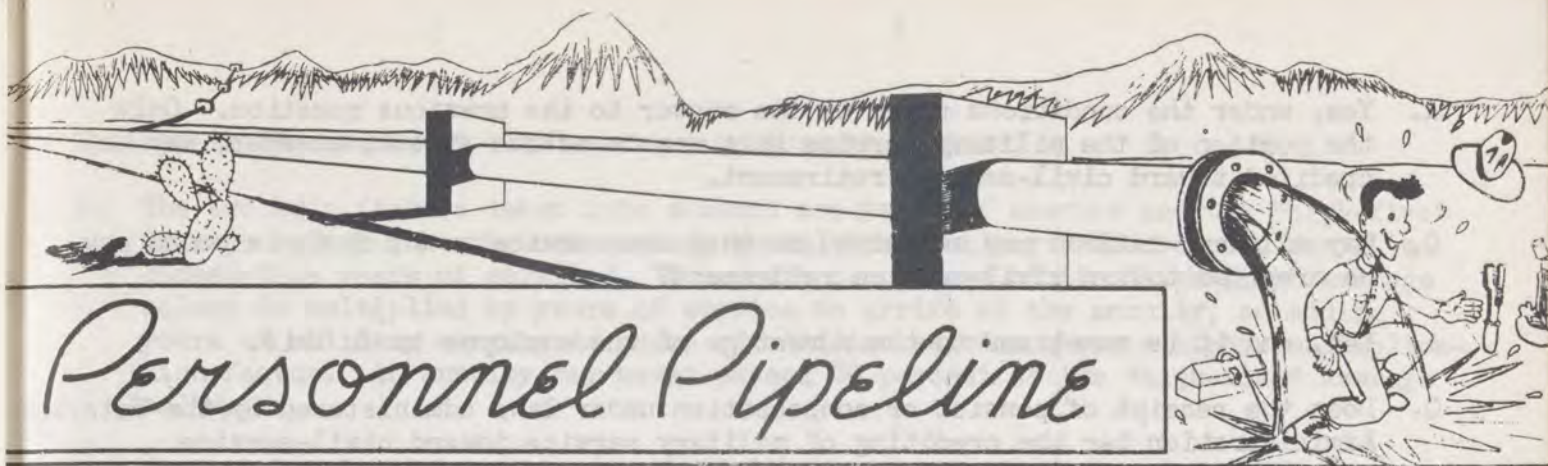
Members of the CAA Toastmasters Club attended the Area 5 Humorous Speech Contest at Sculley's Restaurant on December 7. About 100 Toastmasters and their wives from the five member clubs in the Area attended this function.

Paul Gibson, Aircraft Engineering Division represented the CAA Club. His talk was very humorous, but in the opinion of the judges, the best speech award was won by a member of the AiResearch Club. Paul wuz robbed, we all agree.

Humor is now one of the important phases in toastmaster training. The ability to deliver a humorous speech well -- and with humor -- is a challenge. Unless you are a natural humorist like Bob Hope, a great deal of preparation is required to give an effective delivery, regardless of the subject.

There are a number of vacancies for membership in the CAA Club. If you do not naturally possess high caliber in public speaking it would pay you to join this organization. Ask any member for information. There are 25 of them in the Regional Office, and they will be glad to acquaint you with the advantages to yourself of joining Toastmasters.

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Crediting of Military Service Towards Civil Service Retirement

We recently distributed a copy of CSC Pamphlet 18, "Your Retirement System." This pamphlet contains 275 general questions and answers covering the retirement law. The following questions and answers on Military Service are more specific and give additional information on this subject.

- Q. Is military service credited toward civil-service retirement?
- A. Yes, in most cases. Generally, it is credited provided it was active service, was terminated under honorable conditions, and preceded the final separation from Federal civilian service which is the basis for civil-service retirement. However, military service that is the basis for military retired pay is sometimes not allowed toward civil-service retirement.
- Q. Does a new Federal employee qualify for annuity benefits immediately upon entering on duty in a position subject to the Retirement Act?
- A. No. He does not qualify for annuity benefits until he has completed 5 years of civilian service, although he begins contributing $6\frac{1}{2}$ percent of his salary immediately. If he leaves Federal employment before completing 5 years of civilian service, his retirement deductions are refundable, with interest.
- Q. Is the new employee protected by social security during the 5-year period before he qualified for annuity?
- A. No, not unless he qualifies for social security benefits because of some previous employment. Social security wage credits have been given for all active military service performed since September 16, 1940.
- Q. Does the receipt of military retired pay bar the crediting of military service toward civil-service retirement?
- A. It usually does. However, credit may be allowed if the retired pay is (a) based on a disability incurred in combat with an enemy of the United States or caused by an instrument of war and incurred in line of duty, or (b) granted under the provision giving retired pay to members of reserve components of the armed forces on the basis of service (Chapter 67, Title 10, U.S. Code, formerly Title III, Public Law 810, 80th Congress).
- Q. Is it possible to receive military retired pay and civil-service annuity at the same time, based on the same period of military service?

(Continued on next page)

- A. Yes, under the conditions shown in the answer to the previous question. Only the portion of the military service that was in active status, however, may be credited toward civil-service retirement.
- Q. May military retired pay be waived so that the service on which it is based may be credited toward civil-service retirement?
- A. Yes, and it is sometimes to the advantage of the employee to do this.
- Q. Does the receipt of pension or compensation under laws administered by the Veterans Administration bar the crediting of military service toward civil-service retirement?
- A. No. Full credit is given under civil-service retirement, regardless of the length of the military service on which the pension or compensation is based or the reason for its allowance.
- Q. How does the receipt of social security benefits affect credit for military service toward civil-service retirement?
- A. It has no effect on credit for military service performed before January 1, 1957. However, military service (except service performed while on military leave with pay from a civilian position) performed beginning January 1, 1957, may not be credited toward civil-service retirement if the employee is eligible to receive old-age social security benefits.
- Q. If a Federal employee retires from a civilian position and later becomes eligible for social security benefits, may he receive credit toward civil-service retirement for military service performed on or after January 1, 1957?
- A. Yes. He will be allowed credit for his military service up until the time he becomes eligible for social security. At that time, his annuity will be recomputed to exclude credit for the military service.
- Q. Is there any bar against a person holding a Federal job while receiving retired military pay?
- A. There are some restrictions.

A regular warrant officer or commissioned officer who retires for length of service is barred from holding most Government positions because in order to be entitled to hold a Federal job his retired pay and the pay of the Federal job must each be under \$2,500 a year, and he may not waive retirement pay to avoid this restriction.

However, if the regular warrant officer or commissioned officer retired for disability incurred in line of duty, he is not barred for appointment to a Government position. He is limited to \$10,000 a year combined retirement pay and Federal salary unless the disability was incurred in combat or caused by an instrument of war and incurred in line of duty in time of war.

An enlisted man who retires and receives retired pay on the basis of his enlisted grade is free to accept a Government position. He is not limited as to the amount of his combined retirement pay and salary. (Continued on next page)

Q. How is the amount of civil-service retirement figured?

A. The two main factors taken into account are years of service and the "high-five" average salary (the highest average annual basic salary earned during any five consecutive years of service). A certain percentage of the "high-five" average salary is multiplied by years of service to arrive at the annuity, so adding years of military service to years of civilian service gives a higher multiplication factor. An annuity may never exceed 80 percent of the "high-five" average salary.

Q. Does the employee have to contribute a percentage of his military pay in order to be credited for his military service?

A. No. This credit is entirely free.

Q. What is a sample retirement computation?

A. A yearly basic annuity is generally figured as follows: (a) $1\frac{1}{2}$ percent of the "high-five" average salary times 5 years of service, plus (b) $1\frac{3}{4}$ percent of the "high-five" salary times years of service over 5 and under 10, plus (c) 2 percent of the "high-five" salary times years of service over 10.

Under this formula, the yearly annuity of an employee who retires at age 62 after 20 years of civilian service with a "high-five" average salary of \$5,000 would be \$1,812.50 (\$151. a month). If that person had, for example, 9 years of military service to be added to his years of civilian service, his annuity would be \$2,712.50 (\$226 a month), or \$900 a year more. For his civilian service, the employee contributed $6\frac{1}{2}$ percent of his salary; the credit for military service is free.

Q. When is a Federal employee eligible for retirement?

A. He must retire at age 70 after 15 or more years of service.

He may retire at the following ages with at least the amount of service shown:

Earliest Age	Years of Service	Remarks
62	5	-----
60	30	-----
55	30	Annuity reduced for age.
50	20	Annuity reduced if under age 60; must be involuntarily separated without cause.
any	25	Annuity reduced if under age 60; must be involuntarily separated without cause.
any	5	Must be totally disabled.

Q. Is disability retirement figured in the same way as age retirement?

A. Yes, except that disability retirement may not fall below a certain minimum amount. An employee retiring under the disability provision of the law is guaranteed the
(Continued on next page)

lesser of (a) 40 percent of his "high-five" average salary, or (b) the amount obtained under the formula explained above, after increasing his service from the date of his separation to age 60.

Of course, if his average salary and length of service entitle him to a larger annuity than the minimum guaranteed amount, he will receive the larger annuity.

- Q. If a Federal employee dies in service, are his widow and children entitled to annuities?
- A. Yes. The widow's annuity will be 50 percent of an annuity based on the employee's "high-five" average salary and years of service (civilian plus military). Dependent children are also entitled to annuities. Here again the employee must have completed at least 5 years of civilian service in order to be entitled to this protection.
- Q. Can a retiring employee make provision for an annuity for his wife if he dies?
- A. Yes. By taking a reduced annuity himself the employee can provide an annuity for his-wife after his death.
- Q. If a Federal employee is called or recalled to active military duty, what are his civil-service retirements rights?
- A. He is granted reemployment rights in his civilian position, which he may exercise upon his release from military service that lasts not more than four years.

He can be paid a refund of his retirement deductions at any time while in the military service, thus relinquishing his retirement rights. However, if he does not apply for a refund, he will be considered a civilian employee for retirement purposes for the period of his military furlough up to 5 years. This means, for instance, that this military furlough will count toward completion of the minimum of 5 years of civilian service he needs in order to qualify for civil-service retirement. It also means that if he should die while in the military service after qualifying for civil-service retirement, his wife and children may be entitled to survivor annuities.

- Q. If a Federal employee leaves the service before qualifying for retirement, what happens to the $6\frac{1}{2}$ percent that was deducted from his salary?
- A. As shown above, the deductions are refundable to him if he has not completed 5 years of civilian service.

If he has completed 5 years of civilian service, he has a choice between having the deductions returned or leaving them in the fund. If he leaves them in the fund, he will be entitled to an annuity when he reaches age 62. This annuity will be figured according to the formula shown above -- "high-five" average salary multiplied by years of service (civilian plus military.)

- Q. Is military service counted in figuring the 15-year period of service after which a Federal employee may retain free life insurance during retirement.

(Continued on next page)

- A. Yes. Also, receipt of military retired pay does not affect the crediting of military service for insurance purposes.

The insurance referred to is group life, accidental death, and dismemberment insurance, the cost of which is shared by the employee and the Government. An employee under 65 is entitled to insurance equaling his salary raised to the next thousand. For example, an employee whose salary is \$5,200 may be insured for \$6,000. For this, the employee pays 25 cents every two weeks for each \$1,000 of life insurance and the Government pays the rest.

The life insurance will be free after retirement on an immediate annuity, either for disability or after 15 years of service. Military service counts toward these 15 years. Also, the insurance is free after age 65 for any employee on the rolls, regardless of years of service. The amount of insurance begins to be reduced after age 65 by 2 percent a month until it reaches 25 percent of the original amount. The 25 percent remains in effect. The double indemnity and dismemberment (loss of limb or eyesight) protection stops upon retirement.

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Nationwide Post-Attack Registration of Federal Employees

The Director of the Office of Defense Mobilization on June 11, 1957, requested the Civil Service Commission to develop and administer a new system for the post-attack registration of Federal employees. In order to acquaint CAA employees of the establishment of this system, the following letter of instructions is quoted for your information:

"Our President, on numerous occasions has stated that a strong, united America is one of our greatest assurances for maintaining peace and deterring aggressive forces. Each one of us, as citizens and as Federal employees, has a responsibility to contribute to the strength of our Nation. Just as we as individuals must work out plans for ourselves and our families in an emergency, so also must our Government maintain plans to make sure that it can continue to operate even in the event of an attack on this country.

"An important part of these plans must be a means of locating and mobilizing the skilled services of trained Federal employees. Such a procedure has been established, and this letter explains your part in it. In the event of an emergency brought about by an attack on this country, the Civil Service Commission will operate a registration system for employees in the affected areas.

"All CAA employees with or without emergency assignments should follow this procedure: If you are prevented from going to your regular place of work because of an enemy attack - or if you are prevented from reporting to any emergency location - keep this instruction in mind - go to the nearest Post Office, ask the Postmaster for a Federal employee registration card, fill it out and return it to him. He will see that it is forwarded to the office of the Civil Service Commission which will maintain the registration file for your area. When the Civil Service Commission receives your card, we will be notified. We can then decide where and when you should report back for work. There is another important reason why you should mail in a registration card as soon as you can do so. This card will also enable us to keep you on the roster of active employees, and enable us to forward your pay.

(Continued on next page)

"You should obtain and complete the registration card as soon after enemy attack as possible but not until you are reasonably sure where you will be staying for a few days. If you change your address after you have sent in a card, get a new one and send it in.

"Even though you complete your registration card promptly, it may be a while before you are put back to work. In the meantime, you would be expected to volunteer your services to the civil defense authorities and do all that you can to meet the emergency situation that such an attack would bring about."

Increased Minimum Rates of Pay for Professional Engineers

The Civil Service Commission has increased the minimum rates of pay for professional engineers. The new rates have been set at the top step of Grades GS-6, GS-8, GS-9, and GS-10 through GS-17. Grades GS-5 and GS-7 are already at the top step. The increases vary from \$145.00 for GS-9; \$430.00 for GS-11; and \$1075.00 for grades GS-12 through GS-14. The new rates of compensation are as follows:

GS-6	\$4890	GS-11	\$7465
GS-8	5780	GS-12	8645
GS-9	6250	GS-13	10065
GS-10	6725	GS-14	11395

Engineering Technicians occupying professional engineering positions under Departmental Circular 705 who have not qualified as professional engineers by passing the written equivalency tests and meeting the experience requirements under Departmental Circular No. 904 are not included. Employees in this category will be eligible for the increased pay rate when they meet the requirements of D.C. 904 and are placed in professional engineering positions.

The new rates will be effective the pay period beginning December 29, 1957, and will be reflected in the checks to be received January 24, 1958.

SUGGESTION AWARDS

Leroy Mason of Seattle is rapidly establishing himself as our most successful suggester. He received awards in both September and October. Now he has one for December. And has several suggestions in the mill.

He also deserves recognition for his ability to present his ideas in a clear and complete manner. He does an outstanding job on this.

There was another especially notable event this month. Ken Wall, Chief of the Personnel Division, received an award for a suggestion!

Here are the December awards:

Leroy D. Mason, ANFD, Seattle, suggested a modification for Model 15 and 19 Teletypewriter typebar backstop assemblies. The equipment manufacturer had already developed an improved typebar backstop assembly so this limited the application of Mason's excellent idea. Washington Award: \$25.00.

(Continued on next page)

Kenneth B. Wall, Personnel Division, Los Angeles, suggested the use of a printed card to serve in transmitting injury reports to the Bureau of Employee's Compensation. A simple check-off system eliminates the need for composing a transmittal memo. Card serves also as their answer to the Compensation Bureau's transmittal to us of the case number assigned and as their acknowledgment of two copies. Its adoption here was not awardable (within job expectancy) but it was adopted by Region 6 and the Aeronautical Center. Washington Award: \$25.00.

Elemo S. Hartwell, ANFD, Los Angeles, - Elemo proposed a new type of facility print file - the wooden rack system now in use. The idea produced enough savings in time and money and was sufficiently beyond job expectancy to warrant an award of \$75.00.

Harry F. Wasmundt, ANFD, Eugene, designed a combined storage cabinet and drawing table. When closed it provides a space-saving wall cabinet which protects the drawing board and any partially completed drawing left on the board. Limited need in this Region restricted the award to \$10.00, but the design has been submitted to other installations for possible further adoption - and further awards.

Lemuel B. Ball, Jr., ANFD, Miramar NAS, San Diego, submitted a simplified schematic for rewiring control lights in SECO, Secondary Control Unit CU3. Prior to this suggestion personnel were disturbed by the fact that the lamps were on in both units thereby giving the impression that both units were in readiness for transmission. By eliminating this condition they now have a more positive indication that the equipment is in readiness and there is less possibility of missed sequential transmissions. Award: \$35.00.

Reynold F. Johnson, ANFD, Boise, suggested a solution to a specific engine generator problem. Because of its very limited application only a token award could be made. Award: \$10.00.

Edward J. Ball, (transferred to Oklahoma City) suggested a method for calibration of DME Couplers. It permits a check to be made when the special equipment for this purpose is not available. This suggestion has been adopted in part in this Region by inclusion of significant portions of the suggestion into the 4-FMM-X-A. Award: \$25.00.

Owen P. Halvorson, ANFD, Drummond designed a portable safety platform for use in working above DME-VOR plastic antenna domes. The platform facilitates the inspection and maintenance of the DME antenna and prevents injury to the dome by eliminating the need of walking or standing on it. In addition, it has some very definite safety values. Award: \$50.00.

The INCENTIVE AWARDS OFFICE welcomes Mrs. Catherine Coon as a member of its staff. Catherine is serving as Executive Secretary of the Incentive Awards Committee.

The major portion of her time will be devoted to the processing and investigation of suggestions. In addition, she will serve as the Assistant Performance Rating Program Officer.

She comes to us with an exceptionally fine experience record in Incentive Awards and Performance Ratings. She has six years of specialized experience in those fields with the Bureau of Reclamation and the Air Force. (Cont'd on next page)

In addition, she has nine years of Organization and Methods experience at grades up to GS-12, and five years of general Personnel work.

It would be hard to even imagine any experience qualifications more ideally suited to her job here. Welcome aboard, Catherine Coon.

CALLING ALL SUPERVISORS

A commuter dashed breathlessly into the railroad station just as the train was pulling out. The Station Master sympathized: "Too bad, I guess you just didn't run fast enough." "I ran fast enough," panted the commuter, "my trouble is that I started too late."

How many of our supervisors will have the same difficulty with relation to the January 31 Performance Ratings?

It takes time to organize data for your appraisal interviews with your employees. It takes time to consolidate your substantiation for any "Outstanding" recommendations you may want to make.

The time to get started is - Right Now!

SPECIAL ACT OR SERVICE AWARDS

A hero and an inventor were honored this month by "Special Act or Service" Awards.

The hero:

James Buechler, a new CAA employee, participated in saving the life of a jet pilot who crashed on the Ontario National Airport.

On October 24, Buechler and two RCA employees were making a survey for an approach light lane at the Ontario Airport. An F86H jet plane crashed in the approach zone close to where they were working. The pilot was rescued from the cockpit, where he was trapped, before any further injuries could occur to the pilot or to themselves. Only immediate action could save the pilot. There was a strong possibility that the flames would reach the jet fuel. But, because the seat was armed, immediate action had to be combined with extreme care.

In the face of this situation, and at great personal risk, Mr. Buechler and his co-workers succeeded in rescuing the pilot.

This Air Navigation Facilities employee received a letter of commendation from the Regional Administrator along with an award of \$200.00.

The Inventor:

Eldon B. Huston of the Air Traffic Control Division, stationed at Denver, made outstanding contributions during the consolidation of the Denver Station.

He designed and built a number of ingenious devices which made substantial contributions in terms of improved operating conditions, savings in time and manpower, and safety.

Mr. Huston's special services were the product of unusually commendable interest combined with special abilities and a large amount of his own time.

His letter of commendation from the Regional Administrator was accompanied by an award of \$50.00.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Bonanza Air Lines is making rapid progress toward starting their new route segment from Phoenix, Arizona, to Salt Lake City, Utah. Target date for passenger service is January 3, 1958, with stops at Prescott, Cedar City and Salt Lake City. A proving flight will be made before the beginning of regular service. Right now copilots have been hired to man the additional route and some copilots have been upgraded to captains.

On December 1, 1957, Western Air Lines inaugurated operations over their newly authorized route - Los Angeles, San Diego, Phoenix and Denver. The requirements for a proving flight were waived; however, en route inspections were made on the first several flights by Inspectors of each specialty.

On November 13, 1957, at Malstrom Air Force Base, Great Falls, Montana, and on November 15, 1957, at Davis-Monthan Air Force Base, Tucson, Arizona, meetings were held with Air Force and CAA representation for the purpose of revising instrument approach procedures to these bases and developing new procedures particularly designed for large formations of jet aircraft. Problems of coordinating military and civil traffic around both Air Force Bases were discussed thoroughly. At Great Falls, general agreement was reached on three proposed approach procedures, the details of which will be worked out by the Air Force and forwarded for CAA approval. At Tucson, two jet penetration procedures were prepared and approved subject to satisfactory flight check.

Arrangements have been made to install VHF ground/air equipment at Cedar City prior to Western Air Lines vacating Bonanza Air Lines terminal space. The Mt. Potosi remote VHF installation will be completed in February, 1958, providing greatly increased VHF coverage. Dual VOR installations will be completed in at least five aircraft prior to beginning of regular service on January 3, 1958.

United Air Lines has started moving into the new maintenance facilities at Los Angeles International Airport. The move should be completed by the end of the month.

United Air Lines was authorized to amend their aircraft simulator training program to permit a simulator instructor to determine pilot proficiency on six-month checks training conducted in the simulator. These instructors are spot checked by the United Air Lines Flight Standards personnel in a manner similar to the check system employed by the CAA Air Carrier Safety Division.

United Air Lines has completed the installation of weather avoidance radar on the complete fleet of 186 aircraft.

Part 42 and 45 carriers in the San Francisco area are presently bidding to operate five C-54 and five C-118 (DC-6) MATS aircraft in the Pacific. These aircraft will be operated under Air Force standards and regulations.

Coordination is continuing with United Air Lines in their "reliability controlled overhaul plan" as applied to radio equipment. The plan has been operating on a trial basis for the last twelve months with the approval of the Regional Office and according to statistics in proving to be a success. Examination of logbooks and other records

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has further indicated that this system is somewhat better in most areas than the former controlled overhaul plan. Submission of a complete report on the new plan is scheduled for the month of December and will be submitted to the Regional Office for review.

Ground school for Bonanza Airlines flight personnel will start after the first of the year on the Fairchild F-27. This aircraft is due to go into regular service with Bonanza about the middle of 1958.

No. 1 Production 707 is now stationed on the flight line at Renton, Washington. Fuel tanks have been filled and checked for leaks. The powerplant functional testing is progressing with full power run schedule for the immediate future. Boeing is planning to start taxiing test about December 15, 1957, and is scheduled to fly the airplane not later than December 23.

A representative of the San Francisco District Office in company with Air Traffic Control personnel and Regional Air Carrier and Airports Division representatives attended a meeting of the City of South San Francisco City Council and its Jet Committee on November 26, 1957. Dr. Maurice A. Carbell, employed by the City of South San Francisco as a consultant, presented his report outlining suggestions for the reduction of aircraft noise and enhancement of safety in aircraft operation from San Francisco Airport. A copy of the report is available in the Region. The ATA representative indicated that the carriers would study the proposals and some time after January 1, 1958, would be prepared to discuss all aspects of the report.

AIRCRAFT ENGINEERING DIVISION

A Type Inspection Authorization has been issued and flight tests have begun on an expedited program for certification of the Hiller UH-12D (CH340-4DM). This is a new model helicopter similar to the UH-12C except for increased gross weight, Lycoming powerplant, new rotor blades, and miscellaneous other changes.

The Lockheed Electra Model 188 prototype aircraft taxi tests were completed and the first flight lasting approximately one hour and 25 minutes took place on December 6. Lockheed personnel report the first flight was entirely satisfactory and served to confirm their speed performance estimates.

The prototype Boeing Model 707 airplane is being prepared for the first flight which is expected to occur late in December, perhaps before the scheduled date of December 28. Structural tests of the KC-135 empennage components to destruction are scheduled during December.

Assembly of the first Douglas DC-8 airplane is progressing according to schedule. Powerplant pylons are being hung on the wing, the main landing gear has been fitted, and the wheel well fairings are being installed. The fuel system plumbing is estimated to be approximately 80% complete. The wing leading edge sections and interior installations are being installed. The landing gear drop test program has been developed and associated drop tests now are being conducted at the Cleveland Pneumatic Tool Company.

A letter has been forwarded to Convair establishing the special conditions and the type certification basis for the Model 22 airplane. (Continued on next page)

A revised special conditions letter has been forwarded to North American regarding the Model NA-246 airplane.

The Napier-Eland powered Convair airplane arrived in this area in mid-November. Napier personnel indicate flight tests are scheduled to begin in the immediate future. The matter of type certification for the engine and propeller and the propeller vibration substantiation have been discussed with Napier representatives and it is understood that these items are being processed through the Washington Office on an expedited basis.

Flight tests on the Transland AG-2 agricultural airplane have been temporarily discontinued while the applicant does further development work to comply with customer's requirements regarding the canopy configuration and other items.

During November the Division has been able to hire two GS-5, one GS-7 and one GS-9 Engineering Trainees plus one GS-11 Aeronautical Engineer in the Airframe and Equipment Branch. In addition, one GS-12 Flight Test Engineer and one GS-12 Flight Test Inspector have been hired in the Flight Test Branch. Several prospective candidates have been interviewed and it is expected some of them will be hired. Difficulty still is being experienced in finding applicants who are fully qualified at the GS-12 level in the Airframe, Flight Test, and Powerplant categories.

The Supplemental Type Certificate situation in this Region is being considerably improved primarily because of the activities of the Engineering Field Specialist. During November, 34 applications for Supplemental Type Certificate were received and 23 Supplemental Type Certificates were issued. Ninety-six applications for Supplemental Type Certificate presently are in process in the Division. Action is being initiated to establish a second Field Service Representative position in this Region.

In view of the recent transfer of Type Certificate No. 782 from the Ryan Aeronautical Company to TUSCO Corporation, Houston, Texas, Region Two is now the controlling region for Navion, Navion A, and Navion B aircraft.

GENERAL SAFETY DIVISION

Phoenix GSDO - The Crash Injury Research Branch of Cornell Institute, under Howard Hasbrouck, has moved into their offices at Sky Harbor Airport, Phoenix, Arizona. Mr. Hasbrouck is developing an accident investigation course in which the military have shown considerable interest. He hopes to set up an "outside laboratory" of crashed airplanes to develop investigative techniques through actual practice, and has indicated he would welcome CAA participation (as students) in the course at such time as it gets underway. No date has been set for the opening classes.

A request has been received from a "Rocket Club" in the Phoenix District for permission to test its rockets. The current model is a five-foot version, capable of reaching 5000'. The club, according to the president, plans to ask C.A.A. to designate airspace for their rocket testing. Current testing is being carried on out in the desert away from air traffic and habitations. If this practice becomes widespread, it can develop into a significant airspace problem.

Portland GSDO - Oregon State College has received its contract for an AROTC program, and again Livingston Air Service will handle the program. Inspector Myles

(Continued on next page)

Ruggenberg will supervise the effort as he did last year. There appear to be no major changes with no difficulty expected. An earlier start will permit better scheduling and a more orderly accomplishment of the objective.

McKinnon Enterprises, now well along with its previously reported "Grumman Geese" four engine modification, has a tentative date around the middle of December 1957, for its maiden flight. "Mac" reports he is contemplating the model designation as "McKooosenick I". With weather as poor as it has been and as it can be expected to be, we feel he is jumping the gun a bit.

Fresno GSDO - A meeting was held at Bakersfield, November 21, for Agricultural operators, Chemical Sales company personnel, and the general public concerning the dangers and correct methods of handling organic phosphorous poisons. Four pathologists and one general practising M.D. made up the discussion panel. Discussions between the doctors emphasized how uninformed even some of the medical profession is on the subject. Following a question and answer period, everyone was in agreement with respect to the amount of caution necessary in handling such materials. Approximately 250 persons attended this meeting.

Grand Central Aircraft Company, Glendale, has contracted with the City of Fresno for about one half of the space being vacated by North American Aviation Company. North American plans to be completely out of Fresno by January 1, 1958. It is our present understanding that Grand Central is moving their entire operation to Fresno, vacating their facilities at Grand Central Airport, Glendale. This move, expected to be completed by March 1, 1958, will bring to this district a major repair and overhaul base representing private industry. They presently hold a Repair Station Air Agency Certificate with Class 1, 2, 3, 4, Airframe, Class 1, 2, Powerplant, and Class 1, 2, Propeller ratings. We anticipate their Fresno operations will require similar certification.

Fresno Junior College is proceeding with plans for a certificated Airframe and Powerplant Mechanic School in connection with their vocational training program. This school is to be housed in new buildings specially designed and constructed for the purpose. Unless unforeseen developments occur, the first class will commence with the fall semester, 1958. This school anticipates an initial enrollment of at least one hundred students.

Reno GSDO - Grading and filling for the site of the new terminal building at the Reno Municipal Airport is in progress and it appears that this particular phase of construction will not be completed as soon as originally anticipated, due to additional filling being required over that of the original estimate. It now appears that the final completion of the terminal building and area will require at least another year.

During surveillance activities at the Reno Sky Ranch on Sunday, December 1, the writer was advised by Mr. Morrill, Manager of the Sky Ranch, that North American Aviation had notified them of their intent to exercise the option that they had on the land owned by Reno Sky Ranch at an early date. It, therefore, appears that within the next few months the Sky Ranch will cease to exist as a public use airport. Inasmuch as there are approximately 24 active aircraft on the field, the closing of the Sky Ranch will add to the present traffic problem at the Reno Municipal Airport in Reno, inasmuch as this will be the only remaining active airport.

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Albuquerque GSDO - We have received an application for an approved school to handle Air R.O.T.C. Program at the Las Cruces A & M College, Las Cruces, New Mexico.

Boise GSDO - The Co-Op Gate City Flying Club of Pocatello, Idaho sponsored and conducted a pilots' safety clinic the evening of November 6, 1957. We were requested to assist and advise them on their program. All inspectors in this office participated. Approximately 60 pilots from Pocatello and other communities in Eastern Idaho attended. All concerned felt it was successful and very much worth while.

Denver GSDO - There appears to be an increase in public demonstrations of helicopters in the Denver area. In October the French Alovette helicopter was demonstrated here and this past month the Sikorsky was demonstrated in this area. It is possible they are developing them to such an extent that helicopter operations at this altitude as a commercial enterprise will be feasible. Inspectors of this office were invited and did fly locally in the Sikorsky helicopter.

Activity in the Boulder, Colorado area has increased to such an extent that the operator there, who in the past has been certificated only as a private operator, has now requested inspection for all ratings in an approved school. The bond issue in Boulder was passed which will provide the airport with a paved runway, and it is anticipated that in the very near future there will be an administration building with additional space for a maintenance shop.

Most of the outlying airports in the Denver area have become so crowded that there is insufficient space and inadequate facilities to take care of operations at the various fields. The Jefferson County Commissioners requested a representative of the Airports Division and one from General Safety to meet with them regarding the establishment of a new air field in the area.

Medford GSDO - Poor flying weather which is more or less normal for this time of the year has contributed to a further slowing down of general flying activities in the district during the month. Considerable time has been devoted to maintenance and operations surveillance activities and several of the more remote locations were visited.

Most of the operators seem optimistic for next year and many, including some of the agricultural operators, are obtaining new equipment. It is anticipated that several large aircraft will be used as tankers in forest fire control work next season.

Yakima GSDO - Agricultural operators are between seasons and are engaged in overhauling their equipment. The local helicopter operator has had a portion of their oil exploration contract extended to winter operation of three helicopters in Alaska. Pilots will be rotated on a "month-at-a-time" basis.

Ontario GSDO - It is predicted the new runway at Brackett Field, LaVerne, California, (Los Angeles County Airport) will be completed by Christmas. Administration building and other facilities are proceeding on schedule.

During the month we experienced a severe Santana blow, some reporting the worst in history, which caused a lot of major aircraft damage throughout our District. The wind velocity exceeded 100 mph in the Fontana-San Bernardino-Ontario area.

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The U.S. Air Force originated and completed their Operation Sun Run from Ontario International Airport November 27th. One of the participating 101's made the round trip, Ontario to New York in 6:42 hours.

The Palm Springs Sports Car Races were conducted during the month and were reported as very successful, without incident.

Billings GSDO - On November 18th at 5:30, Supervising Inspector Doster, stepped out the front door of his home in Billings, and saw an extremely bright white light traveling across the sky in an east-northeasterly direction. No sound accompanied it and it was traveling entirely too fast for an airplane. Ten minutes later, at Sidney, Montana, this bright light was observed still on the same course. Computing the speed between these two points, it turns out to be 1600 miles per hour. Mr. Doster stated this was the first flying saucer that he had ever seen.

Sacramento GSDO - Recently we have been advised by the Colonel in charge of the Department of Military Science (ROTC) at the University of California in Davis, California, that they anticipate a ROTC flight training program some time next year.

There continues to be a minor activity in construction and improvement in private airports. For example, Milton B. Watts, owner of the Watt's Airport at Woodland, California, is spending approximately \$30,000 in building a new runway which will be longer with less obstructions, and will replace his previous two runway system. Although Mr. Watt's primary activity is agricultural aviation, private flying is developing to a point where he feels justified in this development work.

Information has been received from USFS that the forest fire situation in Northern California has been the best in 22 years. This is due to increased USFS efforts as well as others, and the airplane is beginning to play a very large part in the forest fire fighting. More and more aircraft are being used to patrol, aerial photography, dropping of fire fighters by parachute, aerial tankers, transportation of personnel, and supporting ground parties with supplies, information, etc. Aircraft accidents are higher than desirable, but nothing too serious considering the calculated risk type of flying. One knotty problem is traffic control at the height of operation while visibility is low. This can be serious with many airplanes in a small area at various altitudes performing various tasks and not controlled except by Unicom radio. Another interesting item is recent experience with aerial tankers scooping up a load of water while in flight. This sounds a bit risky but apparently has successfully been accomplished and where lakes exist near a fire area it is easy to see how much more effective an aerial tanker would be as compared to the usual amount of time lost in flying to an airport, land, load, and take off again with perhaps a considerable distance to fly back to the scene of the fire.

AIRPORTS DIVISION

Grant Offers were issued during the month to Los Angeles, California in the amount of \$823,326 for constructing runway 7L-25R, including parallel and exit taxiway system and relocation of the airport maintenance yard facilities; Las Vegas, New Mexico, \$11,118 for land acquisition and installing medium intensity lighting system on NE/SW runway; Salem, Oregon, \$12,290 for adding pavement overlay to north end of N/S taxiway; Santa Barbara, California, \$120,168 for land acquisition and installing medium intensity lighting system on runway 15R-33L; Cortez, Colorado, \$34,069 for bituminous surface treatment of NNE/SSW runway, apron and two connecting taxiways; Santa Ana, California, \$39,000 for land acquisition.

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Project Applications were received from the following locations: Los Angeles, California, \$3,552,675 for land acquisition and preparing site including grading, draining and utilities for terminal apron and taxiways; Portland, Oregon, \$257,178 for constructing and lighting taxiways and aprons, installing electrical system, water supply line and sewer system and security fencing.

AIR TRAFFIC CONTROL DIVISION

The inauguration of high altitude control, effective December 1, seems to have had only mild impact on Fourth Region Centers up to this time. Minor areas of difficulty have arisen which have been resolved locally. There are still some matters of interpretation which need clarification nationally.

Lyn Hink and Lenn Middlekauff attended a meeting in Washington the week of December 16 involving planning for Phase II of the high altitude control program which contemplates lowering the Continental Control Area floor to approximately 15,000 feet. Items discussed included sectorization, route structure, communications, position requirements, recruitment and training.

The privately-operated airport traffic control tower at Glendale, California, discontinued service December 13.

Ed Nollenberger and Grover Fulkerson have been selected for the first of the Air Traffic Supervisor positions to be established in this region. Nollenberger will serve in the Los Angeles area, Fulkerson in the San Francisco-Oakland area.

The Los Angeles area TDC traffic simulator evaluation will begin January 27 and is expected to be completed February 17.

Gerry Bechler will represent the region on the second air route traffic control classification panel in Washington the week of January 7.

The team of Harold Korell of this Division and Charlie Kohli and Tom Hall of the ANF Division surveyed sites for proposed center locations in the Seattle, Spokane, Great Falls and Salt Lake City areas. Site recommendations were forwarded to Washington. A site recommendation for long range radar for the Oakland center was also forwarded to Washington.

Elmer Parks acted as a technical advisor to the Gross-Krassne Studios in Hollywood which is producing a Playhouse 90 film. It has to do with an aircraft in difficulty and Elmer's assignment was to supervise regarding terminology and facilities. Unfortunately, much of the film had already been completed, which made it impossible to make any really constructive changes.

Bob Farris, ADLO at Norton AFB, and Pat Schiffman of the Los Angeles center flew a small aircraft to Salt Lake City to coordinate intercenter handling of SCATER activities. They visited our facilities enroute at Las Vegas, Nellis AFB, Cedar City, Bryce Canyon and Delta. Most of the other ADLOs were in travel status for at least part of the month.

Because of the number of ambulance aircraft moving patients throughout the region, we have recommended that an abbreviation to indicate "ambulance patients aboard" be authorized in the remarks of flight plans and flight information messages.

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New terminal area charts for the Salt Lake City L/MF and VOR Holding and Departure Pattern were completed and forwarded to Washington for further processing.

A consolidated regional list of intersections and reporting points not included in the national list of Location Identifiers and for which new Location Identifiers are required was forwarded to Washington.

Several of the centers have completed their Search and Rescue Agreements, in compliance with regional instructions and the new national SAR plan.

All the material and instructions to the field concerning Scramble and Recovery procedures and listing Category A and B Bases were consolidated and issued as a single Division Bulletin.

Airport traffic control service was inaugurated at San Jose, California, December 1. Approach control service was inaugurated at Casper December 5. CAA took over supervision of approach control at Moffett NAS December 15. This embraces the San Jose area. Radar departure control will be established at Burbank January 1.

Messrs. Vaca of Bolivia, Rivas of Nicaragua, Ko of Korea and Soderbaum of Sweden spent the better part of two weeks in the regional office to study our organization and air traffic control methods.

AIR NAVIGATION FACILITIES DIVISION

Site selections for new VORs and VORTAC conversions are being made in the far eastern area of the Region. Sites were selected near Holly, Pueblo, Colorado Springs and Tobe. James Minor has completed the field surveys on the first three and will soon be working on the Tobe site. VOR sites were selected near Las Cruces and Peters.

Grading of several mountain top VORTAC sites has been completed the past month including Meeker, Arlington and Ontario. The Pinon VOR access road improvement was also completed. This work was done under the supervision of Bill Beekman, Eric Jungholm, Harold Hargreaves and Richard King, respectively.

VORTAC construction was completed at Oceanside, Long Beach, Gorman, Rock Springs and La Joya. VOR construction was completed at Deming and Lake Hughes.

Construction has been started on the conversion of VORs to VORTAC near Red Bluff under the supervision of Pete Meredith.

Proposals have been issued for construction of a new ALS at Ontario and for modification to the Sequence Flashing Lights at Los Angeles. Proposals are also out for conversion of VORTACs at Rice, St. Johns and Tucson.

VOR site test was completed at Willow Beach by John Williams and Don Pickett. Site test was completed at Meeker by Marvin Andelin and Mel Kucherer, who proceeded to Durango for site test there.

Hal Fontecilla, Bob Bynum, Bill Milbert and Fred Rowell started the VORTAC conversion at Rock Springs.

Bob Crookshank and Bill Wilkinson joined Bill Keller and Bill Sherart at the Oceanside VORTAC conversion.

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Boyd Preece, Ed Jansen and Bob Stevenson joined the preliminary crew of John Williams and Ed Morris at the Drake VOR installation.

Dave Young, Don Gross and Gene Mallory started installation at Gorman VORTAC.

Frank Sparr, Dick Larsen and Emmett Larsen started installation at Long Beach VORTAC.

Joe Corrigan and Ted Strasburger have departed for Oklahoma City to attend ILS/VOR school.

Lonnie Traver departed for Oklahoma City to attend DME school.

Radar - The Phoenix ARSR was completed and an engineering report submitted to Washington. Survey on the long range radar sites in the vicinity of Salem has been completed; a report will be submitted early in January.

The Denver ASR-3 circular polarization kit and slow speed scan modification was completed by Phillip Hawkins and Elliott Johnson with the help of the crew from Colorado Springs ASR-1 project.

Rafael Lopez, Clyde Harrell, Damon Capps and Robert Whitney are progressing with the Salt Lake City IFR Room establishment project which also includes an ASR repeater and VHF/DF-1 installation.

The Long Beach circular polarization and slow scan modifications were completed, flight checked and the ASR-3 facility recommissioned on December 10, 1957. The work was accomplished by Norm Carlberg, Vic Beacken, William Pedri, Phillip Hawkins and Elliott Johnson.

The Mount Humboldt ARSR-1 site survey using the TPS-1D portable test unit was completed on December 18, 1957 by Norm Carlberg, Vic Beacken, William Pedri and James Mappin.

The Burbank VHF/DF-1 installation was started by Student Trainee Lonnie Griner on December 16, 1957. He was joined by Vic Beacken on December 20, 1957 on his return from the Mount Humboldt site test.

Communications - Construction bids were received for Neah Bay, Fallon and Salmon.

Additional sites were surveyed for future use at Barstow by Paul Rowland. Bill Mabry and Paul Shacklette are the respective resident engineers.

Construction contracts were completed at Seligman, Globe, Zuni, Magna, Blackfoot, Ferndale, Redmond and Boise, all under the supervision of the following resident engineers: Lester Gibson, Bert Slaney, Ira Havens, H. Fowler, Bill Mabry, Erle Wellin, Robert Osborne and Melvin Emerine.

Improvement to the road at Julian was completed under the supervision of Paul Rowland.

Installation of service feeders, switch gear and sub-feeders has been completed at New Administration Building, Kern County Airport, Bakersfield.

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The relocation of Seattle Localizer has been started under the supervision of Gene Newman.

George Martin and Erich Hoeft completed the installation of an additional VHF/UHF Communication Channel at the Colorado Springs CS/T.

The peripheral site at Las Vegas was completed by Bill Good, Harold Hardy and Jack Wimmer, as far as equipment allowed. They will return to the site upon delivery of the remainder of Washington furnished material. In the same manner the peripheral facility at Yakima was completed by J. McCarthy and David Young.

The Pueblo peripheral was completed by Richard Preator, Erwin Yush and Anthony Maglica. The winter weather caused the removal of the crew from the Pioche peripheral site and Bill Good, Jack Wimmer, Murry Asilowitz and Harold Hardy are presently working at the Blackfoot peripheral.

Elko peripheral facility has had one channel completed and accepted and favorable reports are received for this extension of center radio coverage from the Salt Lake City Center.

The Phoenix Center installation has been started with George Martin, Robert Shinliver and Erich Hoeft presently working on the project.

The installation has been completed at the Casper tower. Dale Downey, George Kelly and Ira Schrawyer should be commended on the fine progress and smooth change over of operations to the new tower building.

The Santa Fe CS/T installation has been started by Dick Nielsen, Ed Henning and LeRoy Dale.

We welcome a new engineer to the Communications Electronic Section - Robert W. Sperling.

A conference was held of area supervisors of the Section December 18th and was very productive for exchange of ideas and standardization of the ideas.

Maintenance Engineering Branch - Messrs. J. G. Melville and E. C. Stentz attended the combined District and Area Meeting in San Francisco, December 6, 1957, and on December 10, 1957, attended District 10 Meeting in Salt Lake City.

Mr. Emanuel Ramm, previously employed as an Electro-Mechanical Specialist, Burbank, has entered on duty in the Lighting and Structures Section.

Chester C. Oppen, Chief, Airways Technical Field Office, Spokane, will depart for his Sector prior to the holidays to take over his regular duties. Mr. Oppen has been working on the Facilities Maintenance Manual in the Regional Office the past three months.

Congratulations are extended by Maintenance Engineering Branch personnel to six of their supervisors who recently passed the written examination for professional engineering; namely, Lawrence R. DeWolf, CATFO, Sector 37, Lewis C. Feten, CATFO (Radar), Sector 37; Eugene Mathews, CATDO-7; H.E. Bertuleit, CATDO-8; E.B. Rarer, CATDO-10, and C.B. Harman, LA-673. (Continued on next page)

A CAA Liaison Engineer position has been established for the RATCC at Moffett Naval Air Station, California. Funds for complete CAA maintenance staffing are expected to be forthcoming for FY 59. The ASR type radar installation is nearing completion with a tentative commissioning date of April 1958. The Navy will provide radar and communications maintenance services until such time as the CAA is able to assume this function.

The following students recently graduated from the Aeronautical Center: Communications Equipment Class No. 87 - Earl D. Pearson, Portland; James M. Nelson, Bakersfield; Willis D. Canfield, Seattle; and Kenneth H. Erickson, Billings. Communications Equipment Class No. 88 - Gene A. Williams, Blythe; David L. Johnson, Seattle; Donald L. Van Ausdeln, Portland; George G. Kaufman, Colorado Springs and Donald L. Myron, Casper. ILS/VOR Class No. 128 - William E. Cullers, San Francisco; Robert Shiraga, Los Angeles; John H. McTigue, Seattle and Lavin F. Farrar, Cheyenne. DME Class No. 124 - Orlin A. Covert, Ukiah; Frderick A. Grode, Rock Springs; Claude F. Herrold, Reno and Orville E. Magalis, San Francisco. ASR/PAR Class No. 121 - H. E. Bertuleit, Oakland; Mathew Frampton, Sacramento; Dwayne W. Clark, Denver; James T. Bailey, Fairchild Air Force Base, Spokane; Elvie J. Bass, Albuquerque; Floyd L. Johnson, Kirtland Air Force Base, Albuquerque; Edwin M. Ellis, Great Falls and George R. Jones, Helena.

The following employees recently completed a short course in Model 28 Teletypewriter Class No. L-1 - John G. Towey, Miramar Naval Air Station, San Diego; Robert L. Cram, Daggett; William W. Turner, Blythe; Dorman E. Johnson, Los Angeles; Richard T. Lynch, Los Angeles and Victor H. Pezzoli, Burbank.

TECHNICAL SERVICES STAFF
LA-675 W. K. Barry, Chief

The Technical Services Staff is a relatively new member of the Maintenance Engineering Branch family of sections, having been formed from the old Materials Liaison Section, LA-364, in mid 1956.

A major function of the Staff is to provide liaison between Maintenance Engineering Branch personnel both in and out of the Regional Office. Such liaison may be either engineering or administrative.

Do you have a problem or question that fits no standard category? Did you receive too much of one; not enough of another? Do you need engineering help to dispel the unclassified gremlins and electrobes that infest the orderly processes? Call on LA-675; if the answer isn't immediately available among Staff personnel or in the Staff library, it will be researched to a conclusion.

The Technical Services Staff not only generates technical and administrative programs of its own but also aids in the execution of programs of other Maintenance Engineering Branch Sections.

Most Budgetary and supply matters for the branch are recorded and coordinated in the Staff.

The Staff plays a leading part in determining sources of supply for obscure or obsolete parts; it spearheads the selection of substitutes for unobtainable components.

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Technical Services Staff contributes to the vigorous cohesive force that binds the Maintenance Engineering Branch into one closely-knit, fast moving, hard-hitting team.

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RETIREMENTS

Mr. Vernon C. Phelps, Supervisory Airways Specialist of the Maintenance Engineering Branch at Seattle retired from the Civil Aeronautics Administration on December 31, 1957, having given more than 31 years to Government service. Three of these years were spent in the U. S. Navy during World War II as a Chief, Electrician's Mate, in the Pacific Theater of Operations during which time he became familiar with various islands in the Pacific area.

On July 1, 1924, Vern entered Government service as an electrician and airplane engine mechanic for the U. S. Post Office Department, Air Mail Service. These were the pioneering days of aviation in which Vern participated. Then, during 1929, he transferred to the Department of Commerce, Lighthouse Service, and from then on participated in the construction and maintenance of many of our airway aids in the western mountain states.

Some of his main interests have always been combustion engines, electrical control, and electrical equipment and his hobby - boat racing. He holds several trophies in the outboard motorboat class, won a number of years ago for his efforts and ability in that field. During the past several years, due to his continuous travel, he was unable to participate in boat racing but continued to be an avid fan. Now with more time to devote to racing he will no doubt again become active in this great sport.

Many people of the CAA, Fourth Region, will miss seeing Vern on his regular tour of duty to the various locations which he frequently visited during the past several years. Yet, they will always appreciate the help and information he so generously contributed along the way.

Mr. William G. Edwards retired as of December 31, 1957, after 35 years of service. He began his employment in 1929 in the Airways Division of the Lighthouse Service at Portland, Oregon. In 1930 he transferred to Fort Worth, Texas as Superintendent of Shops, Central Depot. Subsequently in 1944 he transferred as an Airways Engineer to the Experimental Station, Indianapolis. He served from 1946 to 1953 as Chief of the Property Management Branch in the old 7th Region, Seattle. Under the consolidation of regions he transferred to Los Angeles as Chief Property Management Branch. He remained in this position until early 1957 when he became Deputy Chief, General Services Division.

From 1917 to 1920 Mr. Edwards served in the Air Force as a Mechanic in the Lafayette Escadrille.

Following retirement Mr. Edwards' address is Blue Skies Trailer Village, Drawer "O", Palm Springs, California. During summers he plans to spend his time in the northwest.

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Retirements Continued

Mr. Lowell D. Ashley, Chief of the Burbank Station, is retiring, effective January 31, 1958 after 30 years of Federal service, all of which, with the exception of Navy service 1917 to 1919, has been with CAA and predecessor Lighthouse Service. All of his service has been in stations. From 1940 to 1942 he was employed in the Hawaiian Islands and since that time has been in the Fourth Region.

Mr. Ashley's home address is 312 Ivy Street, Glendale, California.

Mr. Howard Smith who has been Chief of the CAA Communications Station at Walla Walla, Washington for five years, will officially retire next April. Until that time he is on sick leave. He joined the CAA 27 years ago at Salt Lake City and since then has been stationed in a dozen cities in the West. His stations include three in Montana, Portland, Seattle and others.

Smith and his family will remain in Walla Walla, at least for the present.

During his stay he has been active in Chamber of Commerce aviation committee work and in other organizations.

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STUDENT PILOT "TALKED DOWN" AT PRESCOTT ARIZONA

The voice on Prescott Radio was like a beacon in the night to a student pilot flying a small light aircraft from Salt Lake City to Prescott last December. Late in the afternoon the pilot radioed the Prescott Communications Station that he was lost. Communicator George Chandler and his supervisor Leonard Jacobs began a routine questioning of the pilot and soon established his position. They "talked" him into his new headings and kept in radio contact with him until he had the runway in sight.

This would be a routine CAA story of assistance to light aircraft except for the fact that Chandler only recently completed his training period and during the same hour while he and Jacobs were "riding herd" on the lost pilot they accomplished the following routine duties: handled reports from 14 military aircraft; gave clearances and weather information to 6 civil aircraft and 2 airliners; accepted and filed three defense flight plans for aircraft leaving the Prescott airport; made 15 interphone calls to the Albuquerque Control Center, 9 to the Salt Lake Center and 4 to the Los Angeles Center. They also filed a radio report of a forest fire southwest of Flagstaff spotted by a jet pilot flying in the area.

A. S. Potter is in charge of the communication station at Prescott that consistently ranks in the top ten busiest CAA stations in the Fourth Region. He has a staff of 8 communicators, 2 assistants and 1 trainee. Maintenance on the station's electronic equipment is done by three specialists under the supervision of G. A. Day.

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EXECUTIVES HAVE NOTHING TO DO - - - - -

As everybody knows, an executive has practically nothing to do . . . except decide what has to be done . . . tell somebody to do it . . . listen to reason why it should not be done . . . why it should be done by somebody else . . . why it should be done in a different way . . . to follow up to see if the thing has been done . . . to discover that it has not been done . . . to inquire why it has not been done . . . to listen to excuses from the person who should have done it . . . to discover that it finally has been done . . . but incorrectly . . . to point out how it should have been done . . . to conclude that, as long as it has been done, it might as well be left as it is . . . to wonder if it is not time to get rid of the person who cannot do a thing correctly . . . to reflect that the person at fault has a wife and seven children . . . to reflect also that any successor would probably be as bad . . . or even worse . . . to consider how much simpler it would have been if he had done it himself in the first place . . . would've taken 20 minutes . . . but, as things turned out, he spent two days trying to find out why it took someone else three weeks to do it wrong. Executives have nothing to do . . .

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DID YOU KNOW THAT

- debris on airport ramps and runways cause an estimated \$25 million damages to jet engines per year as loose objects are sucked into the engines causing damage to the compressor blades?
- Eastern Airlines has flown more than 82,000 school teachers in its successful teacher-education airlift program?
- flocks of sea gulls frequently crowd the runway at Amsterdam's Schipol Airport and a highly amplified recording of the sea gull distress cry must be broadcast to clear the area?
- about one out of every five persons employed in the U. S. aircraft manufacturing industry works on the production of engines or engine parts?
- in the last fifty years more than 1,000,000 piston-type airplane engines have been built?

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CANBERRA "SAVED" AT OAKLAND

"We have only 45 minutes of fuel remaining. We are completely in your hands." Those words, spoken by Royal Air Force Canberra pilot McGregor to an air traffic controller triggered a combined center-tower effort which resulted in the saving of a crew and a million dollar jet bomber.

The night of November 13 was one of low ceilings, intermittent rain and tops of approximately 19,000 feet. Two British Canberras, RAF 503 and 504, from Honolulu
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to Travis AFB cruising at 41,000 feet were estimated over Travis at 1932P. Oakland Center had previously coordinated control of the aircraft with Travis Approach Control. At 1934P Travis Approach Control advised Oakland Center that RAF 503 had a malfunction of all his navigational equipment and was lost in the vicinity of Travis at 41,000. (RAF 504 made a successful approach and landed at Travis at 1944P.) Controller McDougall of the Oakland Center immediately ascertained the lost aircraft's transmitting frequency and then notified Watch Supervisor Ralph Anglea. Harry Maier of the Oakland Center turned the Oakland Center direction finder to the frequency and promptly notified Moffett Tower of the emergency for possible use of its direction finder and radar facilities. The pilot remained in contact with Travis hoping for radar identification by that facility. Oakland Center and Moffett Tower bearings were plotted and relayed to Travis by Frank Valentich of the Oakland Center. With this information, Travis issued vectors to the aircraft in an attempt to place it in a more favorable position for radar pick-up by Travis. This procedure failed. At 1945P the pilot advised fuel remaining was 45 minutes. He then descended to 19,000 to place himself in positive range of radar units. At this point it seemed definite Travis radar would not be able to pick up the aircraft with their equipment, so Frank Valentich notified Oakland Tower of the situation. Oakland Tower Controller Dale McClaran had been listening and watching since 1935P so he was completely informed prior to the call by the center. At 1956P Oakland Tower made positive radar identification at the 45-mile range at 15,000 feet. With Controller McClaran at the scope, the aircraft was vectored for an approach to the Oakland Airport. RAF 503 was clear of clouds at 2016P and 2018P touched down on the Oakland Airport with a scant 10 minutes fuel remaining.

The crew probably would have bailed out except for the quick action of Frank Valentich in getting the aircraft under positive radar control, and the alertness and skill of Dale McClaran and the combined cooperative effort of the Oakland Tower, Moffett Tower and the Oakland Center.

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NEW TOWER DEDICATED AT CASPER, WYOMING

The new control tower at Casper Air Terminal, Casper, Wyoming, was dedicated with appropriate and impressive ceremonies on Saturday, December 4, 1957. Replacing the old wooden structure, a carry-over from the days of military operations during WW II, the new tower is a fine addition to the Casper facilities and compliments the new terminal building, one of the finest in the west.

Formal dedication ceremonies took place in the cab of the tower at 11:00 a.m. and was attended by some forty persons including United States Senator Frank A. Barrett, and representatives from the Natrona County Commissioners, Natrona County Airport Board of Trustees, Casper Chamber of Commerce, the State of Wyoming, Frontier and Western Air Lines, the Weather Bureau, Wyoming Flying Farmers and local fixed base operators. CAA officials included Mr. John Bishop, Chief of the Casper Station, Mr. Richard T. Smith, Chief of the Casper Tower; Mr. George Brater, Casper Maintenance Chief and Gene Kropf, representing the Regional Office in Los Angeles. The "key" to the new tower was presented to the CAA by Mr. E.E. Allen, President, Airport Board of Trustees. Following the ceremonies, Mr. Smith
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explained the purpose and functions of the tower to the visiting dignitaries. A luncheon held in the Sky Terrace Dining Room, was attended by the guests and all off duty CAA personnel.

On Saturday evening, Mr. Smith, the facility chief, was interviewed on the Fred Meeks Newscast over KSPR-TV and later in the evening was on KSPR Radio to explain the new facility and answer questions about the new tower.

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AIRCRAFT SERVICE BRANCH CHIEF LEARNS
ABOUT AN OLD FRIEND

A recent Lowell Thomas "Newscast" had more than passing interest for Ernest J. Rice, Chief, Aircraft Service Branch of the General Services Division in the Regional Office. Seems the newscast mentioned a recent flight made by Mr. Thomas over Angel Falls and the sighting of the remains of the "Flamingo" left by Jim Angel on the top of that remote mountain in Southeastern Venezuela ... the same "Flamingo" that Mr. Rice had a hand in producing back in 1928-29 at the Metal Aircraft Company in Cincinnati, Ohio. The aircraft was designed by Ralph Graichen in 1927, who at the time was a design engineer on the Ford Trimotor. Twenty-eight of the planes were constructed and flown on the airlines from Cincinnati to Chicago, Detroit, Kansas City and Denver. Several of the planes are still flying in the mining areas of The Andes and in South America. Mr. Rice had the honor of naming the plane and was in charge of final assembly and flight line activities during its construction.

In a recent letter to Mr. Rice, Mr. Thomas reports that he might organize an expedition to lift the plane off the mountain and put it in a museum near the foot of Angel Falls. Mr. Thomas also reported that one of his TV shows set for January or February, would feature the Angel Falls area.

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