



CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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ICJT

By

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Concurrently with the ICBM's of which we hear so much these days, we are going to have another new crop of birds, the ICJT's, flying all around this now small world before long. These are the Intercontinental Jet Transports. We hope that the ICBM's will never fly in anger. But we know that the ICJT's will usher in a new era in flying for pleasure and for profit. They will be the utmost in flying luxury and comfort and efficiency. Of course the JT's won't fly quite as fast as the BM's. Instead of 24 minutes from here to the opposite side of the globe, the JT's will take all of 24 hours or thereabouts, including perhaps two fueling stops. But after all that's motoring right along.

Now let's take a look at the reasons for bringing in this new crop of JT airplanes. Is it just for more speed? People definitely enjoy traveling fast these days. They will invariably buy a ticket on the fastest airplane. But it is hardly to be expected that the airlines would have embarked on the current JT procurement programs costing hundreds of millions of dollars just for more speed alone. The present day DC-7's and Connies are not exactly slow pokes.

The main reason for these new aircraft programs is simply one of economics. Airline operations is big business today, and a very basic part of our continental and intercontinental transportation system. It is only good business to have the most efficient operation possible. You can't have the most efficient operation with less than the best equipment. So when advances in the art of aircraft design and construction make available new equipment of vastly greater economic capabilities, you can't maintain the status of efficient operation with last year's equipment. True there is a financial risk involved in committing one's self to large capital expenditures for the procurement of large fleets of new aircraft when the present fleet is still doing a pretty good job. But that is progress. Progress is not made without risk, but progress as such is the hard solid core of the American economy. In aviation, standing still is going backward.

Let's say you are an airline operator, a big operator with a large capital investment and a sizeable fleet of airplanes, say, 40 DC-6 airplanes, - you are doing a large
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volume of business hauling capacity loads of passengers and air cargo. But you are not making much profit. In fact, you are operating close to the red. Along comes a salesman wanting to sell you a fleet of new airplanes, say DC-8's, at \$5,000,000 each. Can you afford them? There is an old axiom that it takes money to make money. So if these new airplanes have a good potential for making money, you can well afford to go in hock to buy them. You will plan to amortize them over a 10 year period as you did your DC-6's which are now all written off.

An airplane makes its living by hauling cargo from here to there and back again. Lets say the cargo is passengers who pay so much per mile for their transportation. Now an airplane which flies 600 miles per hour can haul twice as many passengers per day as an airplane which flies 300 MPH. This is based on a working day (or utilization) of so many hours flying per day. An airplane can work only so many hours per day just like people. Ten hours per day (monthly average) is generally considered good utilization for an airplane. The remaining fourteen hours is time off for servicing and maintenance with some time lost in just plain idleness waiting for a load (turn-around time).

Now when the faster 600 MPH airplane is at the same time a bigger airplane which can haul twice as many passengers as the smaller 300 MPH airplane, then the bigger, faster airplane brings in four times as much revenue per day as the little 300 MPH slow poke. And revenue is the stuff you need to run the business - the green stuff that makes the little (or big) figures in the cash registers. Now of course not all of the revenue that comes in stays in the till. A lot of it has to be paid out to run the operation. When more comes in than has to be paid out, you use black ink in the ledger book, but when it happens the other way, you have to use red ink. And you can't stay long in business on red ink. Some airlines are running close to the red these days.

The direct cost of operating an airline consists of crews' salaries, fuel and oil costs, insurance, maintenance of equipment, interest on capital investment and depreciation of the capital value of the aircraft, engines, spare parts and various equipment such as radio. Revenue consists of the selling cost per seat mile for passengers and per ton mile for mail and freight. While a DC-8 will cost three times as much as a DC-7, it will carry 120 passengers at 575 MPH as against 60 passengers at 320 MPH for the DC-6. Thus the DC-8 will return 690,000 revenue passenger miles per day on a 10 hour utilization basis compared with 180,000 passenger miles for a DC-6 or nearly four times as much. The air cargo capacity is likewise appreciably greater for the DC-8. On this basis, 10 DC-8's will do the work of 40 DC-5's.

Despite the high initial cost of airplanes today, analysis shows that the direct operating cost of a jet airplane such as the DC-8 will be only 70 percent of that of an airplane such as the DC-6. This difference represents increased earnings on your operations, the profit margin which you can't afford not to get. This must be true because at the present time the airlines of the world have over 300 new JT aircraft on order with the West Coast manufacturers at a total cost of about \$2,000,000,000. And that ain't hay.

It should now of course be mentioned that it is the advent and the development of the powerful jet engines (gas turbine engines) of today that has made possible the development of these new and larger transport airplanes. Roughly the power potential of the current types of jet engines represents about a four-fold increase over the

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REGIONAL ADMINISTRATOR'S COLUMN

WHAT ARE YOU DOING?

The story is told about the man watching the construction of a large new edifice. Scaffolding reached high and the ground was littered with huge blocks of stone. Workers were engaged in many tasks, but the "sidewalk superintendent" was interested in the work of three stonemasons. He watched them work with the heavy pieces of stone and then approached each of the three in turn.

He asked the first stonemason, "What are you doing?" The tired workman wiped his perspiring brow and in disgust answered, "My job is to move these pieces of stone—the boss tells me where he wants them and I put one on top of the other. THAT'S MY JOB."

He asked the second stonemason, "What are you doing?" The man looked up from his work puzzled, "What am I doing," he echoed, "Why they're putting up a church here and I HAVE A GOOD JOB LAYING STONE."

He asked the third stonemason, "What are you doing?" The artisan put down his tools and stood erect. Looking up where the towering structure seemed to touch the clouds he answered with simple dignity, "I AM HELPING TO BUILD A GREAT CATHEDRAL."

WHAT ARE YOU DOING? Are you just putting one stone on top of the other on orders from the boss, or are you helping to build a great cathedral?

True, it is not the mission of the CAA to build great cathedrals, but it is important that we face our daily tasks with the same kind of pride, interest and enthusiasm displayed by the third stonemason. Only in this way can we make the proper contribution to the overall success of the real mission of the CAA.

DON'T BE JUST A "PILER-UPPER" OF STONES----HELP BUILD THE GREAT CATHEDRALS.

best of the present day piston engines. Since the power ratings of jet engines and piston engines are expressed in different terms, this is not a direct power comparison but rather a figure-of-merit comparison based on the comparative performance capabilities of jet engine aircraft versus piston engine aircraft. This means that it would require about 16 piston engines to do the work of the four jet engines on a four-engine JT. But you could not build a very good airplane with 16 engines hanging on it. Even if you could, such an airplane would not be as fast as a jet engine airplane because propeller propulsion is not efficient at high speeds.

While the fuel consumption of jet engines is greater than that of piston engines, the jet engine weighs considerably less on a power comparison basis and it has a significant advantage in the smaller frontal area and volume envelope for installation in the airplane. Furthermore, the jet engine burns cheaper fuel. A good grade of stove oil is adequate. It does not require high octane gasoline which is so expensive to distill. The development of the jet engine over the past ten years is on an engineering achievement of which the American engine designers can be justly proud.

Now just what will these new JT's mean to you in terms of travel? Why if you live in New York you can spend a week-end in Paris as easily as a week-end in the Adirondacks. Or if you live in California, you may enjoy Saturday and Sunday on Waikiki or at Coney Island as readily as in Yosemite.

It appears that airplanes are here to stay, and certainly the art of aircraft and engine design will continue to progress. This makes you wonder what the next crop of airplanes will be like. I wonder if my next article will be about the IPAT's, the Interplanetary Atom Transport?

* * * * *

DID YOU KNOW

- that a single section of a jet transport fuselage requires 10,000 production tools?
- that the aircraft industry has invested \$100 million in industrial facilities for the ballistic missile program alone?
- that Airport Control Towers in the U. S. handled approximately 25,262,000 take-offs and landings in 1957 -- 48 every minute of the day and night?
- that one helicopter taxi service flies a distance equal to 1-1/2 times around the world monthly, yet its 'copters are never more than 16 miles from their base?
- that it costs \$1,185,000 to conduct wind tunnel tests on a supersonic aircraft?

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IT'S THE LAW

Excessive speed is one of the major causes of traffic accidents. This means exceeding not only the stated or prima facie speed limits -- but also exceeding speeds which are safe for prevailing conditions (even though you are traveling at less than the prima facie speed limits).

Concerning the prima facie or stated speed limits, Section 511 of California's Vehicle Code says, in effect, that if you drive in excess of the specified limit your speed is unlawful unless you can establish that your speed was reasonable or prudent under existing conditions.

These, generally speaking, are typical prima facie speed limits:

Fifteen miles per hour - When traversing a grade crossing of a steam, electric or street railway or a highway intersection if the view is obstructed, except at an intersection protected by signs or signals.

Twenty-five miles per hour - In any business or residence district unless a different speed is determined by competent authority. Also when passing a school building or the grounds thereof, contiguous to the highway, while children are going to or leaving such school during opening or closing hours or during the noon recess period. Also applies when passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while such grounds are in use by children.

Fifty-five miles per hour - Under all other conditions unless a different speed is specifically designated or particular speed zones are determined and declared by competent authority.

On multiple-lane highways with two or more separate roadways different prima facie speed limits may be established for different roadways (Section 511.4).

The law also protects highway workers. Section 512 says:

"It shall be prima facie a violation . . . for any person to operate a vehicle at a speed greater than 25 miles per hour upon any portion of a highway where officers or employees of the agency having jurisdiction of the same, or any contractor of such agency or his employees, are at work on the roadway or within the right of way so close thereto as to be endangered by passing traffic."

Now let's consider the heart of our speed legislation -- California's basic speed law (Section 510) says:

"No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent, having due regard for the traffic on, and the surface and width of, the highway and in no event at a speed which endangers the safety of persons or property."

For example, a stretch of highway may have a prima facie speed limit of 55 miles per hour -- which might be perfectly safe under certain conditions, including good weather, light traffic and considering the surface and width of the road. However, a traffic officer might be justified in giving you a ticket if you went 50 miles per hour over this same road under adverse conditions -- such as in stormy or foggy weather, with

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heavy traffic prevailing, etc. The burden of proof, in this case, would be on the officer.

Slow drivers are affected by the law too. Section 514 says:

"No person shall drive upon a highway at such a slow speed as to impede or block the normal and reasonable movement of traffic, except when reduced speed is necessary for safe operation or because upon a grade or when the vehicle is a motor truck or motor truck towing another vehicle necessarily or in compliance with law proceeding at reduced speed."

In the final analysis, we must use good judgment and consider others when we drive. If we did this, we would solve not only the speed problem but most other traffic problems as well. Then wouldn't it be a wonderful world!

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WHY TOASTMASTERS?

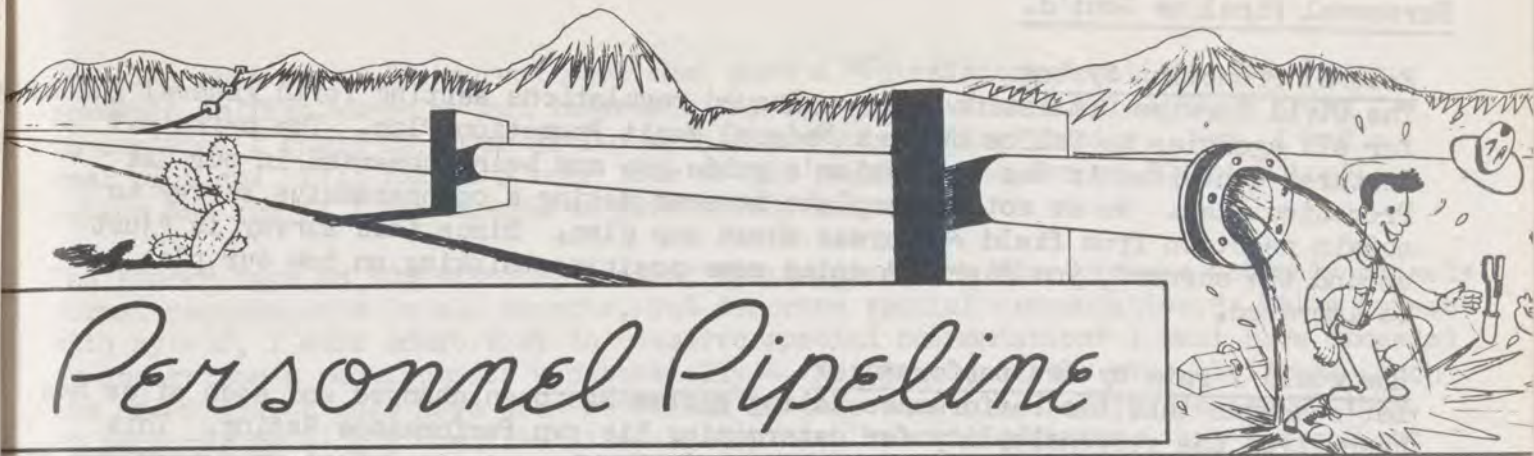
Have you ever been called upon to get up before a group and explain your ideas? What were your feelings as the deadline approached? Were you nervous? Knees shaking? Hands trembling? Perspiring? Or were you calm and confident?

Toastmasters builds this confidence through practice - practice in speaking, practice in group discussion, practice in parliamentary procedure, practice in presiding over a meeting. The new toastmaster gets this practice before a group of friends and associates who are there for the same purpose he is, self improvement. As he gains confidence he is given an opportunity to speak before other groups if he desires.

Speech contests are held periodically. In fact, the clubs in this area have just completed the competition within the clubs and representatives of each club will compete in the Area Speak-Off on March 15th. The CAA club will be represented by Erv Schulz. Guests are welcome to attend and see these Toastmasters in action. The place will be announced within the next few days.

Toastmasters International has just relaxed the limit on the number of members in each club, permitting a total of forty members instead of thirty. This means that the CAA club has openings for about ten new members. Here is YOUR chance to become a toastmaster. See Secretary Hal Korell for an application blank, or ask any toastmaster and he will be glad to get one for you.

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Our need for Electronic Maintenance Technicians in the Maintenance Engineering Branch is becoming increasingly heavy. Normal recruiting measures have not been good enough to furnish us with sufficient people. It has now been decided that an intensive recruitment drive will be necessary and it occurs to us that all "cooks on deck" may be able to help out.

For the past few months our average monthly employment figure has been 20. For the next 3-4 months we need to employ an average of 53 per month and our present file of applications on hand won't be enough to turn the trick.

We will concentrate on the Los Angeles area first through the medium of radio releases, visits to State Employment services and to technical schools having an electronics curriculum. Also, a letter is now being developed to the Chiefs of all Airways' Technical District and Field offices advising how they can play an active role in getting the word around. It occurs to us that personnel in all other divisions might be acquainted with people who have had experience in repairing and maintaining electronics gear. If so, these persons should be encouraged to contact any Facilities Maintenance Field Office or write directly to the Personnel Office in Regional Headquarters.

The filing procedure is simple. The applicant need only prepare a Form 57 and a 5001 AB and send direct to the Executive Secretary, CAA Board of Civil Service Examiners, 5651 W. Manchester Avenue, Los Angeles 45, California

Hint to the Wise!

Don't ignore those debts. The Personnel Division is being plagued by complaints from creditors about our people not paying their bills. Chapter 7 of the Department's Employees Handbook sets forth the policy governing debt complaints, consequently any violator can look forward to some "Unpopular" correspondence. Although we attempt to work with the employee as best we can, our patience sometimes wears rather thin. Don't ignore your creditor. Work with him on a program and you may find to your surprise that he's a little more understanding than you thought.

Wishful thinking?

The local office of the Civil Service Commission has mentioned a bit of legislation recommended for consideration by the Congress. The proposal provides that employees hired for Engineers and Scientists and "other hard to fill shortage" jobs would have their travel and household goods paid from their home to the first permanent post of duty. The proposal also provides for paying the cost of interviewing where such a person is required to travel from his home for interview by a Federal agency. The Commission would determine which jobs would be in the "hard to fill" category.

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Personnel Pipeline Cont'd.

Federal Promotion System

The Civil Service Commission has now issued regulations setting forth general guides for all agencies to follow under a Federal Merit Promotion Plan. The principal features contained in the Commission's guide are now being observed in our CAA Promotion Plan. We do not contemplate however making a comprehensive survey to obtain reaction from field employees about our plan. Since this survey is "just around the corner", you might be doing some positive thinking on how our plan can be improved.

How would I rate my own performance?

Let's assume that the Performance Rating system has been changed and each of us has been given the responsibility for determining his own Performance Rating. This appeals to me because I haven't always been entirely convinced that my supervisor has rated me accurately.

I'm willing to shoulder his responsibility for meeting the requirements of the law. Furthermore, I will be completely honest with myself in judging my performance.

So, I'll proceed to "rate" myself.

I know that there are only three possible adjective ratings I can assign: Unsatisfactory, Satisfactory, and Outstanding. I checked Standard Practice and found that these are defined as follows:

Unsatisfactory = Performance weak in important aspects of the job and not compensated by performance exceeding the requirements in other aspects.

Satisfactory = Performance meeting or exceeding the requirements in most aspects of the job, with weak performance in any aspects compensated by performance exceeding the requirements in other aspects.

Outstanding = Performance not only exceeding normal requirements in all aspects, but deserving special commendation.

First of all, how do I know whether I was "weak" on some aspects of my work; whether I "met requirements"; or whether I "exceeded requirements?" I know because my supervisor told me (and yours must have told you) how he expected me to perform each of my duties. If I was meeting the requirements, I knew it; if I was failing to meet them or was exceeding them substantially - I knew that too.

My supervisor let me know throughout the year the extent to which I was meeting his requirements. So, by the time the annual rating date (January 31) rolled around I had a pretty good idea of the category in which my overall performance fell. I knew that if I had performed some of my duties in a real outstanding manner but had just met requirements -- or maybe had even been somewhat weak -- on other duties, I should rate myself "Satisfactory."

That was my situation. In some of my work I had done a really superior job; in other duties I had been at least satisfactory.

But that adds up to only a "Satisfactory" rating. What about those scattered duties on which I had done a real bang-up outstanding job? They bothered me. I kept

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thinking that maybe I deserved more than just a "Satisfactory" rating. So, being somewhat selfish where my own interests are concerned (aren't we all?), I tried to see what I could do about giving myself an "Outstanding" rating. Now, I had a real problem! I'll take a closer look at the requirements for an "Outstanding" rating and see if I can manage to give myself one.

The "book" says an "Outstanding" rating is assigned when "Performance not only exceeds normal requirements in all aspects, but deserves special commendation." Being honest with myself, I must admit that to "deserve special commendation" I must have exceeded my supervisor's requirements substantially -- not just a little over the line. Each one of my duties must have been performed in this manner -- not just a few of them. My performance -- all down the line -- must have been so effective that I stood out among my co-workers in all respects. My accomplishments must have been such that I can cite them specifically in the recommendation I have to prepare for an "Outstanding" rating.

This recommendation must stand the test of an impartial review by judges who know what type of performance warrants an "Outstanding" rating, but who do not necessarily know me personally. In other words, they will be judging my accomplishments strictly on the basis of the evidence contained in my recommendation.

This rating is really rugged. Perhaps my supervisor was right when he gave me a "Satisfactory" rating this year. He told me it was a high satisfactory and he told me how much he appreciated my good work. He also explained why my performance didn't qualify for an "Outstanding."

Having rated myself, I can see his problem more closely. Having reviewed my performance carefully in terms of the law governing "Outstandings," I am satisfied that I treated myself very fairly when I assigned a rating of "Satisfactory."

SPECIAL SUGGESTION CONTEST -- PREVENTION OF FALLS

Here is a report on the "Prevention of Falls" suggestion contest held during October and November 1957.

Twenty-three suggestions for falls prevention were submitted. Naturally, quite a few of the ideas were duplicates. In such cases, the first one received was given credit for the idea. A few proposed methods already in effect; suggested precautionary measures which were already being worked on. Some advocated measures which, for various reasons, evaluators did not consider feasible. All of them, however, showed good constructive thinking. And they were all thoroughly reviewed by operating officials.

Two of the methods suggested were adopted. Another suggestion caused action to be taken which, while different from that proposed, will solve the safety hazard which prompted its submission. Thus, three suggesters were granted cash awards:

Paul F. Schaff, ATC Tower, Burbank, was awarded \$50.00 for his suggestion that lights be installed on both sides of the steps leading to the radar level in cabs.

Lucille M. Gillis, Regional Flight Surgeon Office, was awarded \$10.00 for her suggestion that strong tape be wound around the bottom of the tubing part of

(Continued on next page)

the lightweight chairs in the Women's Rest Rooms. This will prevent the chairs from slipping and tipping over.

Joseph J. Raspiller, ATCS Oakland Airport, Oakland, suggested that a bolt be placed through the leg and the caster rod of Du-More chairs to keep the caster from falling out and the chair from tipping over. Review of the suggestion revealed that an easier way to eliminate the safety hazard would be to replace the socket when it becomes worn. An item to this effect, with information that sockets are available in the Regional warehouse, was included in a recent Safety Bulletin. Because Mr. Raspiller's suggestion focused attention on a safety problem and caused the solution to be publicized, he was awarded \$10.00.

In addition to the \$50.00 cash award for adoption of his suggestion, Mr. Schaff was given the Region IV prize of \$50.00 for the best Regional suggestion submitted in the contest. His suggestion has been forwarded to other Regions for consideration and has been forwarded to Washington for consideration for the CAA and Department prizes.

Everybody wins when we think constructively about the elimination of safety hazards. Thanks to all of you who participated in the contest.

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V.P.P. NEWS

Plan in effect 5 years and 2 months. Total donations if a charter member of plan \$140.00. Total benefits paid \$221,200.00. Average payment \$7900.00. Average age of members at death 48.8 years. Average deaths per year 5.6. Average cost per year \$28.00. Amount of donations now on deposit \$10,110.00 including interest through December 31, 1957.

Deaths by calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>Total</u>
4	5	4	9	6	28

Age at death of oldest member: 62 years 7 months 24 days.

Age at death of youngest member: 25 years 2 months 27 days.

Average age at death, by calendar years, only for deaths occurring in each calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>
58.4	48.7	41.8	50.0	46.5

Deaths by age groups:

<u>20/50 years</u>	<u>51/and over</u>
16	12

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NEWS & VIEWS ON THE CREDIT UNION

Quite often the question comes up as to whether it's better to borrow through the Credit Union or get the money from some other lending institution. This is a personal decision and a great many of your fellow employees, after investigation, conclude that your Credit Union is far superior. Why?

1. You always know how much you're paying for your loan. There are no hidden charges, no investigation fees, bookkeeping fees, or service charges.
2. You are protected by insurance on your debts. If something happens to you such as death, disability, etc., the balance of your loan is liquidated.
3. In an emergency you don't have an army of bill collectors haunting you. There is no reason for feeling desperate. If you get bothered, contact the Credit Union and put your problem out on top of the table.
4. You pay the interest as you go--it is not deducted in advance. If you pay the debt off sooner, you save the complete interest for the time you save. In other words, interest is charged only for the time you have the money.

What are the more popular types of loan?

New and used cars, house trailers, consolidation of indebtedness, furniture, household appliances and medical bills.

If you'll talk to others who patronize the Credit Union, you'll find out the extent of its worthwhile services. If you are being plagued by bills and can't seem to figure out a way to get out from under them, a systematic plan through the Credit Union may be the answer.

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

March 1958

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

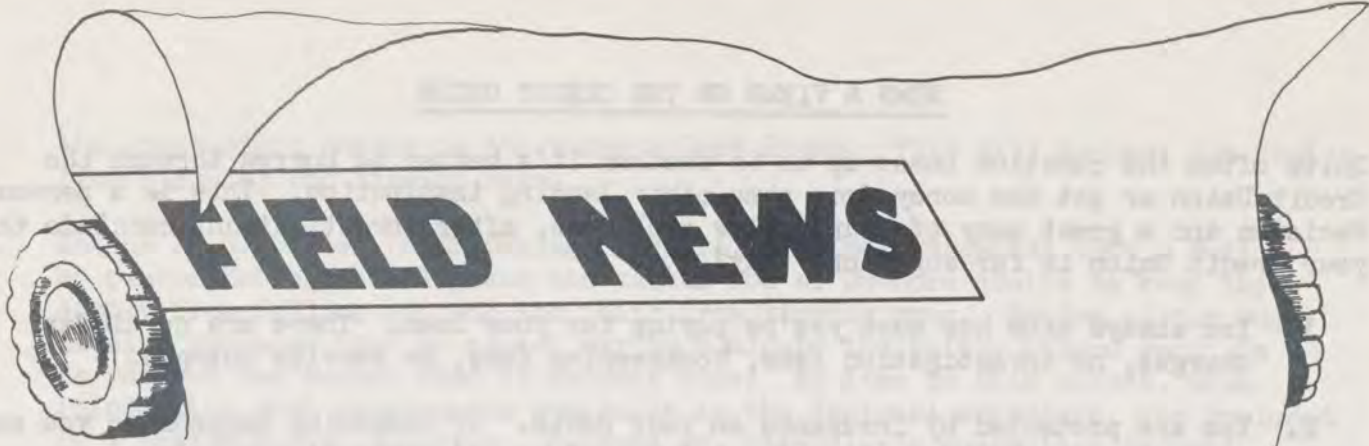
Also, I wish to apply for a loan of \$ _____ to be repaid in _____ monthly payments.

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

LOVELOCK, NEVADA

J. H. Prater, CAOS Communications, reports that personnel at the station gave up the usual practice of sending out Christmas cards this year in order to use the funds for a finer purpose. The money was used this year to purchase clothes, toys and candy for a crippled Indian boy. Plans are under way to have him placed in the Shrine Hospital at Salt Lake City in the near future.

DILLON, MONTANA

C. M. Schmauch, Facility Chief, tells us that while other places are having more than their share of "old fashioned" winter storms, his station has really been fortunate -- very little snow, only two days of below zero temperatures and the electronic crews have not had to shovel their way to the range sites once this year. A good hunting season is also in prospect with the sighting of a herd of 500 elk wintering just 40 miles from the station. He also reports that the members of the Dillon Flying Club are increasing their activities and becoming very communications conscious, utilizing CAA facilities at every opportunity. Improvements at the station include modernization of the quarters with a new wall covering of acoustical tile and plywood and a new tile floor. Field improvements include the construction of new hangars and the paving of one runway by the County Airport Board.

BRYCE CANYON, UTAH

We have learned from H. J. Dalton, Station Chief, that the year 1957 saw the departure of three "homesteaders" from Bryce Canyon. Bob Reid transferred to Phoenix, "Bennyboy" Fancher to Santa Barbara and Ernie "Old Reliable" Shirley to Eagle. High calibre men all, and everybody was sorry to see them leave -- everybody that is except the folks in the Fish and Game Commission. Seems they had planned an unusually heavy planting of trout in the lakes and streams frequented by the departed -- said program has now been abandoned. The alumni of Bryce/Hanksville will be happy to learn that the station has a new Wilcox transmitter and the promise of a new receiver as well. Probably the days of having to explain the operation of a cats-whisker and carbon to the station visitors are really numbered. "H.J." would like to know if anyone would care to argue about who is the highest INSACS in the Region. He hastens to point out of course that he is talking about height in terms of elevation.

BOISE, IDAHO

Harry L. Bergey, Chief, Boise CS/T, reported that the January meeting of the CAA supervisors headquartered at Boise was well attended and most interesting. Mr. S. Majumdar of India, who is visiting and in training at Boise, spoke for one and one-half hours on his native land and answered many questions. Mr. Majumdar presented a picture of civil aviation in India today and explained the operations in the four different geographical flight information regions; New Delhi, Calcutta, Bombay and Madras.

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He pointed out that while there was not much in the way of civil aviation in India prior to WW II, his country now ranks third in internal traffic, following the United States and Australia. To handle the increase in this traffic, the nationalized airlines are now converting their equipment from DC-3's to Viscount aircraft on the main routes. Eighteen persons attended the meeting representing the local offices of Aviation Safety, Facilities Maintenance Engineering, personnel from the Combined Station/Tower, U. S. Weather Bureau employees, the Airport Manager and all Boise CAA supervisors.

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DIVISION HIGHLIGHTS

AIR CARRIER SAFETY DIVISION

Bonanza Air Lines started their Phoenix, Arizona-Salt Lake City, Utah, service the 3rd of January 1958, with four trips daily, two all-stops and two non-stops. Stops at Prescott, Arizona, and Cedar City, Utah. This month also saw the start of service into Palm Springs, California, for Bonanza. This will give Palm Springs passengers connections to the east out of Phoenix without coming into Los Angeles.

Western Air Lines has submitted an application for approval of a DC-6B simulator training course. The proposed course is currently being evaluated by the assigned Operations Inspector. If approved, the course will take the place of one of the two instrument competency checks required each twelve months.

Western Air Lines received their 22 Douglas DC-6Bs which were fully equipped with operative weather radar. The other aircraft have only had the structural provisions. It is anticipated that Western will start installation of this equipment in current aircraft now that it is becoming available.

Bonanza Air lines has definitely "passed up" the delivery of the Fairchild F-27 with the lower-powered engine. It was determined (rather late) that sufficient performance would not be available at some of the airports, altitudes, and temperatures encountered on their route. Although it is anticipated that Bonanza will obtain the F-27 with the larger engine, modern piston engine aircraft should not be discounted as future additions to their fleet.

Western Air Lines has a retrenchment program in effect as a result of slack in business. Part of the slack has no doubt been the result of the news releases of pilot strikes which have been postponed from time to time. As a result of this program, added effort will necessarily have to be expended to see that the "line is held" during the retrenchment. As of this date labor agreements have not been reached at either Bonanza or Western with their mechanics.

The Burbank ACSDO certificated two Part 45 operators this period, American International Airways, Inc., based at Lockheed Air Terminal, Burbank, California, and Las Vegas Hacienda, Inc., based at Long Beach Municipal Airport (Maintenance), and Operations based at Lockheed Air Terminal. American International is utilizing DC-4 equipment and Hacienda DC-3s.

Central Air Transport is resuming common carriage domestic flights. The present schedule is operating Burbank and Dallas, and plans are to extend this schedule to include Atlanta in the near future. (Continued on next page)

A representative of the San Francisco ACSDO met with personnel of the International Field Office at Tokyo and members of the Chinese Nationalist government for the purpose of revising the instrument approach procedures and authorizing night operations for Taipei, Formosa. Heretofore the restrictions for American flag carriers have been abnormally high in that they had not been authorized night operations and so with the new procedures they will be able to compete more favorably with the government sponsored airline.

California Eastern Aviations maintenance facility was sold to Lockheed Aircraft Service and the carrier has cancelled their repair station certificate effective February 1, 1958. The three L-1049H aircraft, plus spares, have been leased to Trans World Airlines. This leaves the carrier with two C-54DC aircraft. For the past month, the carrier has not engaged in any flight activity. The carrier is retaining approximately eight maintenance people that will be a nucleus for the maintenance portion of their operation.

United Air Lines has completed provisions for an in-service test of Air Traffic Control Radar Transponders in six DC-7 aircraft (N633C through N6337C and N6348CO). The test will be effective only on these six airplanes. It is anticipated that the tests will continue for from six months to a year, after which fleet installations will be made. The fleet installations will utilize a combination ADF/Transponder Controller on the First Officer's side, similar to the ADF/Radar Controller on the Captain's side. The first installation is planned for approximately March, 1958.

West Coast Airlines now anticipates receiving their first F-27 sometime in May. Pilot ground school on the Dart engine is now underway. Two crews are being trained at a time, Captain and copilot. Each crew will attend ground school for a two-week period. Upon delivery of the first F-27, pilot training will begin, probably during June.

The Burbank ACSDO has had many inquiries relative to requirements for certification under Part 45. The inquiries for the most part are from pilots who intend to establish charter services. The Air Carrier Safety Division is proceeding in accordance with current policy on the certification of Part 45 operators.

Slick Airways, Inc., has moved their Flight Operations Base back to Burbank. This move which establishes certificate responsibility in the Burbank ACSDO was completed about the 10th of February.

Of interest to this office is a new United Air Lines service hangar being constructed at San Francisco. The following description was published by United Air Lines. "Fourteen aesthetically-contoured steel and concrete pillars, arranged in two rows 80 feet apart, support the entire roof structure which covers 112,000 square feet -- more than 2.5 acres. Huge cantilever 'I' beams (maximum cross section about 3' by 14') extend out 135 feet on each side of the rows of pillars, producing twin hangar areas each the size of a football field and together capable of housing four DC-8s plus two DC-6s or DC-7s. Ground supported doors 50 feet high and moved electrically provide 150-foot openings in three positions on each side.

"The Plot 4 service hangar is the largest building of its type in the world. (Although the new UAL hangar at IDL is similar it is not of the same design). The beams were made up (using steel plates up to two inches thick) in Los Angeles and caravan-trucked with police escort to San Francisco. Fifty ton sections (equivalent in weight to 25 auto-

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mobiles) were loaded aboard truck-trailer rigs extending up to 100 feet from front bumper to tail end. Huge cranes, working two to a beam, hoisted the sections into place with grippers resembling giant ice tongs. The welding was checked by gamma radiation (similar to X rays) utilizing cobalt 60. Completion is scheduled for the fall of 1958."

Boeing No. 1 707 is progressing on schedule with its test flights and reports have been quite favorable to date. On a recent flight with two CAA engineering test pilots aboard, Boeing looked for and located what is reported to have been a good load of ice. They were able to clear the ice rapidly with the thermal deicing system on the aircraft.

Boeing No. 2 707 was rolled off the production line late in January and it appears that the plane will be in flight test status on schedule.

Boeing No. 3 707 is progressing on schedule.

Boeing No. 4 707 has been moved into the final assembly area and all of the sections of this aircraft have been joined. This is the first aircraft scheduled for delivery to Pan American World Airways.

AIRCRAFT ENGINEERING DIVISION

The Pre-Flight Type Board Meeting on the Boeing 707 is being conducted at Seattle, starting February 12th. This meeting will be attended by representatives of all of the Branches of this Division, representatives of the Washington office, and several representatives of the Air Carrier Safety Division. CAA personnel participated in flight tests of the Boeing 707 for the purpose of evaluation of anti-icing and de-icing capabilities of thermo anti-icing system, and an evaluation of the aircraft's flying characteristics and controllability with an accumulation of ice on all parts of the aircraft and also with ice on only the unprotected parts of the aircraft.

The first production 707-120 airplane has flown approximately 30 hours. The flight flutter test program is nearly completed.

Both the "Electra" and the "Elation" airplanes have been experiencing very satisfactory operation of the propeller and engines with no significant irregularities experienced to date. During the "Elation" flights, various propeller and engine systems have been exercised to accumulate F&R time on these components.

Work on the DC-8 ship No. 1 is progressing rather rapidly and Douglas is planning to have the aircraft on the ramp in the middle of February. All four engine pods will be hung on the airplane sometime during February. The Douglas Company is still planning to fly this airplane approximately March 15, 1958. The wing and fuselage on ship No. 2 were joined on January 21st and went together satisfactorily.

Flight tests of the Napier-Bland powered Convair Model 340 have been started. To date, airspeed calibration and stall speed tests have been completed. An evaluation of the airplane's characteristics is now in progress. The status of the turbo-prop installation in the Convair 340/440 relative to compliance with CAR 4b was outlined to Napier.

Radio type certification projects have been completed on RCA AVQ 50 Weather Radar and PAA-PAD SELCAL Units. This completed the radio type certification applications made in this region prior to the expiration date of CAR 16.

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McKinnon Enterprises have flown their Grumman G-21 four-engine conversion. During their first flight, the aircraft's wing tip and hull were damaged due to hot brakes and wet field. The aircraft is now back in flight status. The Pre-Flight Type Board Meeting is scheduled for Feb. 18th.

Most of the DER appointments expiring February 1958 were renewed. Several applications are still pending, some of which will be denied as their services are not presently required and such appointments would only increase our workload.

The Forney Company has reorganized its aircraft division to operate on a more independent basis with Mr. Laurence Farnham as Division Superintendent. They are presently stockpiling detail parts in production runs of 100 airplane sets. They expect to again have completed airplanes coming off the assembly line by approximately April 1st.

Shop orders are being released for Convair 880 No. 1 aircraft and conformance inspection is in progress on detail parts and small assemblies. Some small tooling has been completed by the tooling department and is waiting "first article" inspection.

Delivery of the last Convair Model 440, No. W-104, to the CAA was accomplished this month. To date, 169 Model 440 airplanes have been certificated. Serial No. 510 will be the last Model 440 aircraft manufactured by Convair. Serial No. 507 is now being mated.

CAA Parts Manufacturing Approval was issued to Winslow Aerofilter Corp., Oakland, California, to manufacture various types of air and oil filters.

GENERAL SAFETY DIVISION

Denver GSDO - Inspector Vaughan met with representatives of the Colorado State Department of Agriculture and representatives of the agricultural operators of this state. The meeting was held to discuss plans for a one day course to be given in Fort Collins on February 7th on new methods of application, the administering of state tests, etc.

Two ROTC programs have started in this area, at Colorado State University at Fort Collins, Colorado, with an enrollment of 18 in the Air Force program and 7 in the Army program and at the University of Colorado, Boulder, Colorado where there are 12 students enrolled in the Air Force ROTC.

Helena GSDO - The Montana Aeronautics Commission has been working on a scholarship program for flight training to be given to qualified and interested students throughout Montana. The personnel from our office have been contacted and asked for comments or criticisms to help make the program as strong as possible when it is put into effect.

Palo Alto GSDO - Stanford University ROTC Air Force Flight Training Program is operating with four (4) flight students as compared to more than 30 last year. Student interest in the program all but collapsed in view of a new five-year commitment requirement to Air Force duty.

Cheyenne GSDO - During the month, Crest Aviation of Laramie, Wyoming was issued a contract to train 12 ROTC students under the Air Force ROTC program in conjunction with the University of Wyoming, Laramie, Wyoming. (Continued on next page)

Cheyenne GSDO Continued

Ralph S. Johnson d/b/a Master Equipment Company, Cheyenne, Wyoming has purchased approximately 20 surplus Lockheed PV-2 aircraft, two of which have arrived in Cheyenne and operations have been started to convert these aircraft under the provisions of CAR 8.

On January 21 the City of Cheyenne held a special bond election for the purpose of building a new administration building on the Cheyenne Municipal Airport; however, the issue was defeated.

Portland GSDO - It begins to look like the year 1958 will establish new local records in all phases of general aviation if present trends are any indication of what is to come. 104 airmen files were processed, 212% over the average for the month of January recorded during the last four years. Aircraft files follow a corresponding increase, with 78 handled. The slack period expected did not materialize, and our inspectors were busy taking care of the load.

Oregon State College AROTC is going strong with the first stage checks completed. Inspector Ruggenberg reports he is well pleased with the results of the checks and that training appears to be excellent in all respects.

Phoenix GSDO - The certification of military aircraft has been steadily increasing in the district. We expect the following military aircraft to be ready for certification within next few weeks:

5 - P51 Aircraft	2 - B25 Aircraft
1 - B17 Aircraft	4 - C45G Aircraft
1 - A26 Aircraft	4 - T34 Aircraft

A large number of surplus military aircraft are being sold at Davis-Monthan AFB and Litchfield Park Navy Base.

Salt Lake City GSDO - Inspector Jordan has been devoting one evening a week to a class in electrical systems. The classes, four hours each, have been held at Utah Central Airport in Salt Lake City. They were started when the failing grades received in both written and practical mechanic examinations and the number of inquiries for assistance in the subject made it apparent that such a course would be very helpful.

The month of January saw this year's ROTC flight training program getting off to a good start. Last year only Utah State University at Logan, Utah participated. This year USU, Brigham Young University at Provo and University of Utah in Salt Lake City are all participating.

Boise GSDO - We received word that something in excess of 800,000 acres of forest will be sprayed in eastern Oregon this coming season. Tentative plans call for the aircraft doing the job from Baker and John Day, Oregon airports.

In December the Twin Falls, Idaho airport manager and officers of the Twin Falls Flyers flying club requested assistance in conducting a safety meeting. We gave them advice and counsel and a meeting held the evening of January 22 was a great success. 101 attended from all over south-central Idaho. The Communications Stations at Burley and Gooding were represented as they both serve Twin Falls. All personnel of this office participated at the safety meeting.

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Albuquerque GSDO - In Albuquerque, we frequently get poor flying weather the early part of January. This comes up suddenly, following beautiful weather. When it does, it catches pilots unprepared for it. These accidents do not happen to professional pilots, but to lesser qualified people. This year has followed the usual pattern. Weather here has figured in three accidents this month, resulting in 3 fatalities, one seriously injured.

Fresno GSDO - In spite of the pessimism shown by aircraft dealers during the month of December, new aircraft unit sales during January are reported above the same month a year ago. Business and corporate interests have been the major purchasers. The demand for used light aircraft continues at an all time high. Dealers report that they have no trouble whatsoever moving aircraft trade-ins.

Grand Central Aircraft Company has been awarded a contract for the modification of approximately 300 Lockheed T-33 jet trainers.

Medford GSDO - Renewed interest in aviation is evident in many areas despite poor flying conditions. Several new flying clubs were organized during the winter. A chapter of the Sportsmen Pilots of Oregon was recently organized at Klamath Falls and promises to have a large and active membership. Inspector Kagy was the principal speaker at the regular meeting of the group held on January 4, 1958.

Ontario GSDO - An interesting but hazardous investigation at the 5000' level East of San Gorgonio Mt. was made this month. The aircraft was a Trip-Pacer lost for a week, resulting in fatalities to the 4 occupants. Two Marine helicopters and crews assisted personnel of this office as well as San Bernardino County Sheriff's Office, and did a very outstanding job. The helicopter most certainly proved its worth, as the investigation at the scene was completed including removal of the bodies, in a 12 hour period. It would have been a hazardous 3 day hike to attempt to do the job on foot. Inspector Outcen went beyond duty requirements assisting with the investigation in that he navigated the #1 helicopter to the scene of the accident and landing was made at night.

Seattle GSDO - Inspector Leach of this office attended a meeting of the Revel Aires Flying Club at Renton and also gave a lecture on airplane performance to a group of pilots at Bellevue Airfield.

The Supervising Inspector attended a pilots' meeting at Bellingham, Washington and also spoke to a group of approximately 80 aviation students at Franklin High School.

Yakima GSDO - Continued mild weather has resulted in an early weed year and one operator reports first spraying of weeds in wheat on January 27.

AIRPORTS DIVISION

During the week of February 3, the District Airport Engineers and Regional Airports personnel met in the Regional Office for the purpose of preparing the recommended Fiscal Year 1959 Program. Mr. H. H. Howell, Director, Office of Airports, also attended and reviewed the Program. The Regional Recommended Program was forwarded to each Division for comments as to its effect upon their programs and activities. Subsequently, Messrs. Winger and Benson reported to Washington for a conference of Regional and Washington Office of Airports personnel to finalize the Regional recommendation of the 1959 Program. (Cont'd. on next page)

On January 27, 1958, Messrs. Plett, Horning, Winger and Kropf attended the dedication ceremony of the new CAA Operations Building at Phoenix Sky Harbor Municipal Airport, Phoenix, Arizona.

Grant Offers were issued during the month to the following: San Francisco, California, in the amount of \$383,754 for constructing sixth-story addition to Administration Building and fill for 630-foot extension of runway 28-L including parallel taxiway; Portland, Oregon, \$265,519 for constructing and lighting apron and two connecting taxiways, fencing, and installing water supply line, sewer system and electrical system; Shoshoni, Wyoming, \$6,851 for land acquisition, smoothing E/W landing strip, taxiway, parking area and entrance road, relocating telephone line and constructing perimeter fence.

Project Applications were received from the following locations: Phoenix, Arizona, \$279,314 for installing taxiway guidance lights and apron lighting, constructing transient parking apron, service roads, auto parking areas and extending main ramp; Hayward, California, \$21,761 for constructing water line; Monterey, California, \$28,455 for land acquisition; Ukiah, California, \$22,535 for land acquisition; Carson City, Nevada, \$33,330 for paving E/W runway, taxiway and the end of the proposed new runway.

FACILITIES DIVISION

Navigational Aids - The grading of a mountain top VORTAC site near Las Cruces is underway, supervised by Bill Beekman. Grading of a similar site near San Luis Obispo has just been completed under the supervision of Jim Minor, while Walter Zackowitz is supervising the clearing and grading of a mountain top VORTAC site on the easterly end of the Monterey Airport.

Virden Vick has gone to Seattle to make a quick move of the ILS localizer to a temporary location on the runway to clear the present site for grading and later paving.

The Dalles VORTAC construction work is now being supervised by Dick Jensen. Notice to proceed has been issued for the installation of an ALS at Ontario International Airport with John Davenport supervising the work.

A proposal has been issued for an ALS at Sacramento. Proposals have been issued for construction of a VOR near Avenal and for VORTAC's near Needles, Phoenix and Baker.

Conversion of VOR's to VORTAC's has started at Salinas and Rice under the supervision of Thomas Tarpo and Bob Jorg, respectively.

Final inspections have been made on the Prescott VORTAC conversion and Tuba City VOR construction.

Erwin Clark and Russ Kiggins completed VOR site test at Sausalito and Peters, and have set up portable equipment for a site test at Oakland.

Marvin Andelin and Melvin Kucherer completed the VOR site test at Dove Creek, Pueblo, and Colorado Springs and are presently awaiting flight check at Tobe.

Don Pickett and Harry Wickwar completed flight checks for Ontario VORTAC relocation and Arlington VORTAC.

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Bob Crookshank, Bill Wilkinson and Bill Sherart completed the Milford VORTAC conversion and proceeded to Tuba City to start installation of the VOR.

John Williams, Jim Barnes and Bob Betz started the VORTAC installation at La Joya while awaiting backfit equipment at Deming. They have now returned to Deming to complete the VOR.

Roger Baker, Harold Wailes, and Otis Borden completed the Red Bluff VORTAC conversion and are awaiting flight check. This is the first of the short outage time conversion jobs.

Boyd Preece, Bob Stevenson and Ed Jansen started the VORTAC conversion at Prescott. James McAnally has joined the crew temporarily to assist in completion of the Drake VOR.

Hal Fontecilla, Fred Rowell and Jack Willmore completed the Rock Springs VORTAC conversion and started the Burley VORTAC conversion.

Glenn Shoop, Harold Wailes, Otis Borden, Hank Scribner, and Harold Dickenson completed the Spokane ILS relocation. Shoop, Scribner and Dickenson started the Boise VORTAC conversion.

Lonnie Tarver returned from Oklahoma City DME school and has gone to Boise to participate in the VORTAC/DME tune-up.

Dave Young and Gene Mallory started the Lovelock VORTAC relocation.

Don Gross, Tom Keary, and Ray Goulette started installation of the Tonopah VOR.

Radar - A Joint Radar Planning Group Conference at Ft. Lawton on February 5th and 6th was attended by representatives of this office. A new Ft. Lawton site for the long range radar for the Seattle area, a short distance from the original site, was agreed upon. Gordon Gardner and Thomas Hookanson flew to Seattle and made a survey of the new location. Don Hughes and Ralph Riley accompanied Collins Radio Company representatives in the survey of radar microwave paths from the Ft. Lawton long range radar site to the Seattle ARTCC, and from the Mica Peak long range radar site to the Spokane ARTCC Center.

Rafael Lopez assisted by Damon Capps, Clyde Harrell and Bob Whitney completed relocating the master indicator of the ASR-2 to the new IFR room at Salt Lake City. Completion of the ASR-2 repeater, VHF/DF-1 and communications installation in the IFR room is scheduled for completion February 26.

The ASR-3 circular polarization kit has been installed at Los Angeles by Phil Hawkins and Elliott Johnson. The radar was recommissioned February 14.

Final approval has been received from Washington on Mount Humboldt as a long range radar site to serve the Phoenix ARTCC area. James Crenshaw and Rex Brown are assisting the Collins Radio Company engineer in making a survey for the microwave link. Proposal for construction of the radar site is in its final stages and will be issued shortly.

Radar site testing in the Albuquerque area is progressing with tests being conducted at the West Mesa ADC radar and the Mesa Rica site near Tucumcari. The TPS-1D mobile radar unit testing is being conducted by Red Pedri and Jim Mappin under the supervision of Norm Carlberg at Mesa Rica.

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The Laurel Mountain radar site test using mobile test equipment was completed by Norm Carlberg and Jose Lliteras and mobile test equipment was returned to the Regional Office.

Telephonic approval has been received on the long range radar site at Scarper Peak for the Oakland ARTCC and Francis Peak for the Salt Lake City ARTCC.

The CAA evaluation of the ADC long range radar at Mather Air Force Base for possible use at the Oakland ARTC Center has been started.

Communications - Surveys for garages for Winnemucca and Klamath Falls have been completed by Les Gibson. Site selections for garages at Salmon and Grand Junction have been made.

The installation of air conditioners at Fresno have been completed by Fred Yandell. The air conditioners and asphalt floor tile have been installed at Great Falls.

The Fallon peripheral facility is under construction, supervised by Howard Hickey. Construction was completed at Alamosa and Tucson under the supervision of William Mabry and Dave Evans respectively.

The installation of cable from the ILS to the new ATCS at Bakersfield has been completed. Clyde Lee also completed the installation of an engine generator at this site.

Proposals have been completed for the expansion of the remote transmitter site at Phoenix and for the installation of an air conditioner at Thermal ATCS.

Joint acceptance inspection was held for the Great Falls ARTC Center electronic installation. Joint acceptance inspection was conducted at Miles City for the A/G peripheral electronics equipment installation.

William Berhost and Robert Svec completed the Billings RCAG site, and a joint acceptance inspection has been conducted. The crew is now enroute to the Glasgow RCAG site.

The installation crew has completed the Casper RCAG site. VHF channels are now in operation at Both Casper and Pueblo RCAG sites.

Installation crew has started work at the Cheyenne RCAG site.

Dick Preator and his crew are now working on the Denver RCAG site.

Darol Preator, Tom Carrington and Anthony Maglica are working on the peripheral control equipment at Denver.

Phase I of the installation work at the Horton RCAG has been completed. Phase I consists of installation of all equipment except UHF transmitters and receivers. We are awaiting telephone company service at this site.

Five channels of VHF equipment have been commissioned at the Fresno RCAG and are in use by the Oakland ARTC Center.

Phase I has been completed at the Yakima RCAG and two VHF channels are in use by Seattle ARTC Center.

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Installation of equipment has been started at the Mountain View, Tonopah and Red Bluff peripheral sites and at Angel's Camp, Klamath Falls and Redmond RCAG sites.

Work has started at San Francisco, Belmont and Pescadero to activate a single sideband circuit to Honolulu. Progress will be limited as installation personnel are concentrating on completion of the ARTC Center peripheral program.

Acceptance inspection was conducted February 10-11 at the Oakland ARTC Center. The installation crew members who worked on this project, under the supervision of area supervisor James Carr, are: Joe Smith, William Wines, George Burdett, William Greta, Carl Huit, Lloyd Allen and Howard Moore. Crew is to be commended for the neat-appearing installation and also for the fact that all operating positions were completely cut over to the new control equipment without interim "makeshift" wiring arrangements.

The installation crews for Los Angeles-Albuquerque-Phoenix area have been moving in groups of three and four, each group specializing in just one phase of the initial installation. The mechanical specialists have been the first at a site, followed by antenna and coaxial specialists, with the wiring specialists coming in last.

Bill Good and Vic Simmons completed the installation of the first phase at the Las Vegas RCAG site and commissioned two channels on February 4.

Ed Dombroski and Roger Greenman completed the installation of the first phase at the Rock Springs RCAG site; however, commissioning was postponed until usable Telco lines are available.

Harold Hardy and Howard Globber have started installation of available equipment at the Delle RCAG site. Ronald Golden, a new Technician, will join this crew upon his arrival at Salt Lake City.

Walter Ely and Roger Greenman are installing voice frequency control and signaling equipment at the Salt Lake City ARTC Center. This equipment will control the RCAG facilities associated with the Salt Lake City Center area.

The installation crew at Blackfoot are completing the first phase of the RCAG site and three channels were commissioned on February 24.

Wayne Brown, Tom Bracken and Floyd Bithell are on the final stages of the Mullan Pass ATCS relocation and expect to have all operations moved to the new building by the end of this month.

Maintenance - Three representatives of the Branch recently completed a special two-week course on the new radar microwave link equipment, RML-1, at the Collins Radio Company at Dallas, Texas. Those attending were: Ralph O. Perkins, Denver; Edward J. Porten, Seattle; and J. A. VanVoorhis, Regional Office. Future training on this equipment will be at the Aeronautical Center as a Radar Option Specialty (first 4 week class to start May 12, 1958) and also in the form of a Regional on-the-job training program after the equipment has been installed.

During the months of January and February, Regional and field representatives of the Branch participated in joint CAA/military meetings concerned with CAA maintenance of military installed radar facilities. Specific locations included Moffett and Miramar Naval Air Stations, California; Malmstrom Air Force Base, Montana; Davis Monthan Air

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Force Base, Arizona; and Spokane, Washington. The first four locations involve typical Navy RATCC and Air Force RAPCON facilities whereas the latter is a long range radar facility for the Spokane ARTCC. The growing list of CAA maintained military radar facilities has reached the point where approximately one-half the radar facilities in Region Four fall in this category.

The following students recently graduated from the Aeronautical Center: Communications Equipment Class No. 91: Benjamin F. Berg, Spokane; George J. Pickavet, Sacramento; Joseph Harris, Ogden; George Gerard, San Diego. Communications Equipment Class No. 92: Walter A. Crook, Casper; Lawrence K. Campen, Yakima. ILS/VOR Class No. 130: Richard A. Zeine, Idaho Falls; Raymond W. Perry, Drummond; John W. Fasching, Lewistown; Lacy I. Thompson, Bakersfield. DME Class No. 125: George M. Warren, Boise; Raymond L. Jorenby, Billings; Lonnie F. Tarver, IA-628; Jack J. Teatsorth, Los Angeles; John F. McNichol, Cutbank; Carl E. Townsend, Dubois; Edward H. Hutchingson, Phoenix; and Andrew N. Ainslie, Tucson. Pre-Radar Class No. 123: Alfred B. Hunter, Fairchild AFB, Spokane; Charles W. Brokaw, Davis-Monthan AFB, Tucson; and Paul K. Beaty, Kirtland AFB, Albuquerque. ASR/PAR Class No. 121: Mathew Frampton, Sacramento; Dwayne W. Clark, Denver; James T. Bailey, Fairchild AFB, Spokane; Elvie J. Bass, Los Angeles; Floyd L. Johnson, Kirtland AFB, Albuquerque; and Edwin M. Ellis, Great Falls.

The following employees recently completed a short course in Model 28 Teletypewriter Equipment, Class No. L-3: Frederick O. Wyrick, Bakersfield, Howard J. Cushman, Santa Barbara; Gail B. Martin, Palmdale; Arthur J. Balfour, Burbank; Dellmont A. Clabaugh, Burbank; David A. Reed, Blythe; James R. Ingels, San Diego; and Edward A. Fitzgerald, Bakersfield.

The following employees recently completed a short course in RAPCON A/G Communications Equipment at the Malmstrom AFB, Great Falls, Montana: Kenneth L. Lewis, March AFB, Riverside; Earl Spofford, McChord AFB, Tacoma; Wallace B. Cook, Malmstrom AFB, Great Falls; John A. Joyce, Malmstrom AFB, Great Falls; Otis M. Tindell, Malmstrom; and Richard B. Hodges, Delta.

Mrs. Dorothy Chapman, Secretary to the Manpower and Training Staff, Maintenance Engineering Branch, was awarded the following citation by the Los Angeles Police Department:

"For outstanding cooperation and awareness of civic responsibility in providing members of this Department with accurate descriptions of three men she observed entering her neighbor's home. For actions resulted in the prompt capture of the suspects and the recovery of two stolen automobiles and the clearing of thirty-five burglary cases."

The award was signed by all members of the Board of Police Commissioners and dated February 19, 1958.

AIR TRAFFIC CONTROL DIVISION

Staffing plans for the Moffett and Miramar RATCC's were developed and recommendations forwarded to Washington for Joint CAA/Navy operation. CAA has been performing manual approach control functions at Moffett since February 10, 1958.

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The Denver tower now qualifies for the highly complex category. We are proceeding with upgrading.

An announcement has been received from Secretary of Commerce Weeks that the Ellensburg station will be moved to Wenatchee. Local services at Ellensburg will function as a satellite of Wenatchee.

Davis-Monthan terminal radar was commissioned February 6. We plan to inaugurate departure control service April 6.

Radar departure control at Salt Lake was recommissioned February 17.

Radar arrival and departure control resumed operation at Los Angeles February 13. It had been shut down for conversion to circular polarization and reduction in scanning rate.

The new target date for commissioning the Phoenix air route traffic control center is March 25.

We have been authorized to assign a Resident Liaison Officer to the Canon AFB RAPCON at Clovis, New Mexico.

It is reasonably sure now that CAA will be able to take over some of the surplus housing units from the Marine Corps at Daggett. This will be of great assistance to accommodate our enlarged complement.

Elmer Butler, Chief of the San Francisco oceanic station, received the Department of Commerce meritorious service award in Washington February 12.

The simulated traffic study of the Los Angeles area is in progress at the Technical Development Center, Indianapolis. Several regional representatives are participating.

Lynn Hink and Harold Korell attended a two-weeks course in Washington on the Remington Rand computer.

A three-weeks course for ATC instructors was opened at Regional Headquarters February 17. It is conducted by W-90 in collaboration with the Office of Air Traffic Control. In addition to Region four instructors, several are present from Regions Two, Five and Six.

A complete formal evaluation of the entire Albuquerque center's area of responsibility was completed February 21. This was the first formal evaluation conducted by the Operations Inspection Staff in this Region. One representative from Washington and personnel of the Regional Office participated. A similar evaluation is scheduled for the Seattle center's area next month.

Lenn Middlekauff attended a conference in Kansas City with Region Three personnel and Chiefs of the Denver, Kansas City and Chicago centers, who resolved differences in proposed preferential routes between Denver and Chicago. Discussions also covered airway alignments affecting Regions Three and Four. Direction of traffic flow over the preferential routes was resolved for the present. If difficulties arise, further discussions will be held later.

We have recently negotiated polar routes agreements with military agencies and civil interests concerned. Recommendations for designation were forwarded to Washington.

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The ATC and ANF Divisions' joint survey team located another site for the Albuquerque center which appears to measure up to all standards.

Warren Loustalet is conducting a traffic count at Felts Field, Spokane and checking into progress being made toward establishing a new tower at Geiger Field.

Don Himes met with a survey team from Washington in Albuquerque to study IFR room standards and requirements. They will next visit Denver.

The Service "A" teletype network realignment proposed for March 4 will be delayed indefinitely because of equipment delivery and installation problem.

Regional representatives of this Division met with W-500 representatives and military officials in the San Francisco Bay area to review flight procedures at Hamilton, Travis and Castle AFB's. Improved procedures will be adopted as soon as possible.

Comments from Regional ARTC centers concerning high altitude separation standards were compiled and forwarded to Washington, together with Regional remarks.

We have recommended procedures for designation of aircraft manufacturer and type to provide for standardization and abbreviation of designators. This action is in preparation for computers when they are placed in use in the centers.

We have reviewed and commented on the agenda for the ICAO procedures meeting to be held in Montreal.

ADLO Firebaugh visited the Edmonton air route traffic control center, together with Canadian officials and the CAA Liaison Officer from CADF. The Edmonton center proposes to implement an AMIS operation at Edmonton April 1. Flight movement information from Edmonton will continue to be passed over the direct line to the Great Falls AMIS.

ADLO Firebaugh reports that ADC fighter interceptor aircraft have started using the Glasgow, Montana AFB. A temporary AACCS tower is operating at Glasgow during daylight hours only. This Base will not be activated officially until additional construction is completed.

ADLO Farris met with Mr. Don Hobbs, Chairman of the Air Defense Committee for CAAE to bring Mr. Hobbs up to date on a new SCATER plan and work out distribution of material to outlying airports in the area.

ADLO Smith attended the SAGE course at Boston and visited the SAGE installation at McGuire AFB. The detailed report of this course which he submitted is being circulated within the Division Offices.

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