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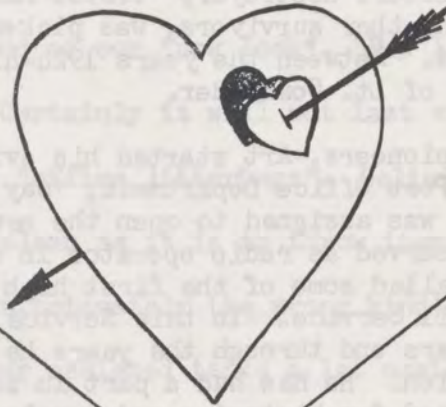
A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V NO. 8

FEBRUARY 1, 1958

FEBRUARY 14



FEBRUARY 12



FEBRUARY 22



ARTHUR F. JOHNSON RETIRES
AFTER 41 YEARS SERVICE

On February 28, Arthur F. Johnson, Chief, Air Traffic Control Division, will clear his desk for the last time and with a fond but sad adieu, leave the Regional Office portals for the happy state of retirement. The date will mark the completion of 41 years of faithful and unselfish service to the Federal Government.

Art was born in Kansas City, Missouri, in 1898 and received his early schooling in that mid-western city. The interest he still retains in the field of radio and communications started at an early age. In 1911 he built and operated an amateur radio station. This was prior to the first federal legislation in this country governing radio communications. His first working assignment was with the Kansas City Light and Power Company as an electrical instrument laboratory test man, from 1914 to 1916. Accepting the challenge that "Uncle Sam Needs You", Art joined the United States Navy in 1916, serving through World War I and the post war period until 1920. In 1918, his ship, the convoy escort destroyer, "U.S.S. MANLEY", was blown up in a collision at sea. Art, with other survivors, was picked up by a British sloop and brought to Plymouth, England. Between the years 1924-41, he was a member of the Navy Reserve, attaining the rank of Lt. Commander.

Truely one of the real CAA pioneers, Art started his aviation career with the old Aerial Mail Service, U. S. Post Office Department, way back in 1920 and is the proud possessor of Badge 721. He was assigned to open the new station of that Service in Salt Lake City where he served as radio operator in charge. In the early '20s he designed, built and installed some of the first high frequency transmitters and receivers for the Aerial Mail Service. In this Service he was associated with many of the early air mail pioneers and through the years he has maintained an active interest in their organization. He has had a part in securing and providing much of the data that has been used for histories and novels of this famous group of pioneers who did so much to prove the value and potential of our present air mail and airline service. He is a member of their present organization, Air Mail Pioneers, and is serving on a motion picture committee gathering data for film use.

With the exception of a very brief interval in 1921 as engineer with the Federal Telegraph Company, he has continued with the CAA and its predecessor organizations since these memorable days. In 1929, Art was promoted to Airways Traffic Supervisor of "everything west of Cheyenne" and later held the job under the same title in Oakland, California. From 1933-42, he was Chief, Communications Branch and when our present Regions were established in 1938, Art was a member of the original crew with headquarters in Santa Monica. During the years 1942-46, he served as Regional Superintendent of Airways at the same location.

After the war years and the reorganization of CAA, Art was named Chief, Airways Operations Division and continued in the same post when the Regional Office was moved from Santa Monica to its present location at 5651 W. Manchester Avenue, Los Angeles. With the reorganization this past July, Art received his current assignment as Chief, Air Traffic Control Division.

While in Salt Lake City, Art married the former Miss Stella Jensen and they are the proud parents of two sons, Roy and Lynn. There are six grandchildren. Roy is presently a Captain in the United States Air Force flying B-47's at Walker AFB and Lynn lives in Culver City.

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REGIONAL ADMINISTRATOR'S COLUMN

ARE YOU AN OFFICE LITTERBUG?????????

All of us are dismayed and unhappy when we see what the "litterbugs" do to the beautiful countryside as we drive along our highways, but I wonder how many of us realize that we might be guilty of similar action right in our office.

We have recently completed a very thorough refurbishing job here in the Regional Office and we are mighty proud of our "new look". How long it will last, depends on each and every one of us. Certainly it will not last very long if we permit ourselves to be classified as "office litterbugs". Believe me it's just as easy to keep your office neat and clean as it is to throw items around in complete disarray. It takes talent (unfortunately the wrong kind) to be an "office litterbug". You will accomplish your assigned tasks a lot easier and faster working in a neat office than you will trying to find material that is buried under piles of disorganized accumulations.

I realize that not all of the offices in the Region have just been refinished, but the same rules of neatness certainly apply. Perhaps you do not have all the file cases and cabinets you think you need, but your current material can be arranged in a neat and orderly fashion. Not only will this improve working conditions, but it will also show our visitors and guests that the CAA is a business-like organization, carrying out its mission in a business-like way.

Like measles, this business of being neat is contagious. If each of us will take pride in the appearance of his own bailiwick, I think we will all be pleasantly surprised at the results.

In submitting his retirement letter to W. P. Plett, Regional Administrator, Art said in part, "It is my desire to retire from the service on February 28, 1958, or as soon thereafter as convenient to your office. By that time I will have completed 41 years of active government service. I consider it a privilege to have been associated during these years with so vital an industry as aviation. I have enjoyed particularly working in the development of aeronautical communications, radionavigation systems and air traffic control. My best wishes go to you and your fellow workers who remain in CAA. I am sure you can all look forward to a most interesting future."

Art plans to continue living at his present home address, 460 - 18th Street, Santa Monica, California, and enjoy his hobbies photography and gardening. His many friends in the CAA wish him many happy years of doing nothing and doing it very slowly. Congratulations from all of us Art on a job well done.

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MRS. DOROTHY W. CHAPMAN REPRESENTS CAA IN NFFE CONTEST

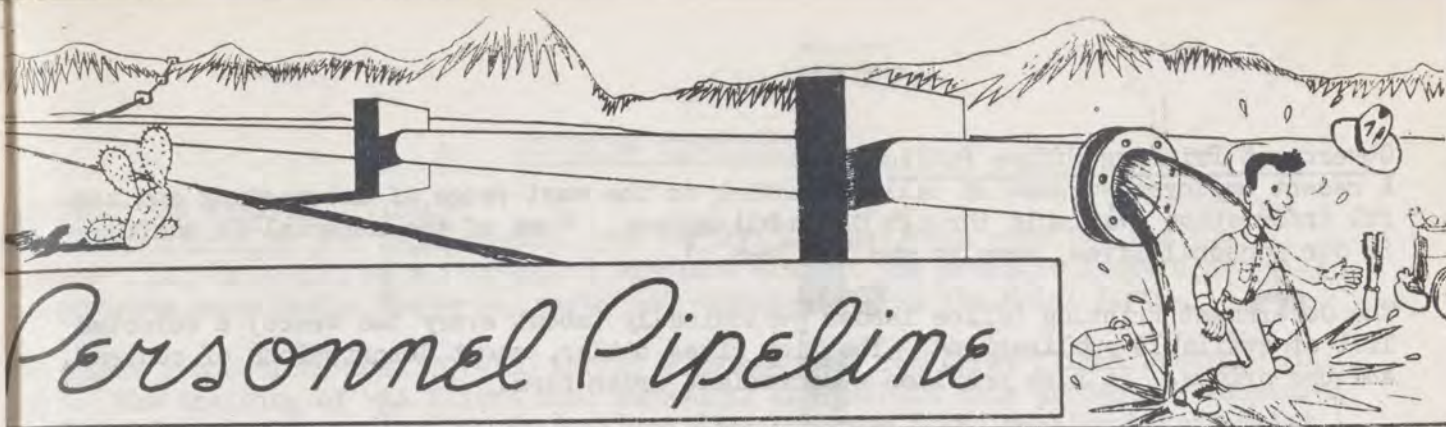
In connection with the celebration of the 75th anniversary of the Civil Service System, the National Federation of Federal Employees, recently conducted a Miss Federal Secretary contest in Southern California. All of the Federal agencies in the area were invited to submit candidates for this honor.

From a total of four nominations received, a special committee appointed by the Regional Administrator, selected Mrs. Dorothy W. Chapman to represent the Civil Aeronautics Administration. A brief outlining Mrs. Chapman's qualifications was submitted to the Selection Committee appointed by the NFFE and on January 15 she attended a luncheon given at the Los Angeles Statler Hotel for the finalists. While Mrs. Chapman did not win the contest, we feel that she was a strong contender and an outstanding representative for the CAA.

Mrs. Chapman has been in Federal service for 11 years, the past three being with the CAA in the Regional Office. She is currently serving as Secretary to the Chief Manpower and Training Coordinator in the Facilities Maintenance Engineering Branch. On her record of service, incidently the basis for the selection of Miss Federal Secretary, she was recently given an Outstanding Performance Rating and a sustained superior cash award.

Our congratulations to Mrs. Chapman and as they say in Brooklyn, "we was robbed."

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Personnel Pipeline

Use of Names on Official Personnel Records

From time to time questions arise concerning the use of names on official personnel records.

In general, Government records should reflect the true legal names of its personnel. It is sufficient if any one given name is used, with additional initials, if any, and the surname.

In the case of married women, the Government has the right to designate a married woman employee by the surname of her husband, whether or not she elects to use her husband's surname, but there is no objection to continued use of her maiden name where the employee has continued its use after marriage for practically all purposes, and where the office concerned desires to continue its use on official records.

The same principle is considered to apply with respect to dropping an initial. Where an employee has long used only one given name and his surname for practically all purposes, and where the office concerned desires to enter only the one given name and the surname, without initials, on the official records, there is no objection to doing so.

Advertising Under the Promotion Plan.

You may have noticed that some of our Promotion Plan bids have solicited applications from persons not meeting the normal requirements of experience in the next lower grade. For example, a few GS-13 jobs in Air Traffic Control solicited applications from individuals at the GS-11 level. This was done due to the likelihood that there may not be any well qualified GS-12 candidates for that specific job or some GS-11's may be as well or better qualified than many of those who meet the time in-grade at the GS-12 level.

Now, what happens if the GS-11 is selected. Due to certain legal restrictions he cannot be promoted to the GS-13 grade. Instead, he must serve one year at GS-12 level. It would be administratively determined how his duties would vary from those of the GS-13 job sheet. In some respects the job would be changed and/or deflated to reflect a bonafide GS-12 position. He would be promoted to the 12 and within one year he becomes eligible for the GS-13 job without further competition under the Promotion Plan.

In a few other instances you may have noticed that a GS-13 job was advertised and bids solicited from persons who were at the GS-12 level but would not complete their one year at this grade for another 5 months. If such a person were selected under these conditions he would not be promoted to the GS-13 but instead officially detailed to the GS-13 position as a 12 until he met the full one year requirement. Here again, further advertisement would not be necessary.

Government Printing Office Publications

A recent employee suggestion calls attention to the vast range of interesting and useful information available through GPO publications. Some of the material is useful in our personal lives, some in our CAA jobs.

The Government Printing Office issues periodically (about every two weeks) a selected list of available publications. The list gives titles, short descriptions of content, and the prices. It also provides a convenient order form.

If you want to receive these listings, send your request to Superintendent of Documents, Government Printing Office, Washington 25, D. C. A post card will do the job.

SPECIAL ACTS OR SERVICE

Edward L. Donahue, Inspector, GSDO, Phoenix accepted a difficult assignment - beyond his normal call of duty - and completed it in an outstanding manner. Agent Donahue's contribution, which reflected credit on CAA and the International Cooperation Administration, was recognized with a Special Act or Service Award of \$75.00.

The Bolivian Government, through the International Cooperation Administration in Washington, negotiated for the purchase of eight B-17 aircraft.

These aircraft had been in storage at Davis-Monthan Air Force Base at Tucson, Arizona. Prior to ferrying these aircraft to Bolivia and placing them in service there, they required general overhaul, engine changes, test flights, and general repair and airworthiness inspections. For this work the CAA entered into a contract with the Hamilton Company in Tucson, Arizona. This contract amounted to approximately \$200,000.00.

The GSDO, Phoenix was designated as the coordinator for the contract. Agent Donahue was given the responsibility for this coordination job.

As this job developed, it required much more time and effort on the part of Agent Donahue than was originally anticipated. He spent considerable time in supervising this project, much of which was his own time. He counseled and advised with Hamilton on all matters regarding the fulfillment of the contract. He supervised the work performed to insure its quality and offered help and suggestions that prompted the successful completion of the contract.

Wayne Hall, ATC Denver Station, was granted a Special Act or Service Award for the significant contribution he made to the effectiveness of the AOS training program.

He recognized the benefits to be derived from providing additional training upon completion by AOS trainees of the Air Navigation Phase of basic certification and familiarization tour of the Low-Frequency Radio Range. On his own initiative, he made all necessary arrangements with the Denver University School of Aeronautics for each AOS trainee to obtain one hour free link trainer experience and contributed his own time as the instructor. If the trainees had to pay for this additional instruction it would have cost each of them \$12.50 per hour.

For his outstanding initiative and interest, and the enthusiasm stimulated among the AOS trainees, he was given an award of \$75.00.

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DIVISION HIGHLIGHTS

AIRCRAFT ENGINEERING DIVISION

An application for Supplemental Type Certificate has been received for the Aerocar II. This will be a four-place airplane without the roadable feature and will incorporate many design features, parts and components from the Model I.

The first production Model 707-100 series airplane made its first flight December 20, 1957. The training of CAA flight test personnel assigned to this project is scheduled to begin January 13 and the Pre-Flight Type Certification Board Meeting is scheduled for February 12, 1958. Flight tests on the -80 experimental airplane are being conducted with one Pratt & Whitney J-75 and three J-57 engines installed.

An application for Type Certificate has been received on the Boeing Model 720 four-engine jet transport airplane. This aircraft is reported to be dimensionally similar to the short fuselage version of the Model 707 except that it will be a shorter range version having reduced fuel capacity, lighter structure, and will be powered by the new light weight JT3C-7 Pratt & Whitney engines. The maximum take-off weight is 202,000 lbs., the landing weight is 165,000 lbs., and the taxi weight is 203,000 lbs. The airplane is intended to accommodate between 80 and 149 passengers. The model is scheduled for type certification in early 1960.

Flight tests were completed, the final Type Certification Board Meeting was held, and Type Certificate No. 4H-10 was issued on the Hiller UH-12D on December 23, 1957.

The Number 1 DC-8 airplane has been moved to final assembly. All four powerplant pylons and the landing gear have been installed and the airplane is being rapidly assembled. Assembly of the Number 2 DC-8 airplane also is progressing rapidly. The wings and fuselage sections are being assembled and it is expected that the wings and fuselage will be mated early in January. Douglas is conducting water tank fatigue tests on a fuselage specimen representing the fuselage structure forward of the wing. The specimen is essentially identical to the actual airplane except that sample openings have been installed representative of all openings in the fuselage. The test cycle includes pressure, flight, and landing loads.

The first flight of the Lockheed Model 188A (Electra) was conducted on December 6, 1957, approximately seven weeks ahead of schedule. The prototype airplane presently has accumulated approximately 40 hours of flight test time. Preliminary reports indicate the airplane speed performance, stall characteristics and general operational behavior are entirely satisfactory. Lockheed is accelerating their program and it appears this project is approximately six weeks ahead of schedule. The Elation airplane has returned to flight status and the CAA functioning and reliability flight tests on this aircraft covering the engine and propeller installation are under way. In addition, the "operation hour-glass" airplane being flown by Allison has accomplished over 764 flight hours of relatively trouble-free operation.

Completion of the McKinnon Model G21-C airplane is progressing rapidly and the first flight is scheduled for late January.

A Supplemental Type Inspection Authorization was issued covering the South Pacific Airlines Short Solent flying boat and flight tests on this project were conducted satisfactorily. The aircraft now is in final stages of assembly after which a few additional items will be evaluated. It is expected the project may be presented for final review and type certification in approximately two months.

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Napier and PacAero personnel have reversed the horizontal surface tab arrangements in an effort to improve the stability characteristics of the Napier Eland powered Convair 340 airplane since the propeller rotation is in the opposite direction from the standard Convair 340. Technical data on this project are being assembled for early submittal. Napier personnel estimate most of the substantiation may be completed by early March. Preliminary CAA evaluations of the stability characteristics may be conducted before a TIA is issued.

The rapid training of new personnel in the Division is considered to be of major importance. Special training is being provided for Airframe and Powerplant new personnel, covering familiarization with regulations, manuals, etc. In addition, these personnel are being given on-the-job training under the close supervision of experienced engineers. Similarly, on-the-job training is being provided for new Flight Test Branch personnel.

The Supplemental Type Certificate situation in this region is continuing to improve. A second Engineering Field Specialist position has been established and advertised. This position is scheduled to be filled as soon as possible.

A conference was held with Convair personnel relative to the conformity inspection of components and assemblies for the Model 22 airplane which will be built by various sub-contractors in other regions. The procedures to be used in utilizing the assistance of other regions in conducting the conformity inspections and issuing ACA-186 tags for the completed units was discussed.

A CAA Parts Manufacturing Approval was re-issued to Aircraft Processing, Inc., Belmont, California, for their newly located facility.

The Model 440 program is in the phasing-out process. Some of the fabrication and sub-assembly departments have completed all production requirements. The last airplane of this model is scheduled off the production line about the first of March.

Lockheed's Plant 8 at Bakersfield, California, has been closed as a result of the phasing out of the Model 1049 series.

AIR CARRIER SAFETY DIVISION

On December 1, 1957, Western Airlines inaugurated service over a new route segment between San Diego, California and Denver, Colorado via Phoenix, Arizona. Present schedules provide for two trips in each direction over the route daily.

December 19, 1957, a proving flight was made on Bonanza's new route from Salt Lake City, Utah to Phoenix, Arizona. There will be two stops; one at Cedar City, Utah, and the second one at Prescott, Arizona. Later in the year, stops will be made at St. George and Provo, Utah, and Valle, Arizona. There will be two all-stops and two non-stops a day. Scheduled passenger service will begin on January 3, 1958.

A Bonanza Airlines operated NDB facility at Hurricane Mesa, Utah, is to be installed immediately as a radio aid to navigation. Existing Aeronautical Radio, Inc., agreements provide Bonanza Airlines with back-up air/ground communications at Salt Lake City and Las Vegas to fill gaps in coverage provided by the present company ground/air system. Dual airborne VOR receivers will be used by all aircraft on this route.

Pacific Northern Airlines is now sub-leasing the Transocean Airlines' hangar at Boeing Field and all major maintenance and repair on their aircraft are being done
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at this facility. They still use their hangar and lean-to for daily inspections and minor maintenance. It is anticipated that they will start a block inspection on one of their Constellation L-749 aircraft late in January and that three of these aircraft will follow each other through block inspections in quick succession with completion of all three block inspections by early April so that they will be ready for their late Spring and Summer heavy schedules in Alaska.

United Air Lines has completed the move into their new Los Angeles maintenance facilities, and plans to start actual work in the new quarters January 6, 1958.

West Coast Airlines is progressing in their preparation for the operation of the F-27 aircraft. The new kerosene tank installation at Boeing Field is nearing completion and progress is being made on other installations on the system. The hangar extension at Boeing Field has been started and completion date is anticipated well in advance of the arrival of the first aircraft.

Maintenance personnel of West Coast Airlines and other interested persons are scheduled for training at the Rolls-Royce plant in Montreal, Canada, for the first two full weeks of 1958, the third week to be spent at Trans Canada Airlines' maintenance base for the familiarization with maintenance problems on the Dart Turbo Prop Engines used by Trans Canada in their Vickers Viscount, and the fourth and fifth weeks of 1958 they are scheduled at the Fairchild plant for further familiarization on the F-27, returning to Seattle at which time they will go into immediate training of ground personnel on the airframe and powerplant. To aid them in this, they have received training aids including course outlines, slides, cutaways and diagrams from the Rolls-Royce plant in Darby, England. Inspector Edmonstone will attend the first two weeks of Dart Turbo Prop Engine Training in Montreal, Canada, starting January 6, 1958.

Boeing No. 1, 707 aircraft, made its initial flight on December 20, 1957. The first flight was made under very adverse weather conditions; therefore, landed only seven minutes from Renton to Seattle. Later in the afternoon, a second flight was made which lasted between one and two hours and all information available indicates the flight was highly satisfactory to Boeing. This aircraft has made a few flights since December 20, 1957, but is now undergoing some vibration evaluation on the nacelle installations. However, schedule calls for the aircraft to be back in flight test status by January 10, 1958.

Boeing 707-80 aircraft is again in flight status with Pratt-Whitney J-75 engines operating in the No. 2 nacelle and J-57's with noise suppressors and thrust reversers in the other three nacelles.

The Burbank ACSDO participated in the investigation of a mid-air collision between a Boeing KC-135 tanker and a Lockheed Tee-A trainer near Edwards Air Force Base. Invitation to observe the investigation was extended to C.A.A. by the U.S.A.F. due to C.A.A. interest in problems relating to civil jet operations concerning traffic control and closing speeds of high performance aircraft.

Based on CAB Examiners recommendations in the Seven States Case, Frontier Airlines is planning route extensions from Denver, Colorado to Bismarck, North Dakota and from Casper, Wyoming to Omaha, Nebraska. These routes, if finally authorized by CAB, will involve approximately twenty-two additional stops. Frontier Airlines tentative
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plans involve use of Douglas DC-3 and Convair 340 aircraft, and the establishment of one or more additional crew domiciles.

Los Angeles Airways is conducting experiments to determine the feasibility of utilizing the company VHF frequency for a radio teletype circuit during slack operational periods. Tests conducted over a closed LAX-Mt. Wilson-LAX circuit have proved the idea feasible. Implementation of such a service at some future date is under consideration.

Mt. Potosi, just south of Las Vegas, Nevada, has become the site of two more remote VHF ground/air installations. Aeronautical Radio, Inc., and American Airlines are the two latest occupants of this site. Trans World Airlines will use the new Arinc service, releasing their landline control circuit for use by Bonanza Airlines who plan to start operating their Mt. Potosi remote VHF installation in February, 1958. Serious discussions have begun between the major U.S. transcontinental carriers to determine future need and scope of such private air/ground communication systems in the jet age. Expansion of present VHF networks will be predicated upon the results of these discussions.

GENERAL SAFETY DIVISION

Billings GSDO - Personnel of this office participated in the Annual Montana Aviation Trades Association Conference and Crop Spraying School which was held at Havre, Montana, on 6, 7, and 8 of December. Inspector Doster was Master of Ceremonies at the banquet on Friday night.

Ontario GSDO - Enthusiasm towards building amateur-built aircraft continues to prevail throughout the district. Presently there is one about ready for initial flight test, and three new ones under construction. One was certificated this month. We will also be faced with certification of an amateur-built helicopter within the near future.

December 4th Inspector Outcen was guest speaker at the Chaffey College Aero Club evening dinner meeting - 32 in attendance. His talk on routine maintenance was well received by all.

December 5th Inspector LeFevre was guest speaker at the Ontario Rotary Club - 85 in attendance. Subject, "Why is Flying Safer." In conjunction with this talk a narrated color 16 mm film of this years Jim Long Memorial Race was shown.

December 11th Inspector LeFevre spoke to the Clark County Sheriff's Aero Squadron, Las Vegas, Nevada, at their monthly evening meeting - 22 in attendance. This group is very active and had many questions relative certification of aircraft and aviation in general.

December 12th Inspector LeFevre was guest speaker at the Las Vegas, Nevada Optimist Club, subject, "Why is Flying Safer."

Sacramento GSDO - Highway contractors who are developing U.S. 40 through the Sierra-Nevada mountains are about to start work in the vicinity of Emigrant Gap, which is another phase in the long plan of development of this major trans-mountain highway. It is reported they are interested and plan to improve the Blue Canyon emergency airport so that it will be more useable for their use. They plan to grade and oil this airport when weather permits. (Continued on next page)

Fresno GSDO - A discussion was held with Mr. Greg Quadman, Agricultural Operator at Corcoran, concerning the establishment of an Ag flight training school at that location. Mr. Quadman shares the concern of other Ag operators about the scarcity of trained pilots, and is desirous of doing something about it during the off-season.

Grand Central Aircraft has completed the major portion of its move from Glendale to Fresno Air Terminal. They have announced that they expect to initially employ about 150 trained mechanics in commencing their Fresno operations.

An accident occurred during December at Fresno Air Terminal which involved the jet arresting barriers installed at each end of runway 11-29. Investigation revealed that the Piper PA-22 aircraft was being landed on runway 29, and struck a net stanchion prior to touchdown. Minor damage was done to the aircraft.

Helena GSDO - Inspectors Hendy and Rickena attended the annual meeting of the Montana Aviation Trades Association at Havre, Montana December 6th and 7th. Inspector Rickena was on the program when he and Inspector Vandewark of Billings collaborated and discussed maintenance problems and answered questions pertaining to same. Charlie Walker from the Regional Office was also in attendance, and was the featured luncheon speaker of December 6th.

On December 17th Inspector Rickena attended Student Career Night at the Helena Senior High School and served as an adviser on opportunities in aviation maintenance.

Albuquerque GSDO - Air Force Base Flying Clubs at Albuquerque, Clovis, Roswell, Alamogordo and White Sands have ten surplus military aircraft, requiring original certification by this office.

Boise GSDO - A safety meeting is planned at Twin Falls on January 23 in cooperation with the airport manager. We have also been asked to participate in a safety meeting in Burley some time in March.

Salt Lake City GSDO - Inspector McClain presented an aviation film to the Knights of the Round Table and concluded his program with a short discussion on flight safety. Approximately 50 people were in attendance.

Inspector McClain also presented a half-hour discussion of general safety practices in aviation to telephone company employees.

Los Angeles GSDO - For several years the Aero Detail of Los Angeles County Sheriff's Office has patrolled over the New Year's Day Rose Parade and Rose Bowl Game at Pasadena. This aerial patrol has been necessary in effort to minimize violations of minimum safe altitudes by aircraft, and hazard resulting from such violations. When practicable we have participated in the patrol, either with CAA or rental aircraft. This year the Sheriff's deputies used a helicopter, carrying the Chief of Police, Pasadena, to assist in ground traffic control and air patrol. Their two airplanes, a Cessna 182 and Stinson L5, were flown over the area by deputies. A rental Beechcraft Bonanza was used in conjunction with the Sheriff's aircraft. We used VHF radio communications on 122.8 frequency.

Seattle GSDO - As of January 3, Wm. A. Gebenini assumed the duties of Director of Aeronautics for the State of Washington, replacing Robert L. Nuber.

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Portland GSDO - Oregon State College is under way with its AROTC program, and the University of Portland is negotiating with Skyways School of Aviation, Troutdale, Oregon, to handle 8 ROTC students in its first program.

McKinnon Enterprises has readied its four engine Goose and an experimental airworthiness certificate was issued by Vern Gardner.

Phoenix GSDO - There are 70 C-45s and 40 T-28s to be declared surplus and sold during January at Davis-Monthan Air Force Base, Tucson, Arizona.

Reno GSDO - Reno Sky Ranch has been purchased by North American Aviation for purposes at the present time unrevealed and it appears that the airport will be closed within the next few months to normal civil operations. The ultimate closing of Reno Sky Ranch will reduce the civil airports in the Reno area to one.

Long Beach GSDO - Plans are being made by the City of Torrance for City operation of a Control Tower. We understand that the radio equipment has been installed and frequencies assigned.

Plans are being prepared by Fullerton city officials for construction of a Control Tower for future CAA operation.

Steward Davis C-82 Jet Assist Packet has returned to Torrance following demonstration flights in Mexico and Central America.

AIRPORTS DIVISION

Grant Offers were issued during the month to Bakersfield, California in the amount of \$212,864 for extending terminal apron including connecting taxiway and site clearance, grading portions of terminal area, constructing auto parking area and fencing; Los Angeles, California, \$1,676,674 for land acquisition and site preparation for apron and connecting stub taxiways in new terminal area; Ontario, California, \$196,159 for land acquisition and constructing bituminous overlay on E/W runway and north parallel taxiway, including connecting stub taxiways.

Project Applications were received from the following locations: Calexico, California, \$32,329 for construction of paved landing strip; Fullerton, California, \$157,851 for land acquisition, constructing and lighting primary runway and parallel taxiway, relocating roads, constructing aircraft parking area and fencing; San Francisco, California, \$440,673 for constructing sixth-story addition to Administration Building and fill for 750-foot extension of runway 28-L; Santa Monica, California, \$20,704 for constructing taxiway, ramp and extension to parking apron including storm drain; Idaho Falls, Idaho, \$244,003 for constructing Administration Building; Reno, Nevada, \$762,806 for constructing Administration Building; Tucumcari, New Mexico, \$96,768 for constructing Administration Building, extending the NE/SW runway and installing medium intensity lighting system on NE/SW runway; Casper, Wyoming, \$40,598 for constructing a building for CAA communications and the U. S. Weather Bureau; Shoshoni, Wyoming, \$6,852 for land acquisition, grading E/W runway, taxi strips, aircraft parking apron and access road, relocating telephone lines and perimeter fencing.

(Division Highlights Cont'd. next page)

Division Highlights Continued

FACILITIES DIVISION

Navigational Aids - Site selections have been made for the Las Cruces, San Luis Obispo and Monterey VORTAC's.

VORTAC site surveys have been conducted by James Minor at Tobe, Colorado, and by Dave Peppin at Peters, California.

Construction of the new "H" facility to replace San Francisco Gap has been started under supervision of Dillon Giles.

Construction work for conversion from VOR to VORTAC is in progress at the following locations: Tucson under supervision of Howard Fowler, St. Johns with Bill Boyd in charge, The Dalles supervised by Virden Vick, and Hector under supervision of Richard King. Construction of a VORTAC facility at Salinas has been started with Thomas Tarpo in charge.

Notice to proceed was issued on a contract for additional work and new controls for the sequence flashers to the Los Angeles Approach Light Lane, with John Davenport in charge.

Final inspection was made of the construction contracts for the VORTAC conversions at Boise, which was under the supervision of David Strong, and at Milford, with Joseph Truckey in charge. Engine generators and ventilating fans will be installed at these sites at a later date. All work at VORTAC sites at Burley, Prescott, Dillon, and Miles City, has been completed with the exception of engine generators and ventilating fans, which have not been delivered.

Construction contract for the Tuba City VOR, with Hans Weidner in charge, has been completed.

Erwin Clark and Russell Kiggins completed VOR site tests at Eugene and Napa, and are setting up the portable VOR for a site test at Sausalito, California.

Marvin Andelin and Bill Kucherer completed a site test for the Durango Municipal TVOR, and completed a second site test at Albuquerque. They are presently awaiting a light check of the site at Dove Creek, Colorado.

Bob Crookshank, Bill Wilkinson, Bill Sherart, and Bill Keller completed the VORTAC conversion at Oceanside, and all except Bill Keller proceeded to Milford to start the VORTAC conversion.

Bob Bynum and Bill Keller started the VOR installation at Beatty; they will be joined later by Harold Dickenson.

John Williams, Jim Barnes and Bob Betz started the VOR installation at Deming.

Roger Baker started the preliminary electronic work on Red Bluff VORTAC conversion and then proceeded to The Dalles to bring the DME modification up to date so that the DME can be commissioned when the VORTAC conversion is completed. He will be joined by Mel Kucherer and Bob Stevenson at Red Bluff.

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Radar - Remodeling of the ARTCC equipment and operations rooms at the Kirkland Air Field has been completed under supervision of Claud Williams.

Fred Lee and Donald Medwedeff are making field surveys in preparation of the final report on the Mesa Rica site for ARSR. Site is near Tucumcari.

Ralph Riley is conducting surveys and tests of the Laurel Mountain ARSR-1 site near Salem. Radar site test of Laurel Mountain is progressing. The TPS-1D mobile radar unit was placed on location January 14. Norman Carlberg and Jose Lliteras are conducting the site test.

Don Hughes conducted a preliminary engineering investigation of the new Administration Building at Portland to begin planning for radar move into new quarters.

The initial joint acceptance inspection of the Malmstrom RAPCON was held at the Malmstrom AFB, Great Falls.

John Eagen and Philip Hawkins attended a two-week course at the Collins Microwave School at Dallas, Texas.

Installation of the Denver ARSR-1 was started by the Raytheon engineers. Bob Paul is CAA representative for this installation. In addition, Bob is supervising the completion of the Colorado Springs ASR-1 tuneup.

Los Angeles ASR-3 circular polarization and antenna speed reduction was started by Philip Hawkins and Elliott Johnson. Upon completion, they will start Burbank.

Communications - Notices to proceed were issued on contracts for VHF/UHF A/G communications facilities at: Fallon with Howard Hickey in charge, Neah Bay under supervision of David Honeycutt. Construction of peripheral facilities at Alamosa, supervised by George Murphy, and Tucson, with Dave Evans in charge, are now under construction.

Electronic equipment installation was started at the following A/G peripheral sites: Caspar, by Dale Downey, George Kelly and Ira Schrawyer; Miles City by Lavern Cope and Franklin Kohagen; and Billings by William Berhost.

Lavern Cope, Franklin Kohagen and William Berhost completed the Great Falls A/G peripheral electronic equipment installation and have one channel on the air.

The extension to the Los Angeles ATCT equipment building at International Airport was completed.

It was necessary to issue a stop order on construction of Butte peripheral facility due to severe winter weather conditions.

Construction contracts were completed on peripheral facilities at Whitefish, Glasgow, Mountain View, Delle, Los Angeles (Baldwin Hills) and Barstow.

Electronic installation was started at the Phoenix ARTCC. George Martin, Erich Hoeft and Robert Shinliver are working on this project and will soon be joined by a new employee, Carl G. Daubendick.

(Continued on next page)

Bakersfield tower electronic installation has started a little ahead of schedule. Dave Hegland, assisted by Lance Guyton and Clyde Bakers are on this project.

An additional approach control frequency was installed at San Diego ATCT by John Woznicki.

The Denver ARTCC expansion installation was completed and joint inspection was held, and facility was accepted for maintenance.

The Great Falls ARTCC expansion installation has been completed.

San Jose and Fresno peripheral stations in the Oakland area are nearly complete with the exception of UHF equipment.

Yakima, Scappoose and Horton peripheral stations in the Seattle area are nearing completion of all but the UHF equipment.

Preliminary planning of the relocation of Portland tower to new quarters is underway.

Planning various phases of a single sideband circuit between San Francisco and Honolulu has been completed and we hope to start actual installation shortly.

Work will commence this month on the installation of equipment at Angel's Camp, Red Bluff and Klamath Falls peripheral sites.

Office personnel were present at the Santa Barbara peripheral site observing the testing of the Telco Microwave. Microwave unit is in operation and ready for use.

We wish to welcome the following new employees: Carl G. Daubendick, Gordon R. Miller, Walter Ely, James Lethers, John D. Maurer, Howard H. Fowler, Douglas A. Sheffield, and John H. Hofmann.

Maintenance - The following personnel recently graduated from the Aeronautical Center: Communications Equipment Class No. 89 - Albert G. Stager, Oakland; Theodore R. McCrory, Bozeman; Alfred R. Hemming, Pt. Reyes; and Wellington Downing, Fresno. Communications Equipment Class No. 90 - Roger O. Wood, Los Angeles; Alfred C. Morgan, B. e; and Evan E. Jones, Medford. ILS/VOR Class No. 129 - Raymond P. Schatz, Salt Lake City; Fred A. Gerdes, Tucumcari; James A. Mock, Denver; Foster C. Glass, Eugene; and Gene Jacobson, Portland.

The following employees recently completed a short course in Model 28 Teletypewriter Class No. L-2 - Pino Otineru, Maintenance Engineering Shop; Harrison E. Carter, Bakersfield; Norman A. Davis, Los Angeles; Charles F. Burch, Santa Barbara; Fred J. Weaver, Imperial; Vincent D. Mulrooney, Long Beach; John B. Crawford, Los Angeles, and Forrest W. Granger, Palmdale.

The following recently completed a short course in RAPCON Air/Ground Communications Equipment at the Davis-Monthan Air Force Base, Tucson: Preston L. Stocum, March Air Force Base, Riverside; Mervin J. Anderson, Hill Air Force Base, Ogden; Alfred B. Hunter, Fairchild Air Force Base, Spokane; Candido Rivera, Maintenance Engineering Shop and Robert W. Hofferber, McChord Air Force Base, Tacoma.

(Continued on next page)

Henry Jenkins returned to work January 7th after a long illness and has been working half days since that time. We are happy to have Henry back with us again.

John McDaniel transferred from our Technical Systems Section to Communications Engineering Division, W-640, and left January 10th for Washington, D. C. John will be missed in the Maintenance Engineering Branch but we are sure he and his family will enjoy the trip en route and his new position in D. C.

AIR TRAFFIC CONTROL DIVISION

Negotiations were started with the Navy to permit designation of airways through restricted and warning areas on a coordinated basis. If satisfactory agreements can be worked out with the Navy, similar arrangements will be proposed to the Air Force. Establishment of these airways will greatly increase traffic handling capabilities and should reduce air traffic delays and cost of aircraft operation.

Final plans for expansion of Hill RAPCON quarters have been developed. Messrs. Himes and Loustalet met with the city architect to discuss preliminary plans for a new tower structure at Fullerton. We have requested W-500 to authorize airport traffic control service at Hayward as early as possible. Preliminary plans for a new control tower at Los Angeles are being studied. Santa Barbara advises it probably will have no funds for a new control tower structure for two or three years.

Plans have been developed for equipment layout in the operating rooms of the new stations at Billings and Carlsbad. Preliminary planning for relocation of Idaho Falls station to new administration building quarters has been completed.

Royse W. Robbins, Chief of the Columbus station, has been detailed to the Planning Branch for 30 days to assist in handling communications projects.

Good progress is being made toward extending service on the domestic leased-wire networks to Anchorage on channels which are now available in the new cable.

Messrs. Loustalet, Parks and Fahey represented the ATC Division at the Joint Gilfillan/Military Air Navigation conference at San Bernardino January 21, 22, and 23.

Washington and Regional representatives met with naval officials regarding RATCC operation at Moffett and Miramar Naval Air Stations. Agreement was reached to the effect that joint staffing under CAA supervision would be used at both locations for the present.

Local operators at Tacoma Airport are up in arms because the Weather Bureau announced its intention to discontinue accepting flight plans on their weather telephone circuit to Seattle. After much discussion, the Weather Bureau agreed to continue the service until CAA could replace it with a flight assistance service line.

Arrangements were made for all centers in the United States to use 27,000 ft. as the floor of the high altitude sectors. This will insure uniformity and will eliminate misunderstandings regarding proper use of radio channels above the high altitude floor.

Inauguration of radar departure control service at Burbank has been postponed until February 20.

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THE DEPARTMENT OF COMMERCE AND THE DEPARTMENT OF DEFENSE HAVE ANNOUNCED THE SIGNING OF AN AGREEMENT RELATING TO THE JOINT USE OF CERTAIN FACILITIES BY THE TWO DEPARTMENTS IN THE FIELDS OF AIR TRAFFIC CONTROL AND AIR DEFENSE SYSTEMS.

It is becoming increasingly clear that there are certain basic similarities in the processes essential to an effective semi-automatic air traffic control system and a semi-automatic air defense system. Each requires (1) surveillance, (2) data processing, (3) situation display, (4) communications (ground to ground and ground to air), (5) identification, (6) operating personnel, and (7) human decision.

It is equally clear, however, that effective air traffic control and air defense systems must each normally maintain their separate identities, individual functional integrity and separate management. The management of air traffic by the Department of Commerce, an appropriate function of that Department, except for military necessities, is essential to commercial and private aviation and the military establishment.

It is also clear that the facilities essential to air traffic control and air defense are comprehensive, highly complex and costly--facilities that are costly to develop, costly to produce, and costly to operate. The facilities and equipment essential to each function are, in some instances, complementary, in others duplicating, while still in others, unique to each.

The objective of this agreement is avoidance of duplicating facilities equipment, and overlapping functions; increased capability of each function; and, an air control system functionally compatible with the nation's defense facilities in peace and war.

It is mutually agreed, to this end, by the Department of Commerce and the Department of Defense that each will make its respective surveillance, data processing, situation display, communications, and identification processes and facilities mutually and fully available for the early attainment of the objective above.

It is also mutually agreed that the Airways Modernization Board will initiate and conduct a vigorous program of systems analysis, common equipment design and experimentation to define more precisely where and how this free exchange, each to the other, can be practically applied.

/s/ SINCLAIR WEEKS
Department of Commerce

/s/ DONALD A. QUARLES
Department of Defense

C.A.A. REGION FOUR
FEDERAL CREDIT UNION

Elwood Cole, Airspace Utilization Specialist in the Regional Administrator's Office was re-elected as Chairman of the Board of Directors of the Region IV Federal Credit Union following its annual meeting on Tuesday, January 14.

Other officers named included Glyndon M. Riley, Deputy Personnel Officer as Vice President, Robert F. Denzer of Airports, Treasurer, and Mrs. Madeline Dunn of Facilities Maintenance as Secretary. Hold-over members of the Board include John Garrison of Air Traffic Control, Edmund J. Jakobi, Air Carrier, and Fred F. Townsend of ANF. Florence Smith and Kenneth B. Wall are retiring members of the Board of Directors after serving their two years.

The Credit Committee will be chaired by Frank A. DeAndrea, ATC with Robert O. Blanchard of Air Carrier and Eleanor R. Main of General Services assisting. Milton W. Claar will be Chairman of the Supervisory Committee with Henry Slater and James P. Chadwick aiding in the auditing function. The members of the Credit Union voted a dividend of 5% for the year ending December 31, 1957. This is the second straight year that the organization has declared this amount.

In a recent Financial Statement issued to its members, the Credit Union shows a phenomenal growth since it began in December 1949. On December 31, 1956, the organization's assets were listed at \$1,940,205.19. During the year just ended, the assets showed their greatest year of growth increasing to \$2,625,618.68. This upsurge now places our Credit Union as being one of the 100 largest credit unions now being operated in the United States.

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

February 1958

_____ 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.



FIELD NEWS

GYPSUM (EAGLE) COLORADO

COMMUNICATIONS STATION - Can I go VFR to Denver today? (Pilot). What was the low temperature this morning? (Citizen). How much snow on Coffee Pot Mountain, can I make it up in a station wagon? (Hunter). How's fishing? (Summer). How's hunting? (Winter). The last two from all pilots. These are some of the questions bombarded to the AOS personnel the year round. The lows in Winter are normally down below zero, fishing is generally good and hunting is always good.

Once here, they most always return to fish, hunt, camp, ski, hike or just relax.

McNamee and his crew of Shirley, Robinson and Freeman are now enjoying their trips atop the mountains to the Kremmling VOR, beacons and the Eagle remote site. However, they are thinking seriously of trading in two sno-shoe vehicles for one whirlybird. Trips are now taking two to three days, whereas they might be made in one day in a chopper.

AOS personnel include Montgomery and Haggart from Kansas; Sewell from Texas; Lindstrom and Cassio from Colorado; Jurgensmeier from Nebraska and Brallier from Indiana.

EPHRATA, WASHINGTON PREPARES AIRPORT BROCHURE

L. S. Yates, Jr., Chief, Ephrata Station, informs us that CAA has participated with the Chamber of Commerce in the issuance of a new brochure describing in great detail the facilities available at the Ephrata Municipal Airport.

The airport, developed and used by the United States Air Force during World War II, was one of the major Air Force training centers in the Pacific Northwest. Several millions of dollars were invested in developing the airport and its many facilities. In 1952 the airport was transferred by the Government to the City of Ephrata.

The facilities at the field are adequate for a growing aviation age and for a variety of industrial and commercial uses. At the present time, the City of Ephrata is offering rental and lease arrangements to those firms who might be interested in using the airport as a base. The field is located one and one half miles from town and at present is served by West Coast Airlines with four flights daily. Plant facilities include: a modern terminal building completed in 1955 housing the usual airport offices and the CAA Communications Station; three large hangar buildings and a combination building, housing a machine shop and paint spraying facilities.

Copies of the brochure, which by the way includes many fine photographs of the facilities, will be mailed to firms and individuals with the WORLD AVIATION DIRECTORY being used as the address title source.

GEORGE A. HALL RETIRES
AFTER ALMOST 40 YEARS OF SERVICE

With a record of federal service all the way back to 1918, George A. Hall, Deputy Chief, Operations Branch, Air Traffic Control Division, retired on January 31 and will take life easy at 22216 Redbeam Avenue, Torrance, California.

George was born in Fontana, Kansas and since his father was a railroad telegrapher, he spent most of his early days within hearing distance of telegraph "sounders." Evidently the "message" was received for George also accepted a position as a railroad telegraph operator with the old "Frisco" Line at the tender age of 15.

Prior to his seventeenth birthday, George received another "message" and enlisted in the United States Navy in 1918. During World War I he served on a destroyer engaged in escort duty. Following his discharge in 1919, George returned to the "Frisco" and worked as a telegraph operator on the Ft. Scott, Kansas Division and later became manager-telegrapher for a branch office of Postal Telegraph Company in Chicago.

Answering the call to the sea again in 1920, George re-enlisted and served as radio-man on the old USS Brooklyn, at that time the flagship of the destroyer squadrons of the Pacific Fleet. In 1921 he requested and was assigned to the USS Zane for duty with the Asiatic Fleet where he served for one year. This tour was followed by a transfer to shore duty at Los Banos, Laguna de Bay Province, Philippine Islands, because of a shortage of American Morse telegraphers at that station. He was in the Islands until the expiration of his enlistment when he returned to the States and was discharged late in 1923. Returning to civilian life, George worked as a telegrapher with Postal Telegraph Company in San Francisco for a few months and as a radio operator with Federal Telegraph Company in the same city.

In the Spring of 1924, the "far away places" called again and George signed up for another hitch with the understanding that he would be assigned to duty with the Asiatic Fleet. Instead, the District Communications Officer for the 12th Naval District intervened and had him assigned to shore duty with San Francisco Naval Radio, where he spent the next two years working the hi-speed trans-Pacific radio circuits. Late in 1925, he was reassigned to the USS Langley, the world's first aircraft carrier, as flight order radioman and served aboard her on the staff of Admiral Reeves until expiration of his enlistment. With an extended enlistment for two more years, George moved to Headquarters for the 11th Naval District at San Diego, serving as a Morse telegrapher until his discharge early in 1930.

George started his career with the CAA predecessor agency at the old Oakland station on April 24, 1930 as a Junior Radio Operator. One month later he was transferred by Washington to a "one man" station at Des Moines, Iowa. The country "out where the tall corn grows" did not appeal to George and he bombarded Gene Sibley in Washington with requests for a transfer. One of his "shells" found the target and he was transferred to a position supervising the construction of a new facility at Saugus, (later Newhall) California. Upon the completion of this project, George was transferred again, this time to the first of our west coast teletype message centers, located on the 6th floor of the Central Building, 6th and Main in downtown Los Angeles. The operators alternated on duty between there and "KCT", the old radiotelegraph and broadcast station then located in Brand Park, Glendale. Eventually the downtown

(Continued on next page)

teletype station was moved to the location now occupied by our Burbank Station and George went along with the move until it was combined with the radio station. In 1938, George was promoted to Senior Operator at Fresno and another promotion in 1940 moved him to Daggett as Operator in Charge. Moving again in 1941, George found himself back in San Diego as Operator in Charge at that CAA Station. In 1942, George was transferred to the newly created San Francisco Overseas Station as Assistant Chief. Later in the same year, he completed courses administered by the U.S. Office of Education and assisted in the establishment of the training center at Santa Monica which was later moved to Pacific Palisades. Many CAA communicators received their training here. Most of the time this center was in operation and at the time of its closing in 1945 George was its Chief, moving then into the Regional Office as Communications Inspector. He served in this capacity until 1951, when he was promoted to Chief, Program Requirements Branch. During the reorganization, functions of this Branch were merged with those of other Branches and George became Deputy Chief, Operations Branch, the position from which he is now retiring.

Over the years George has made a host of friends all of whom wish him many happy and carefree years and who all join with us in extending a hearty "well done" to our faithful worker, George A. Hall.

* * * * *

- DID YOU KNOW.
- that air travel is now five times safer than driving your own car?
 - that the U.S. Air Force have about 1000 planes in the air every minute of the day and night?
 - that twenty-one women in the United States hold helicopter licenses and are known as the "Whirly Girls"?
 - one out of every twelve acres of framed land in the U. S. receives aerial applications of chemicals?
 - U. S. Air Force inventory records list more than 1,250,000 different items -- Sears Roebuck, world's largest mail order house, lists only 250,000?

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NEW FILM AVAILABLE

A copy of the new film, "SONG OF THE CLOUDS," is now available from the Regional Office.

This 36 minute, 16mm, color, sound film presents a beautiful picture of the various airlines operating in the world today. It details the international cooperation needed to weave all the necessary controls into a giant pattern

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of safety. It tells of the work of the International Air Transport Association and the International Civil Aviation Organization and how these groups work together.

It is a brilliantly photographed film that follows the flight of passengers to the corners of the earth while pointing up the multitude of international operations that make such travel possible. It is ideal for service club programs.

The film may be secured for showing by writing the Assistant to the Regional Administrator, IA-4, at the Regional Office.

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THE CAA MEMO WILL HAVE NEW LOOK

Starting with the February issue the CAA MEMO will take on a new look and purpose. Returning to the 8x10½ format used previously, the publication will have twice as many pages as the current issues.

Mr. Pyle explained that insofar as it is feasible, the CAA MEMO shall carry to every employee a complete and current story of the more significant activities, plans and accomplishments in all our programs. By giving a broad picture to the trends, projects and achievements in our operations, the MEMO should aid each employee to acquire a more comprehensive and realistic sense of the agency's mission and increased pride in belonging to this great service organization. The MEMO is not something in the "frill department", but a necessary medium for the exchange of needed information.

Material for the CAA MEMO should be forwarded to the Regional Office IA-4, whenever it is available, with special thought being given to those stories that offer feature possibilities. After review in the Regional Office, the material will be sent on to Washington where final editing and publication will be done by the Personnel Office.

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There is an old Arabian proverb which says a fool may be known by six things:

Anger without cause
Speech without profit
Change without progress
Inquiry without object
Putting trust in a stranger
Mistaking foes for friends.

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