

REGION 4 NEWS

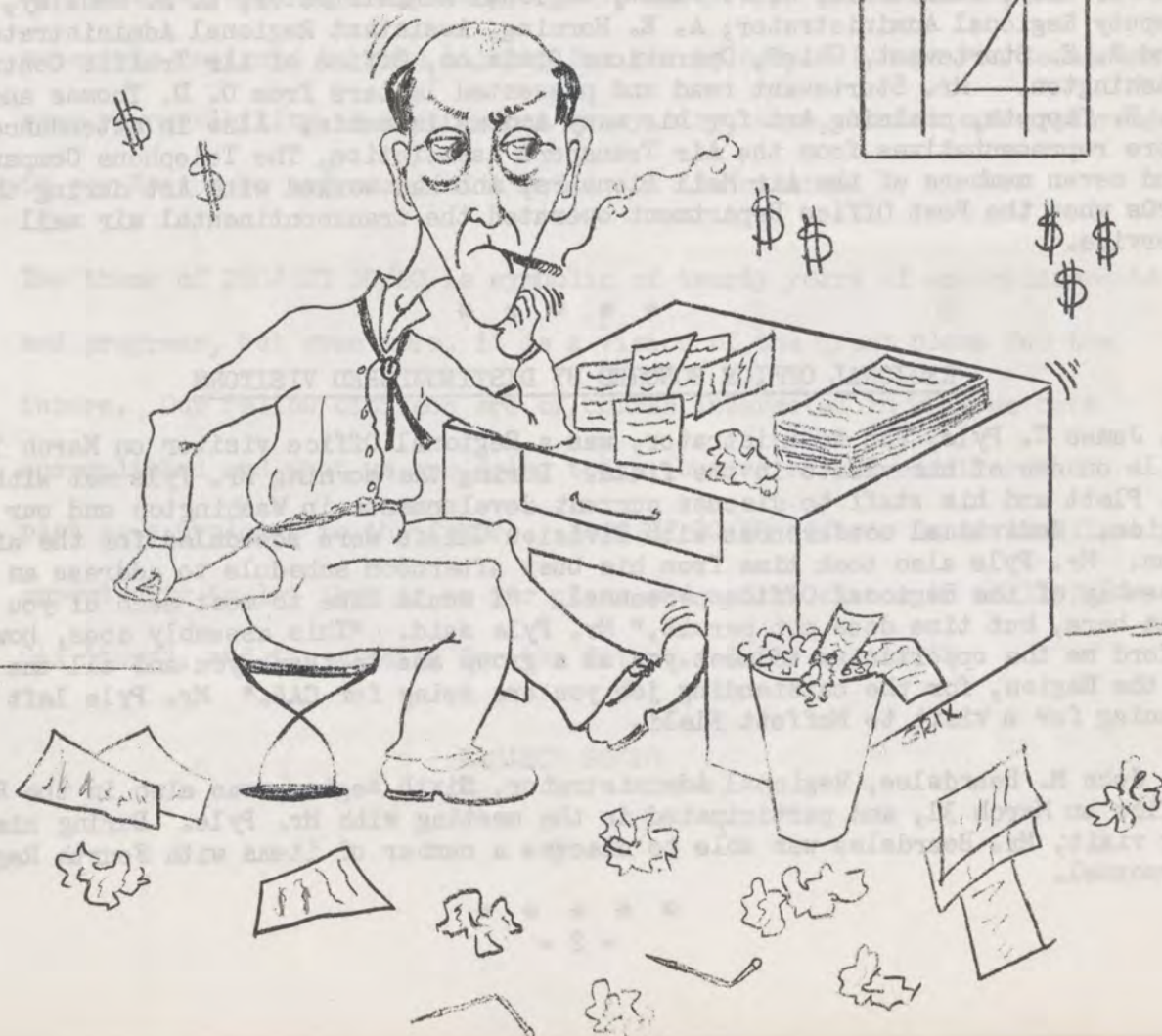
A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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VOL. V NO. 10

APRIL 1, 1958



ARTHUR F. JOHNSON HONORED AT RETIREMENT CEREMONIES

Ceremonies were held in the office of the Regional Administrator on Friday, February 28th, to honor Arthur F. Johnson, retiring after forty-one years of Federal service. Leaving the position of Chief, Air Traffic Control Division, Art will take up his new "loafing" duties at his home 460, 18th Street, Santa Monica.

Walter P. Plett, Regional Administrator, presented Art with his Forty Year Service Pin and a letter expressing the good wishes of many, many friends in the Regional Office. A beautiful Hawaiian lei, flown in for the occasion as a gift from Art's brother, Ted, in the Islands, was presented in true Hawaiian style by Art's secretary, Helen Walker. So that Art might take proper care of the lei and also to attack the bugs in his garden, Mr. Plett's office presented him with a large garden sprayer.

As his last official action, Art presented a Forty Year Service Pin to his Deputy Chief, Charles William Larsen, at the same ceremonies.

On the same evening, about one hundred of Art's CAA friends gathered for a dinner in his honor and presented him with a number of gifts. Included were a large book containing letters and signatures from hundreds of Art's friends in aviation and workshop equipment for Art's hobbies. Bill Larsen served as Master of Ceremonies and introduced special guests including, Art's son Lynn, Culver City, California; W. P. Plett, Regional Administrator; E. S. Hensley, Deputy Regional Administrator; A. E. Horning, Assistant Regional Administrator and R. E. Sturtevant, Chief, Operations Division, Office of Air Traffic Control, Washington. Mr. Sturtevant read and presented letters from D. D. Thomas and J. H. Tippets, praising Art for his many accomplishments. Also in attendance were representatives from the Air Transport Association, The Telephone Company and seven members of the Air Mail Pioneers, who had worked with Art during the '20s when the Post Office Department operated the transcontinental air mail service.

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REGIONAL OFFICE HONORED BY DISTINGUISHED VISITORS

Mr. James T. Pyle, The Administrator, was a Regional Office visitor on March 31, while on one of his visits in the field. During the morning Mr. Pyle met with Mr. Plett and his staff to discuss current developments in Washington and our Region. Individual conferences with Division Chiefs were scheduled for the afternoon. Mr. Pyle also took time from his busy afternoon schedule to address an assembly of the Regional Office personnel. "I would like to meet each of you while I am here, but time does not permit," Mr. Pyle said. "This assembly does, however, afford me the opportunity to meet you as a group and to thank you and all the folks in the Region, for the outstanding job you are doing for CAA." Mr. Pyle left that evening for a visit to Moffett Field.

Mr. John M. Beardslee, Regional Administrator, Sixth Region, was also in the Regional Office on March 31, and participated in the meeting with Mr. Pyle. During his two day visit, Mr. Beardslee was able to discuss a number of items with Fourth Region personnel.

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REGIONAL ADMINISTRATOR'S COLUMN

PROJECT 20/20

During the week of June 23, we will celebrate the 20th Anniversary of the Civil Aeronautics Act of 1938. This is a birthday party to which we are all invited and in which we can all participate. We are calling our party, PROJECT 20/20.

You will recall that in a recent Administrative Notice I called your attention to the overall plans and spelled out in some detail the role each of you can play to make our Birthday Party a success. In the very near future, each office, station or facility will receive a kit of materials designed to make it easy for you to help. I urge you to assume some responsibility in seeing that every city, town, hamlet and crossroad in our Region be appraised of the CAA and its mission.

The theme of PROJECT 20/20 is symbolic of twenty years of accomplishments and progress, but even more, it is a vision of the great plans for the future. Our fellow citizens are of course interested in what we have accomplished and what we are doing today, but we should consider the past as a prologue to the future. PROJECT 20/20 affords us an excellent opportunity to let them in on our plans and a fine chance to tell "The CAA Story", and its mission for the future. Let's use it!!!

PROJECT 20/20

NEW APPOINTMENTS ANNOUNCED IN REGIONAL OFFICE

The announcement of two important appointments for the Region was made recently by Walter P. Plett, Regional Administrator. Mr. L. Ponton de Arce, has been named Chief, Air Traffic Control Division and Dr. Lewis Gunther, Regional Flight Surgeon. Mr. de Arce a veteran of twenty-one years with CAA, takes over for Arthur F. Johnson who retired recently after forty-one years of Federal service. Dr. Gunther is new to the CAA and replaces Dr. James H. Britton who has been transferred to Washington on a new assignment. Both men are well known in their respective fields of air traffic control and medicine.

L. PONTON de ARCE

"Ponte", (as he is known throughout the CAA) is a native of California and brings a wealth of experience to his new position. Perhaps his greatest contribution to aviation came in 1936, when as a partner with the late Earl F. Ward, he founded and developed the present air traffic control system----- the system through which CAA now charts, guides and controls the flight of civilian and military aircraft over the air routes of the world. He is also credited with establishing the first Air Route Traffic Control Center at Newark, New Jersey in 1935.

Learning to fly in 1917, "Ponte" saw service in France as a pilot with the 100th Day Bombardment Group. Following WWI, he resigned his commission and became associated with the Friesley Aircraft Corporation of San Francisco and the Syd Chaplin Aircraft Corporation of Los Angeles. Another "tour" in Army Aviation followed in 1921-23, and a couple of years later we find him flying the first combination mail-passenger night flight ever made in the United States. This was the now famous flight in a Fokker Tri-Motor, from Boston to New York for old Colonial Air Lines, operators of CAM-1. The flight is still celebrated each year as the anniversary of the founding of the present American Airlines Company. " " " "

After several positions on the east coast including the management of a chain of airports in New England, the operation of his own flying school, and for a time serving as test pilot and demonstrator for Bellanca Aircraft, "Ponte" came back home to California in 1937. With his experience it was only natural that he join CAA, who at that time was just getting into the air traffic control picture. He was named Manager, Airway Traffic Control in Oakland, California, where he established the first Federal air traffic control in the Bay Area.

Recalled to active duty on June 7, 1941, Colonel de Arce served as Commanding Officer, Northwest Sector, Ferrying Command, in Seattle, Washington and later organized and commanded the Seventh Ferrying Group at Great Falls, Montana. In 1943 he was in command of the Third Ferrying Group at Romulus, Michigan and later served overseas in the India, China, Burma Theatre.

(Continued on page 6)

ALOHA



The Chiefs bid Art Johnson "Aloha" in true Hawaiian fashion at the retirement ceremonies held in the Regional Office last month. Art started his Federal service with the Navy back in 1917 and retired last month as Chief of the Air Traffic Control Division. The lei, a gift from Art's brother, Ted, was flown in from the Islands and presented by Art's secretary. Left to right in the photo: Walter P. Plett, Regional Administrator; Johnson; Ernest S. Hensley, Deputy Administrator, and Allan E. Horning, Assistant Administrator.

WELCOME



A hearty welcome to Dr. Lewis Gunther our new Regional Flight Surgeon. Dr. Gunther takes over for Dr. James H. Britton who has been transferred to Washington.

CONGRATULATIONS



Congratulations to L. Ponton de Arce who has been named Chief, Air Traffic Control Division. "Ponte" takes up the duties of Art Johnson who retired last month.

Returning to CAA after WWII, "Ponte" was named Chief, Air Traffic Control Branch in the Regional Office in Los Angeles, and in 1951 appointed Deputy Chief, Airways Operations Division. In 1953 he was named Chief, Program Requirement Branch and in 1957 took over his most recent assignment as Chief, Operations Inspection Staff, Air Traffic Control Division.

"Ponte" and his wife Helen live at 1634 Casale Road, Pacific Palisades.

Congratulations and best wishes, "Ponte", from all your friends in CAA.

DR. LEWIS GUNTHER

Dr. Gunther also brings a wealth of experience to his new post. He was born in Chicago, Illinois and received his MD from Yale University in 1926. He also did graduate work at UCLA and the University of California School of Medicine.

Dr. Gunther served his internship at Los Angeles County General Hospital in 1926 and was a medical resident at the University of California Hospital in San Francisco from 1927 to 1929. Served as physician for UCLA until 1935. From 1935 to 1937 he also served as attending physician at Good Samaritan Hospital and from 1930 to 1942 at Good Hope Clinic. Dr. Gunther has been a consulting physician at UCLA since 1935.

Since 1937, Dr. Gunther has held a number of important posts at Cedars of Lebanon Hospital. He was named Chief of Medicine there and also Chief of the Cardiac Clinic in 1952. Dr. Gunther has also been on the staff of the Mt. Sinai Clinic and Hospital and since 1942 has been an attending physician at Santa Monica and St. John's Hospital in Santa Monica. Between 1948-52 Dr. Gunther was an attending specialist in Internal Medicine, Veterans Center, Wadsworth General Hospital, Los Angeles. At present he is area consultant in cardiology for the Veterans Administration in Southern California and Arizona. With all of his professional duties, Dr. Gunther has also earned fame as a teacher and has been an Associate Clinical Professor of Medicine since 1946.

During World War II, Dr. Gunther served at Lt. Commander and Commander with the United States Naval Reserves and saw service in the Asiatic-Pacific Theatre including nineteen months at Pearl Harbor. In 1945 he was named Chief of Medicine at the U. S. Naval Hospital, Camp White, Oregon. As a Commander in the Medical Corps, Regular Navy, in 1946 Dr. Gunther was named Assistant Chief of Medicine and Supervising Medical Officer in Internal Medicine at the National Naval Medical Center, Bethesda, Maryland.

Dr. Gunther is a member of a number of national, state and local medical associations and also of Sigma Xi, Honorary Scientific Society. He is the author of more than sixty technical articles prepared for presentation before medical gatherings or for publication in medical journals.

Dr. Gunther is already hard at work in his new office. "One of the major research activities in which we are interested is a study of the ballistics
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of the heart," Dr. Gunther said. "In the near future this study will be set up in the Regional Office as well as at the Research Unit of the College of Medical Evangelists at Los Angeles County Hospital. The study will lead to more precise information on defects and diseases of the heart as they pertain to pilots and the flying public."

Welcome aboard Dr. Gunther. We hope your "cruise" with CAA will be a happy and pleasant experience.

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NEW BRANCH CHIEFS IN REGIONAL OFFICE

Two new Administrative Branch Chiefs recently reported for duty in the Regional Headquarters Office.

George Budke transferred from the Maywood Air Force Depot (formerly Cheli AFB) into the newly established job of Chief, Wage Administration Branch in the Personnel Division. Immediately prior to transfer Budke held a similar post at Maywood. Budke is a former Psychologist and Training Officer with the Veterans Administration and was at one time associated with UCLA as a Personnel Investigator. George has a Bachelor's degree in Psychology from UCLA and has completed two years toward his PHD. He is an active member of the Air Force Officers' Reserve Association and holds present rank of Lt. Col. in the USAFR.

Michael Kamin was recently named as the Chief, Fiscal Branch of our Budget and Finance Division. He transferred to CAA from a Supervisory Accountants job with the General Accounting Office. Kamin is a University of Southern California graduate with a major in-accounting. From 1946 to 1957 he operated his own Public Accounting firm. He holds membership in both the American institute of CPA's and the California Society of CPA's.

CAA welcomes both Mr. Kamin and Mr. Budke. Both bring to the Agency a varied and worthwhile background of experience and should be real assets to help in CAA's expanding programs.

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SPECIAL ANNOUNCEMENT FOR ALL CIVILAIR MEMBERS

Civilair will sponsor a Hawaiian Tour sometime after September 1, 1958. The tour, open to all Civilair members and their families, will be a complete package deal including the following:

Round trip transportation by air --- island tours---- seven days and seven nights --- hotel accommodations and 3 meals (Edgewater or Reef Hotel) --- total cost approximately \$287.00. If you are interested, write M. H. Grix, LA-245.

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WE NEED YOUR CLIPS

We would appreciate receiving clips of newspaper items that mention the Civil Aeronautics Administration and that appear in your daily and weekly newspapers. As you might imagine, it is impossible for Regional headquarters to cover every paper published in our eleven state area. Whenever you see a story in your local paper concerning Region Four, please clip it out and send it along to IA-4. Many thanks.

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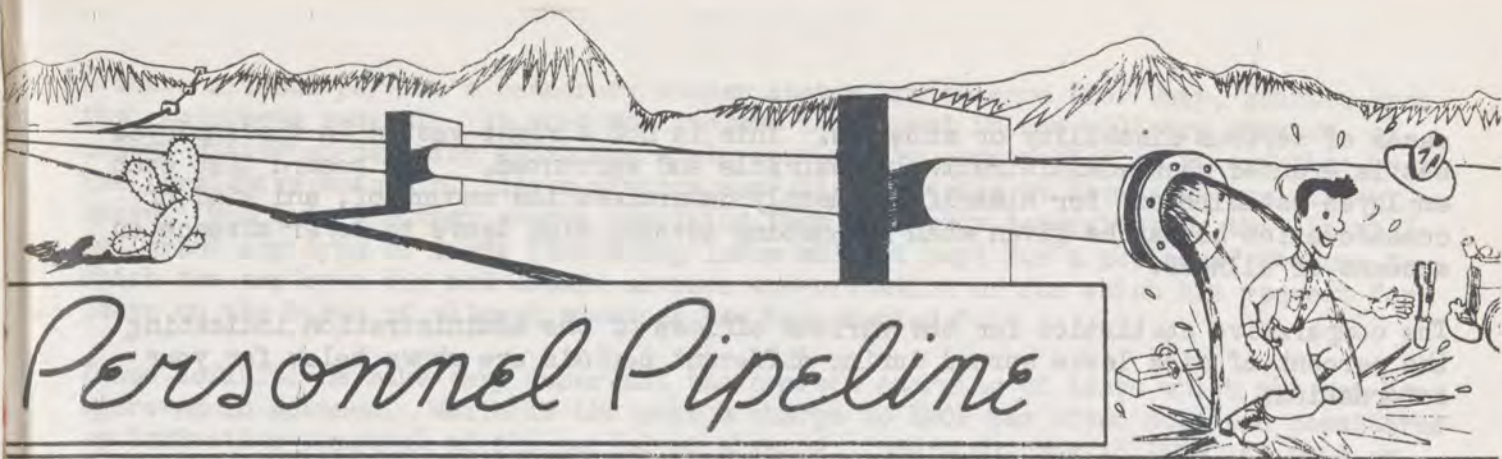
DID YOU KNOW

- that almost half of the pilots licensed to operate transport aircraft are employed by business firms to fly company executives on business trips?
- that more than 70 million barrels of jet fuel are used by military jet aircraft each year?
- that owners of light aircraft can now buy white sidewall tires for their aircraft? The nose wheel tire is white on both sides.
- that the U. S. airlines employ 7500 stewardesses? The attrition rate is 40 per 1000 per month. Wedding bells being the greatest single factor.
- that publicly owned civil airports in the U. S. are presently valued at \$3,850,000,000?
- that the wings of a modern jet bomber could support a stack of Cadillac automobiles as high as the Washington Monument?
- that the bomb bay of a modern heavy bomber has the capacity of two five-room houses?

FIELD ITEMS

We would like to receive more news items from the field offices for use in future issues of the Region Four Newsletter and for possible use in the CAA Memo. These do not have to be "earth shaking" stories that would have to compete with "out of this world" type items for the front page of large metropolitan newspapers. Just the opposite. We are looking for "newsy" items about happenings at your office or facility that you think would be of interest to fellow employees in the Region. Send them in any form you like; we'll rewrite and edit if necessary. A Buck Slip addressed to IA-4 will do the trick. Thank you.

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Personnel Pipeline

LIQUIDATION ADVANCED SICK LEAVE

The Comptroller General of the U. S. ruled recently as to whether an employee may have annual leave applied in whole or in part to liquidate his indebtedness for advanced sick leave. Normally, advanced sick leave is liquidated by subsequent accruals of sick leave or upon separation by refund of the money value of the advanced leave. It is in the interest not only of the Agency but also the employee to liquidate advanced sick leave at the earliest opportunity. The ruling of the Comptroller General is that advanced sick leave may be liquidated at the employees request by a charge against an equivalent amount of annual leave. The request for liquidation, however, must occur prior to the end of a calendar year where an employee might forfeit unused annual leave.

Any employee who has advance sick leave charged against him and wishes to liquidate it in whole or in part by a charge against annual leave, should submit such a request, through channels, to the Payroll Section, IA-80.

SICK LEAVE USAGE WITHIN CAA

We have been collecting statistics on the use of sick leave and reported them by quarters, for the past two years, to the Washington Office. The statistics reported have been based upon the total sick leave used and earned by employees during two pay periods of each quarter. For example, during the pay periods 15 and 16, first quarter of FY 1958, - 4,205 employees used 18,964 hours of sick leave, while earning 33,640. The percentage of sick leave used in comparison to sick leave earned is 56.4%. Whether it was from the Asiatic Flu or for other reasons, the percentage of sick leave earned used, more than doubled during the fourth quarter of FY 1957 and continued in a high rate in the first quarter of 1958. This unusual increase should serve to bring home to everybody, the necessity of preserving sick leave for the purpose for which it was intended. Essentially, this purpose is incapacitation for the performance of duty by sickness, injury, or pregnancy and confinement. Minor indispositions and inconveniences on many occasions do not meet these conditions when the health of the employee is such that he is neither a hazard to himself nor to his co-workers. It is up to the supervisors to take necessary and appropriate steps to insure that the health of the employee is protected and, at the same time, to insure that CAA gets the benefit of the services for which the employee is on our payroll. The employee who fritters away his sick leave does not have sufficient leave available for serious illness and as a result if there is no annual leave to his credit, has to be placed on leave without pay. Leave records in these instances some times indicate that an advance of sick leave may not be desirable nor appropriate.

We are required by law to give an employee sick leave with pay when he has earned sick leave to his credit. We are permitted, at the same time, to advance sick leave in

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cases of serious disability or ailments. This is not a right vested in the employee but is granted when administratively desirable and warranted. The record that each employee establishes for himself frequently determines the amount of, and kind of consideration he may be given when requesting advance sick leave to cover absence on account of illness.

The comparative statistics for the various offices of the Administration indicating the percent of sick leave earned during different periods are shown below for your information:

SICK LEAVE

COMPARATIVE STATISTICS

Figures indicate PerCent of Use of Sick Leave Earned

	4th Quarter 1956	4th Quarter 1957	Difference 4th Quarters '56 - '57	3rd Quarter 1957	Difference 3rd & 4th 1957
Washington	62.3	98.9	+36.6	59.0	+39.9
Region 1	46.3	62.1	+15.8	22.7	+39.4
2	35.0	51.0	+16.0	28.0	+23.0
3	41.3	57.6	+16.3	22.7	+34.9
4	39.1	66.0	+32.9	30.3	+35.7
5	20.0	75.5	+55.5	43.7	+31.8
6	31.2	21.3	- 9.9	38.3	-17.0
AC	46.5	53.7	+ 7.2	52.5	+ 1.2
TD	27.1	45.4	+18.3	34.1	+11.3
WNA	113.4	125.6	+12.2	51.8	+73.8

Payroll Section recently made an accounting of the number of employees who had 1,000 hours and over of sick leave credit. This audit revealed that 916 employees in this Region had 1,000 hours or over of sick leave. Of this number, 124 employees had in excess of 1,300 hours to their credit at the end of the 1957 leave year. During the leave year of 1957, approximately 592 employees used no sick leave at all.

ABSENCE WITHOUT LEAVE

The Civil Service Commission recently revised its definition of "leave without pay" and "Absence without leave" as follows: (Continued on next page)

"'Leave without pay' is a temporary nonpay status and absence from duty, granted upon the employee's request. It does not include time spent in the military service, or nonpay status on days for which the employee would be compensated on an overtime basis. The permissive nature of 'leave without pay' distinguishes it from 'absence without leave,' which is a nonpay status resulting from an agency determination that it will not grant any type of leave (including leave without pay) for a period of absence for which the employee did not obtain advance authorization or for which his request for leave on the basis of alleged sickness has been denied."

These definitions make very important the correct charging of leave which has not been approved in advance. While in the past a charge to LWOP has often not been considered as indicating approval of the period of absence, future charges to LWOP, as well as charges to annual leave and sick leave, now clearly constitute approval of the period of absence. Accordingly, cases of employee absence without prior approval should be carefully considered by supervisory officials and charged to AWOL in those cases where (1) the employee was absent for insufficient cause or (2) his failure to obtain advance permission to be absent is not satisfactorily accounted for.

Supervisory officials should be impressed with the fact that failure to charge AWOL when warranted may seriously handicap them with respect to any possible future adverse action that they may desire to take against the employee based in whole or part on such period of absence.

GROUP LIFE INSURANCE

Prior to March 15, 1958, a designation of beneficiary for the Group Life Insurance was automatically cancelled (1) on the day the employee transfers to another agency, (2) on the day the employee retires, (3) on the day the employee becomes eligible for continuance of life insurance because he is in receipt of benefits under the Federal Employees' Compensation Act, or (4) 31 days after the employee ceases to be insured.

Effective March 15, 1958, this regulation is changed to read as follows: A designation of beneficiary is automatically cancelled (1) on the day the employee transfers to another agency, or (2) 31 days after the employee ceases to be insured.

Effect of Revocation = The revocation operates to preserve the validity of a designation filed with an agency by an insured employee through the period during which he retired or in receipt of employee's compensation and has free insurance coverage. The revocation not only applies to designations which may be filed after its effective date but also to those which have heretofore been filed in the agencies and are still valid (i.e., those which have not heretofore been canceled on account of transfer, retirement, continuance of coverage because of receipt of employees' compensation, or termination of insurance.)

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Recently we have detected several mistaken ideas pertaining to our promotion plan as currently being operated. An approach of showing Fallacies vs. Facts might help to clarify a few of these points.

Fallacy: In-grade bidders are always selected in preference to promotional candidates.

Fact: Promotional as well as in-grade bidders are given like consideration. The selecting official is primarily interested in selecting the best person

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available. There may, on occasion, be valid reasons why an in-grader may be selected due to more experience, proximity, real hardship, etc. By the same token, there may be reasons why a promotional candidate would be picked. A review of our Promotion Plan selections shows a big majority of promotional selections.

Fallacy: The selecting official should interview all persons referred to him on a promotional register.

Fact: The selecting official can interview or not interview as he considers most advisable. However, it is vital that he compare the relative records and merits of all individuals on the list. The Standard Practice points out that he is encouraged to interview but there may be valid reasons why it is not practical to interview all candidates. It must be remembered that the selecting official has the benefit of reviewing the person's official personnel folder and the Promotional Appraisal Ratings (PAR's) prepared by the bidder's supervisors. At that time he determines which persons should, or should not, be interviewed.

Fallacy: In almost all cases the person who gets the advertised job has already been selected before the job is advertised.

Fact: There will of course be isolated instances where a particular person may, because of performance and ability, be the obvious selection for any given job. Despite this, all interested persons should apply. The "heir apparent" for any job may not desire the vacancy or may have other plans in mind. It is a definite policy that any candidate expressing a bid is carefully considered. Employees should feel that they have a chance for selection for any advertised job. This is the purpose of our job advertisement.

Fallacy: The Personnel Division rates and refers only the 5 best qualified persons for selection.

Fact: As of the present time, all persons bidding on jobs are referred to the selecting official if they meet the stated qualifications for the advertised position. The selecting official can pick any from this group. The procedure of referring the 5 best qualified candidates was stopped about 2 or 3 years ago by National policy.

Fallacy: Job qualifications are written around certain people.

Fact: Any job requirement must not be lower than the basic Civil Service qualifications for the job. An agency can exceed the Commission's requirements at its discretion. As much as possible, our policy is to write the qualifications as broad as good judgment dictates. This allows more people to meet the promotion plan qualifications. Admittedly, there will invariably be certain people whose qualifications are "tailor-made" for certain jobs but there is no truth in the contention that the job requirements have been written around certain people.

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While we're still on the Promotion Plan, it was mentioned in last month's Pipeline that a National review would soon be made. This wasn't just idle chatter. At a recent meeting of the Regional Placement Chiefs in Washington, D. C. an official from the Commerce Personnel Department highlighted some of the possible changes. Before anything goes to press however all of us will have a chance to furnish constructive comments. You may get the chance sooner than you thought.

SUGGESTION AWARDS

This has been a good month for the Suggestion Program! There were 13 awards made. A total amount of \$880.00 was awarded. In addition to the extensive intangible benefits realized from these good suggestions, money savings amount to \$15,120.60.

There was one double winner - Leroy Mason of ANFD, Seattle. Leroy is fast becoming the top winner in the Suggestion field.

There was also one big winner - John Tunis of ANFD, Los Angeles. He was awarded \$200.00 and, if Washington approves his idea, there is a good chance of another award.

The winners were:

Vaughn V. Buckmaster, ATCD, Fresno - suggested that information be printed on Facility Charts indicating to whom position reports should be made when reporting over a fix which has no voice facility. This brought to light an apparent misunderstanding as to ARTC responsibility for amplifying these charts as required. Washington called this to the attention of all Regional Administrators. Award: \$25.00

Olin M. Heikkola, ANFD, Los Angeles - suggested that employees who perform any task which might cause eye injury be required to wear safety goggles. This requirement had been effective on a limited basis. It was expanded to include all employees engaged in activities involving eye hazards. Award: \$10.00

George L. Hunsaker, ATCD, Albuquerque - suggested an improved method of locating portions of tape on Dictatape Magnetic Recording Equipment. The measuring device he developed will be used in about 25 locations within Region IV. Award: \$30.00

John P. Johnson, ANFD, Belmont - suggested a modification of THS Type Transmitter to operate on 3380 KCS. This permits the use of a lower frequency at a higher power than was previously available and increases the useable time on circuit 300T by approximately 1%. Award: \$50.00 (John has given full credit to others in the Belmont Unit who contributed their thoughts and efforts to the development of this modification. The Committee, however, had no way of making a group award on this one.)

Max C. Kelch, ANFD, March AFB, Riverside - developed and suggested a simple and effective solution to the safety hazard that occurs when PAR-1 3 and 10 mile Sweep Amplifier units are withdrawn for alignment. Award: \$100.00

Ruth A. Keller, Budget & Finance, Los Angeles - suggested the elimination of folders used in submission of audit reports. Some of the folders have been eliminated locally. Recommendation has been made to Washington that requirement for others be eliminated. Award: \$10.00

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Leroy D. Mason, ANFD, Seattle - received awards for two suggestions. One was for his suggestion which resulted in increasing operating speeds and improving tele-typewriter maintenance. Award: \$130.00

Mr. Mason's other suggestion was a method to control the crank on the Colson Lifter with the result that a safety hazard was eliminated. Award: \$25.00

M. C. Nickerson, J. A. Matthews and L. C. Feten, ANFD, San Francisco - suggested a new type of transformer for ASR-2 stable local oscillator operation in AFR-2 type airport surveillance radar. This resulted in savings of maintenance time and improved overall system reliability. Award: \$90.00 This was divided equally among the three suggesters.

Jay C. Taylor, ANFD, Los Angeles - suggested a method for handling imprest funds which simplifies and improves the procedure and reduces the need for excessive correspondence on these transactions. Award: \$25.00

Fred J. Townsend, ANFD, Los Angeles - suggested that galvanized sheet metal and built-up asphalt roofing be used on VHF omni-range buildings instead of terne plate. Washington did not adopt this idea on a national basis but recommended award for Region IV adoption. A savings in maintenance costs has resulted at the 150 installations involved. Award: \$175.00 (This one is so old that Fred may have forgotten it. But the award will make him remember it real quick-like.)

John L. Townsend, ANFD, Bellingham - suggested an improved method for repairing lugs on grounding cables. Award: \$10.00

John W. Tunis, ANFD, Los Angeles - suggested an improved type of steel modular control desks and consoles for use in air traffic control work. These are in process of being installed within Region IV and are under consideration for national adoption. Award: \$200.00

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GEORGE L. JENNERSON, RETIRES

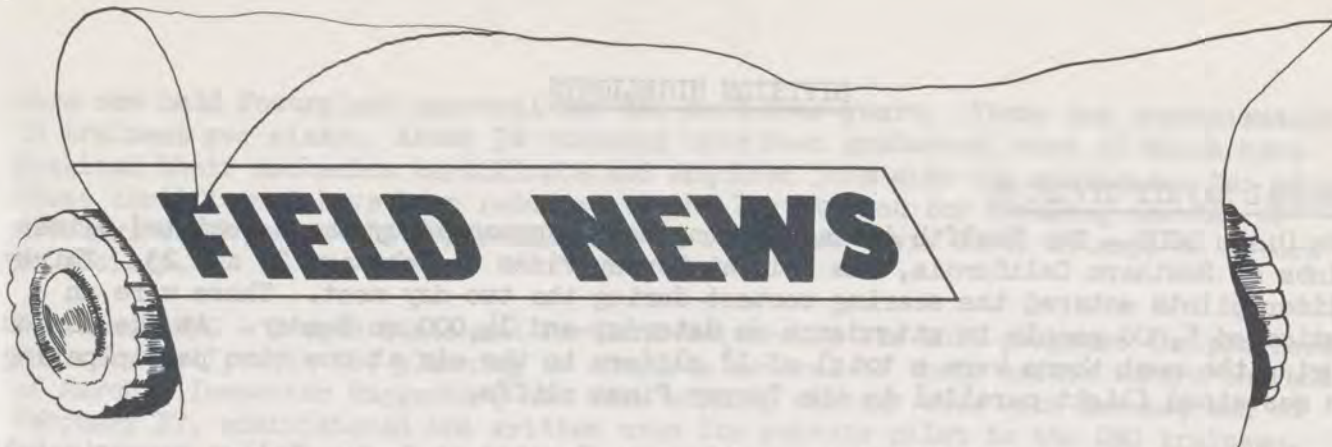
George Lee Jennerson, Voucher Examiner in the Budget and Finance Division, will officially retire sometime this Spring. Until that time, acting under doctor's orders, he is on sick leave and will soon enter the Veterans Hospital in Los Angeles.

Mr. Jennerson was born in Minnetonka Township, Minnesota, April 7, 1894. He received his early schooling there and also in Minneapolis. During the years 1923-24, he attended a business college in South Denver, Colorado. For the next six years he served as office manager of City Motor Sales, Salt Lake City, Utah.

George started his Federal service with the Department of Commerce in 1930 and since that time has served with the CAA and its predecessor agencies at Salt Lake City, Santa Monica and in the Regional Office. He has always been a conscientious worker, ever interested in saving Federal funds. His procedures for consolidated billing from utility companies being a good example. He is also considered an authority on government travel regulations. His loyal service was recognized in 1955 when Mr. Jennerson received an Outstanding Rating.

A veteran of World War I, George served from 1917 to 1919 and was awarded the Purple Heart. His present home address is, 3612 Steward Avenue, Venice, California.

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ARCATA, CALIFORNIA

Larry Payne, Station Chief, reports that there must be something special about Arcata for the folks stationed there sure do turn out big families. According to the last count there were forty-four children providing exemptions for their parents (fourteen couples) as an assist in lieu of pay raises and tax cuts.

LAS VEGAS, NEW MEXICO

Lots of people still do not believe there is a Las Vegas, New Mexico, according to William Magill, Communication Station Chief. A quick look in a history book will prove that the town has been in existence for the past one hundred and thirty-three years, though perhaps it is not as well known as the one in an adjoining state with the same name. The airport at Las Vegas (New Mexico that is) is on the top of a mesa some four hundred and fifty feet above the town which boosts the elevation to 6,866 feet above sea level. During a ten day period in March more than 25" of snow fell in the area and strong winds piled up drifts of several feet. With roads closed, station personnel worked overtime on several occasions when the relief crew could not get through. Total snow fall from November to the middle of March has been 66" on the airport. With all this moisture, the coming summer season promises to be a most beautiful one in the Sange de Cristo Mountains and high meadows around the field which gives Las Vegas, New Mexico, its name, "The Meadows."

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REPORTING MOTOR VEHICLE ACCIDENTS

Some confusion exists as to method of reporting accidents involving vehicles obtained from General Services Administration.

Generally the procedure is the same as for CAA vehicles, as outlined in Administrative Order 122. The main difference is that when GSA vehicles are involved, Standard Form 91, Operator's Report of Motor Vehicle Accident, should be prepared in duplicate, rather than in single copy, and routed to IA-180 through your Regional Office Supervisor; or one copy may be sent to the GSA office having custody of the vehicle and the other copy to the regional office with notation that copy has been given to GSA. Property Management Branch will then appoint an Investigating Officer to secure further details of the accident.

Except in an emergency, repairs should not be made to damaged GSA vehicles without their prior approval. As mentioned in A.O. 122, it is essential that the regional office be notified as soon as possible when accidents occur. (IA-180)

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DIVISION HIGHLIGHTS

GENERAL SAFETY DIVISION

San Diego GSDO - The Twelfth Annual Soaring Meet, sponsored by the Associated Glider Clubs of Southern California, was held at Torrey Pines on February 22 and 23. Thirty glider pilots entered the soaring contest during the two-day meet. There were an estimated 5,000 people in attendance on Saturday and 14,000 on Sunday. At one period during the meet there were a total of 18 gliders in the air at one time participating in sustained flight parallel to the Torrey Pines cliffs.

We have been advised that the La Presa Airport, located at Spring Valley approximately ten miles east of San Diego, will be closed in the very near future.

Oakland GSDO - Taloa Academy of Aeronautics graduated another class of 18 instrument pilots during the month under their contract with the U. S. Army which is in its second year.

Lockheed Air Service has applied for an approved repair station and will take over the area formerly occupied by California Eastern Airways.

Van Nuys GSDO - Last month saw another helicopter first. Rotor Aids, Inc., using a Sikorsky S-58 placed large wooden power poles complete with cross arms in pre-dug holes. The project is in a very mountainous area where placement by ground crews would be nearly impossible. After the poles came the stringing of the wires which was entirely successful and of course cheaper and quicker. Incidentally the power lines serve a CAA facility.

We have a large number of obsolete old four-place and two-place aircraft in the air and being rebuilt in various garages throughout the district. The appearance of the Fairchild 24's, Cessna Airmasters, Piper J-3's, etc., indicates that the manufacturers have out-priced the average wage earner but have not dimmed his desire to fly. One individual is rebuilding a demolished helicopter by duplicating the factory non-machined parts. This is the first time we have heard of a "do it yourself" project involving such a complex machine, however, the owner reminds us that only people built it in the first place.

Denver GSDO - On February 7th Inspectors Vaughan and Annis attended a Colorado Aerial Applicator's Association annual meeting at Fort Collins, Colorado. Inspector Vaughan explained the various requirements regarding certificates of waiver, areas considered congested areas and safety precautions to be exercised during the coming year.

Yakima GSDO - It is noted that, for the first time in many years, demand for certificated mechanics exceeds supply. This condition should result in a more favorable wage scale for technicians in this field.

Medford GSDO - Agent Kagy attended the regular meeting of the Eugene Chapter of the Oregon Sportsmen Pilots Association during the month and spoke to the group on the subject Safe Flying Practices.

Sacramento GSDO - Inspector Rysavy reports that the Deuel Vocational Institution at Tracy, California is continuing actively in their mechanics school program. They

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have now held Powerplant approval for the past four years. There are approximately 18 trainees per class. About 50 students have been graduated, most of which have obtained their mechanics certificate and acquired jobs with the airlines. Two of those certificated have been returned to the Institution for breaking one law or another, which means that approximately 6% failed on their first attempt to return to society.

Portland GSDO = Oregon State and Portland University Air ROTC programs are progressing very well, with OSC planning to complete several of their cadets toward the end of March. Inspector Ruggenberg has been working closely with both groups, and on February 27, administered the written exam for private pilot to the OSC trainees.

Fresno GSDO = Two war surplus B-26 aircraft were purchased by private pilots, at Delano and Bakersfield, during February following attempts to acquire F-51's. Their bids did not net them their desire, and not wishing to come home empty handed, they purchased the larger aircraft. Each is financially able to certificate these aircraft and are so doing at the present time.

Seattle GSDO = On February 11 Inspector Princen attended a meeting at Boeing Field initiated by Washington State Aviation Association for the purpose of taking steps to introduce more aviation education into the public schools. At this meeting were representatives from the Washington State Aviation Association, the 99'ers, Boeing Airplane Company, Washington State Aeronautics Commission, CAA and other public-spirited individuals.

Phoenix GSDO = The Fifth Annual Conference of Arizona Aircraft Applicator Association was held in Phoenix on February 19. The conference, which lasted for the day, was sponsored by the Arizona Board of Pest Control, and the University of Arizona College of Agriculture. Panel discussions and presentations on the subjects of insect control, chemicals, insecticides, their uses and first aid safety precautions were given by University personnel. Mr. Charles Walker, of Los Angeles Regional Office, discussed "Aerial Applicator Accidents and Their Prevention." An informal dinner session was held in the evening, at which time Mr. Walker and Mr. South discussed accident prevention and answered questions posed by the group.

A 1-3/4 inch diameter, 42 inch long 6 1/2 lb. aluminum tubular rocket was fired by the Scottsdale Astronomy Club members on Friday evening February 14. The rocket "Astrav" climbed to an 1800 foot altitude, and plunged back into the desert about 1,000 feet from the launching site. Rocketry groups have also been organized at Phoenix Union, North High and Casa Grande Schools.

Boise GSDO = On February 17 the Mexico tour, sponsored by the Idaho State Department of Aeronautics, departed from their rendezvous airport at St. George, Utah. As usual, there was a wide variety of airplanes and classes of pilots participating.

Albuquerque GSDO = Farmington, New Mexico: On the evening of February 4, 1958 Inspectors Eddy, Cazier and Darling were guests of the Farmington Pilots Association at a dinner meeting at the Country Club. Approximately 35 members were present. All three inspectors spoke to the group.

Albuquerque, New Mexico: A new airport called "Paradise Acres Skyport" is now in operation here. It has been operating for the past month. Developers of this project say it is designed to accommodate an expected Albuquerque boom in private aviation.

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Spokane GSDO - Inspectors from this office attended the monthly meeting of the Spokane Business Men's Pilot Association. During the meeting, plans were discussed for the annual Spokane Pilot Clinic and a chairman to head this year's clinic was appointed. This office is giving full cooperation and aid to the planning of the clinic.

Ontario GSDO - Inspector C. A. LeFevre spoke to the Monte Vista Kiwanis Service Club February 3rd. There were 38 members in attendance. He also met with the Fontana, California Chamber of Commerce and spoke on the need and necessity for airports within the district.

Reno GSDO - Funds have been made available for the construction of the terminal building at the Reno Municipal Airport and it now appears that this construction will get under way within the next 60 days. Preliminary leveling and filling of the site for the building has been completed at a cost of approximately one-half million dollars.

AIR CARRIER SAFETY DIVISION

Western Airlines ceased operation on Friday, February 21, 1958 due to a pilot strike. This action came after numerous strike deadlines had been established by the pilots, resulting from their dispute with Western Airlines management. The morale of Western Airlines personnel has been greatly lowered for the thirty-day period preceding the strike.

Work has definitely been stepped up relative to Continental Air Lines placing the Vickers Viscount 812 aircraft in scheduled service and present plans call for the delivery of their first aircraft on March 31, 1958 at Vickers Armstrong factory, Weybridge, England, with the delivery of subsequent aircraft at approximately two-week intervals thereafter. The route proving run portion of the aircraft proving period is scheduled for April 10, 11 and 12, 1958; whereas their initial plans were to certificate the aircraft in the United States, these plans now require certification in England. This is to be accomplished by inspectors of the Denver Office. Continental Air Lines now have on lease from the Viscount factory two Vickers 712 aircraft which are being used in Denver for training purposes. Although the operator has not yet completed formal application for this operation, good progress is being made.

An Operations Inspector from the Los Angeles District Office spent two weeks in Phoenix, Arizona with a representative of the General Counsel's Office, Washington, D. C., in preparation for and attending the violation hearing on the Frontier Airlines accident of April, 1957. The hearing lasted three days, with full coverage by the local press. The decision of the Examiners will be announced at a later date.

Representatives of the Air Carrier Safety Division participated in a meeting at the Regional Office February 27, 1958, which included representatives of the Strategic Air Command and CAA Air Traffic Control, to develop jet instrument approach and departure procedures, Travis Air Force Base.

Certification of two new CAR Part 45 operators was accomplished during the month of February. American International Airways, Inc., at the present time is operating contract flights out of Brussels, Belgium, to various points in Europe. California Air Freight, Inc., was certificated as a Part 45 cargo operator. They are using a C-46 to transport cargo between San Francisco and Burbank. They have a contract to transport 8,000 to 10,000 lbs. of cargo from San Francisco to Burbank 5 days per week; this cargo consists of Wall Street Journal publications which are printed in San Francisco and distributed in the Los Angeles area. (Cont'd on next page)

Frontier Airlines has established one additional flight each way between Denver and Phoenix with stops only at Alamosa, Colorado and Farmington, New Mexico. This provides approximately four and one-half hours service and is presently planned for only the duration of the Western Air Lines strike. As a result of this strike Frontier Airlines has also put on extra sections on some of their other routes.

The Supervising Inspector of the Seattle District Office was invited to attend West Coast Airlines' annual two-day Station Managers' meeting held in Yakima, Washington. The principal subject was the adoption by the company of a continuous Quality Control checking and reporting system to improve station operating efficiency. The system will include Weight and Balance forms starting the latter part of March. The company is adopting a new Weight and Balance form and it is believed the Quality Control procedures to be followed will assure inadvertent errors being kept to a minimum.

Bonanza Airlines' "H" facility at Hurricane Mesa, Utah, has been commissioned and is operating satisfactorily. A physical inspection of this facility will be made by the assigned inspector in the near future.

The City and County of Durango, Colorado, have purchased and are having installed a dual OMNI with monitor and changeover in order to provide improved public service to their airport. This is the first City on Frontier Airlines route which has taken such action and Frontier Airlines intends to assist publicizing this installation in the hope that other communities will follow suit. Frontier Airlines present Durango "H" marker will be re-located to complement their approach procedure. Durango is located off airways and the major problem is to ascertain that adequate traffic control is provided.

The Flying Tiger Line, Inc., are putting two C-46 aircraft back into service and are calling back some of their furloughed crews due to an increase in their cargo business. During 1957, the Flying Tiger Line, Inc., airfreight traffic reached the highest volume in company history, totaling 82,986,089 ton miles, which was an increase of 23% over 1956.

Los Angeles Airways and Sikorsky Aircraft Company have been conducting an extensive survey into the helicopter landing platform structural requirements. This was a result of meetings between LAA and Architects Victor Gruen & Associates regarding the new downtown County Building in which a large rooftop heliport is under design consideration. Mr. Igor Sikorsky has taken a personal interest in the development of engineering data and on January 21, 1958 the Sikorsky Company compiled an engineering report which is a new approach in considering helicopter inertia effects upon landing impact loads. This report indicates that in the design of helicopter landing platform structures, the static weight imposed by each landing wheel or float can be reduced by 35% before the inertia effects of impact are considered.

California Eastern Aviation has signed a contract with Trans-continental of Argentina to organize and manage the proposed Transcontinental operation from Buenos Aires to New York City. California Eastern will manage the operation, supply the crews and lease two 1049H Constellations to start the operation and another Constellation later. The entire operation will be under the Argentina flag.

The Denver District Office has recently become more concerned with the problems associated with the transportation and handling of radio active materials aboard air
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carrier aircraft. At Denver United Air Lines has obtained a list of available geiger counters along with trained operators which they have made available to other carriers (locally) for use as necessary. Some reports indicate that it may be desirable to make inquiry to determine if adequate attention is being given to packaging and shipping standards.

AIRCRAFT ENGINEERING DIVISION

Members of this Division participated in the pre TIA Type Inspection Board meeting at Boeing during this period. A fuel flow test of the main tank feed system was conducted during this same period. In addition, a bench test of the redesigned engine pod cowl hinge fire seal revealed this seal can withstand our fireproof requirements.

The endurance program of the Elati on airplane is still continuing and in addition to the F&R testing, Lockheed has instrumented the airplane and has been basing the aircraft at Indianapolis so that they could operate from that point and obtain the natural icing type tests for the Allison D13 engine and Aeroproducts 606 propeller. After a period of three weeks at Indianapolis and flying to various areas within the continental limits in search of ice as of this date, only very brief encounters have been made into light icing conditions. As soon as this equipment is put back into operation, it is anticipated to return the airplane to the Minneapolis area to further search for icing conditions so that they can complete this phase of the survey.

The L-188 airplane has completed all phases of their propeller vibration survey with the exception of the cross wind condition. Lockheed Aircraft Corporation has been searching for cross winds of 20 miles per hour or higher under natural conditions to satisfy the CAA in this respect. The No. 2 Electra airplane has also been flying and has accumulated approximately 30 hours to date. The No. 3 airplane has been delivered to the flight line, however, it will be several weeks before it will have its first flight. Lockheed has been discussing power calibrations with personnel of this office and as soon as our thoughts are finalized relative to this subject, Lockheed anticipates conducting their power calibration on the No. 2 airplane. Their No. 2 airplane was chosen since there is relatively few hours on these engines as compared to those of the No. 1 airplane.

Aerocar II - Participated in a Preliminary Type Board Meeting covering this new version of the Aerocar. This version will consist, essentially, of the airplane components without the automobile features. Two more seats will be added to make the airplane a four place model. A tricycle landing gear will also be used. A recheck of the drive system vibrational characteristics will be required.

A pre-flight TCB meeting on the McKinnon Model G-21C was held at Sundy, Oregon, February 18, 1958.

The Douglas Model DC-8 fuselage water tank fatigue test specimen was inspected subsequent to draining of the water from the tank after completion of approximately 60,000 pressure cycles. Further testing will be resumed upon completion of minor repairs to some areas of the fuselage structure.

Bird impact tests at the TDC on the Model DC-8 "eyebrow" window have been completed. It is expected that impact tests on the "clear view" window will be conducted in the near future.

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Information from NY-235 indicates that all Model DC-8 nose gear drop tests have been completed as well as some main gear drop tests. It is understood that the remainder of the main gear drop testing will be conducted according to schedule. Proof and operation tests of the Model DC-8 control system will begin as soon as possible in order that the pertinent tests may be completed prior to the first scheduled flight for the airplane.

CALL AIR - It has become desirable that the present Field Approval of the Agricultural version of the Model A-4 be added to the aircraft. Arrangements have been made to visit Call so that engineering items may be evaluated to allow such additions.

MORRISEY - Application for TC received from Morrisey Aviation Company for the model 2150. Basic loads for this model are currently being evaluated.

The Napier-Eland powered Convair 340 has been flown approximately 20-hours in CAA flight test. To date, an airspeed calibration has been obtained and airplane flight characteristics tests have been completed. Stall speed tests will be repeated due to unacceptable scatter in the data. The Napier-Eland propeller-engine control system is presently being evaluated to determine the critical test conditions for accelerate/stop and landing distance determination, and also to determine the acceptability of the present arrangement which provides for actuation of in-flight propeller low pitch stops by landing gear microswitches.

Canadair, Ltd., a subsidiary of General Dynamics Corporation, is taking over the 440 tooling to produce turboprop versions of the design for the Royal Canadian Air Force and commercial airlines. These planes will be known as the "Canadair Cosmopolitan" and will be powered by British Napier Eland-6 engines. The RCAF versions will be known as CL-66. Production will be in Montreal, Canada. First deliveries are scheduled for late this year.

The Forney Company is applying considerable pressure on their Production Certificate application preparations and will probably be ready to submit their application sometime during March.

Twenty-six applications for Supplemental Type Certificate were received in the Aircraft Engineering Division during the month of February 1958.

Thirty-three Supplemental Type Certificates were approved during the month of February 1958.

AIR TRAFFIC CONTROL DIVISION

The new Tucson Administration Building is expected to be ready about May 1.

AACA has advised that manufacture of RAPCON recorders should have begun in January; however, no definite delivery dates have been received as yet.

The Mullen Pass ATCS was relocated to the valley on February 25.

Personnel were required to evacuate the Geiger Tower from 3:50 AM to 8:00 AM on February 25 due to high winds.

Washington has approved decombining at Colorado Springs. Weather broadcasts will be deleted and a hot line will be installed from Pueblo to Colorado Springs.

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C. W. Carmody of W-500 office spent several days in the Regional Office reviewing the near miss at Fillmore.

Fixed position reporting in the Pacific will become effective April 1, 1958.

Dedication and Open House of the Santa Fe Administration Building is scheduled for March 29-30.

Final agreement for additional quarters at Daggett has been reached between CAA, GSA and the Navy, to be effective April 1, 1958.

Mr. Anman, Chief of Pueblo CS/T, was detailed to the Regional Office for two weeks to work on the O&R equipment budget.

FBS is now planning air conditioning for the Salt Lake Center building.

The Bakersfield ATCS moved to new quarters March 10.

Construction (by the Navy) on the new Klamath Falls control tower was stopped, due to unacceptable location. A new site has been agreed upon and construction will begin shortly.

The Region has been allocated radar survey money for San Diego.

One GS-13 Airspace position has been allocated to the Division, which will be located in the Planning Branch.

The Tucson tower will be ready for installation of equipment May 1, 1958.

J. R. Scott of the W-520 office visited the Regional Office. He advised that Region Four has the best training program of any Region.

Radar departure control was commissioned at Burbank on March 17.

All ARTC Center Chiefs met at the Regional Office March 10-13 to discuss mutual problems and as a preliminary to the annual national chiefs meeting to be held later on this spring or summer.

H. H. Stanley of the Washington Operations Inspection Staff visited the Regional Office March 20 and 21 in connection with recent evaluations of the Salt Lake City and Oakland Centers.

A. D. Harvey, W-502, visited the Regional Office March 21 and 24 to discuss duties of the Program Control Officer and O&R-EANF portion of the 1960 "Call for Estimates."

B. R. Moore attended the Planning Branch Chiefs conference in Washington the week of March 17.

New location for the Albuquerque Center has been approved by Washington. GSA is now handling the property and building program.

Additional funds have been allocated for establishment of ATCS service at Wenatchee. The project will provide for remotely controlling communications channels at Ellensburg, as well as a fastline from Ellensburg to Wenatchee for flight plans and pilot information.

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Recommendations and drawing for standardization of space and floor plan for communications stations located in airport administration buildings were submitted to Washington through the ANF Division. B. Moore also submitted our proposals and drawings for standardization of ATCS quarters at the recent Planning Branch Chiefs conference.

The ATC Instructor Training Course, held at the Regional Office, was concluded March 7. The three-week course was given to increase the ATC Instructor's understanding of teaching principles and techniques. Floyd Farley of W-90 office, assisted by LA-90 and LA-500 personnel, conducted classes attended by Instructors from Regions 2, 4, 5 and 6.

M. W. Claar attended the Procedures Branch Chiefs conference in Washington the week of March 24.

ADLO's of the 27th and 34th CONAD Divisions and center chiefs of that area met with LA-530 and LA-520 to discuss problems relating to AMIS operations and Air Defense requirements.

Recommendations for helicopter rules within control zones were consolidated at a meeting with LA-227, LA-258 and representatives of LA-530 and LA-520.

P. K. DeVries, Procedures Branch, attended the Remington Rand Computer Course in Washington, D. C. He also visited both the Washington and New York Centers.

ADLO Russell attended a CAA/ADC meeting to investigate the joint use of Mica Peak radar.

The classified SCATER Plan has been received by the ADLO's. They are now in the process of developing local attachments and making distribution as required.

ADLO Simonson briefed Major General Parker, Brig. General McGraw, Brig. General Tucker, Brig. General Spicer, Colonel Frankosky and Major Peggler on the application of the new SCATER Plan.

ADLO Swanson moderated a 4-hour forum sponsored by the ATCA on "air traffic control today." The forum was attended by panel members of Northwest Airlines, United Airlines, pilots from NWA, UAL, WCAL, TCA and PAA, CAA representatives from McChord RAPCON, Seattle Center, Vancouver BC Center, Portland, SEA/TAC and Boeing Towers, and ACSDO/D 35.

W. A. Stephens has taken over his new duties as Deputy Chief, Operations Branch; likewise, L. L. Hink has stepped into his new position as Chief, Facility Operations Section.

FACILITIES DIVISION

Navigational Aids - The conversion of VOR's to VORTAC's is underway at Needles, under the supervision of Foster DuCharme; at Phoenix, supervised by Roy Mink; and at Cheyenne, under the supervision of Maynard Hegland.

Marion Duncan is supervising construction of a new mountain top VORTAC near Oxnard. V. O. Vick and Earl Trejbal are putting the finishing touches on VORTAC's at Dillon, Miles City and Livingston, Montana, by making the engine generator and ventilator

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installations; while Joseph Boyd has been making the same installations at LaJoya, New Mexico.

The inspection of the Avenal VOR has been assigned to Phil Tryon. Paul Streckewald and Fred Hempt have been over in New Mexico selecting VORTAC sites near Clayton, Vallejo and Prewitt.

The long rainy spell the first part of March delayed the completion of mountain top site grading at Las Cruces, San Luis Obispo and Monterey, California VORTAC's and caused considerable damage to recently completed Gorman mountain top site and the Lake Hughes VOR access road.

Erwin Clark and Russell Kiggins completed VOR site tests at Oakland, Peach Springs, and have proceeded to Hanksville for a site test there.

Bob Crookshank, Bill Wilkinson, Jim McAnally and Bill Sherart started and completed the VORTAC conversion at Tucson, and are proceeding to Coaldale to start the VORTAC installation.

Jim Barnes, John Williams and Bob Betz completed the VOR installation at Deming and have returned to La Joya to complete the VOR portion of the VORTAC facility.

Roger Baker, Dennis Cooper and Gene Mallory completed the Lovelock VOR relocation and are proceeding to St. Johns to start the VORTAC installation.

Hal Fontecilla, Fred Rowell, and Jack Willmore completed the VORTAC conversion at Burley and are proceeding to Dillon for the VOR relocation. They will be joined there by Clyde Harrell of the Radar Section.

Glenn Shoop, Hank Scribner, and Harold Dickenson completed the Boise VORTAC conversion and moved to Tuba City to complete the VOR installation. Joe Corrigan returned from ILS/VOR school at Oklahoma City, and has proceeded to Tuba City.

Lonnie Tarver, Bob Stevenson, Ronald Moore and Bob Whitney started The Dalles VORTAC conversion.

Harold Wailes and Otis Borden started installation of equipment at the relocated Seattle Outer Marker and compass locator.

Frank Sparr, Emmett Larsen, and Dick Larsen completed the Long Beach VORTAC relocation and started installation at the Hector VORTAC.

Radar - The evaluation reports have been worked up for the surveys on the ARSR-1 sites near Albuquerque, New Mexico and the proposal and drawings are being prepared.

The survey on the Mesa Rica site near Tucumcari was accomplished by Engineers Claud Williams and Larry Schwindt. Gordon Gardner and James Cubbison have completed the surveys and leases for the two sites for the Phoenix Microwave Repeaters.

Fred Lee is working up the proposal and drawings for the ARSR-1 site located on San Pedro Hill. The survey and leasing for the Microwave Repeater Site at Seattle, Washington has been completed. The construction of the ARSR-1 for the Seattle area was started on March 24th under the supervision of Gordon Gardner, Resident Engineer. The survey for the microwave link at Spokane is being conducted by Ralph E. Riley.

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The ARSR-1 Facility has been completed, except for installation of engine generator at Denver, Colorado, with C. H. Burkhalter supervising the construction work. The work on the Radar Equipment and Control Room at Denver has also been completed.

Messrs. J. A. Orr, J. R. Eagen, Norm Seewald and H. C. Orville represented the Division at a joint meeting of the Air National Guard, CAA and the Air Defense Command held at Salt Lake to discuss the plans for the ARSR-1 at Francis Peak. Plans are underway to issue a proposal for bids early in April for the construction of this facility on top of Francis Peak.

Final surveys are underway for the ARSR-1 site at Scarper Peak by Alfred Edwards. This facility is to serve the Oakland, California area.

Jose Lliteras and James Mappin started installation of the Seattle-Tacoma ARTC Center radar junction boxes and duct.

The Burbank VHF/DF-1 and the ASR-3 circular polarizations have been completed by Philip Hawkins, Victor Beacken, Elliott Johnson and Jose Lliteras.

The installation of the Long Beach slip rings for the ASR-3 circular polarization and the installation of the ASR-3 delay lines have been started by Philip Hawkins and Elliott Johnson.

The map study for a long range radar in the Paso Robles area has been started.

The radar surveys at Mesa Rica and West Mesa for the Albuquerque Center long range radar were completed by "Red" Pedri and James Mappin under the supervision of Norman Carlberg.

A radar survey for the Great Falls Center radar was conducted by Bob Saunders.

Installation of the Collins Microwave Link, RML-1, was started for the Denver long range radar.

Communications = Activities for the month of March on VHF/UHF A/G Communications Facilities were as follows:

Construction was completed at Fallon Nevada under the supervision of Howard Hickey.

Bids were received for the construction of Neah Bay, Washington and Salmon, Idaho.

Activities on other EANF projects were as follows:

Leases for the Billings, Montana and Sheridan, Wyoming ATCS relocations have been completed. The lease for space for the Air Traffic Control Station and Tower in the new terminal building at Bakersfield has been completed. A study of the low altitude communications coverage has been completed in the Santa Barbara, Bakersfield, Barstow and Julian, California areas.

Phoenix Center is progressing and will be operational by April 1. George Martin, assisted by Sol Glatt, J. Hulse, E. Johnson, O. Griffith and J. Donovan, is doing a beautiful job of workmanship. Full use is being made of "Q" flooring raceways and there are no exposed power or control wire raceways. (Cont'd. next page)

Dave Hegland, assisted by C. Baker, has moved the Bakersfield ATCS into new quarters.

Tommy Bracken with Floyd Bithell and Howard Glover completed Mullan ATCS relocation and link installations.

Bill Good and Walter Ely are at Salt Lake City ARTC Center preparing to take over for Wayne Brown when he transfers to Kabul Afganistan about March 22.

Three VHF channels have been formally commissioned at the San Jose (Mt. Bielwaski) RCAG site.

Phase I installation of 2 VHF channels of equipment was completed in record time at Red Bluff under the direction of Samuel Rosenfeld. Other crew members were Allison Calloway, Manuel Valenzuela and Howard Moore.

Phase I installation at Tonopah RCAG has been completed. This installation was started by an RCA crew supervised by Anthony Brklacich, and was completed by an RCA crew supervised by Ernest Lockwood. Both crews are now at Angel's Camp where two sites are in progress. Telco has not delivered usable lines so commissioning of the Tonopah site is being delayed.

Emil Woznicki and his crew, under the direction of Fred McCauley, have been instrumental in cutting over all positions to Sandia Crest and other peripheral sites for Albuquerque Center.

The peripheral site at Globe had snow even with the roof, so John Elwood and crew were forced to abandon Globe and are now in the latter phases of installation at the Seligman site.

Work was started at the Winnemucca RCAG site where the crew had to shovel through several snow drifts in order to reach the site. A new storm blocked the road so the crew moved to a more accessible site at Fallon.

Work on the initial phase of the single sideband installation at San Francisco IATCS is completed. Lloyd Allen and Delmar Shelton completed moving the teletype multiplex and installing the Western Electric coupling units at San Francisco control. The IATCS maintenance people at San Francisco, Belmont, Pescadero and Chief, ATDO Gene Mathews deserve considerable thanks for their cooperation and assistance in this project.

The Denver-Great Falls traffic control areas have peripheral channels in operation at the following locations:

Denver	Pueblo	Casper	Grand Island, Nebraska
Great Falls	Billings	Miles City	Goodland, Kansas

A large scale effort is being put forth on the peripherals and in order to give everybody a picture of what's going on, we have a consolidated version as follows: Raton = Richard Nielsen and Edward Henning (crew has also been working at the Santa Fe Tower); Zuni = Leroy Dale, G. Miller, C. Ojala, A. Hamley and C. Walsh; Santa Barbara = Carl Weidert (commissioning expected very shortly); Barstow = Lance
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Guyton, Victor Simmons, James Lethers (Project in final phase); Roswell (Caprock) - Robert Shinliver, W. Dickinson, C. Gay and F. Oshann; Elko (Commissioned) - Bill Good; Spokane - Tommy Bracken, Jack Wimmer and Roger Greenman; Magna - Floyd Bithell, Ronald Golden and Howard Glover; Boise - Jack Day, Cecil Bradshaw, William Naef, William Goods; Redmond - Douglas Palmquist, Paul Bagley, Herman Dohman; Great Falls - Lavern Cope, Franklin Kohagen, Daniel Lindseth; Alamosa - George Kelly, Irwin Yush, Donald Tracy; Glasgow - William Berhose, Archie Croft and Robert Svee.

Maintenance - Students recently graduated from the Aeronautical Center were: Communications Equipment Class No. 93 -- Edwin L. Reeves, Elko, Nevada; Gene R. Russell, Billings, Montana; James L. Dixon, Los Angeles, California; and James J.D. Dennis, Albuquerque, New Mexico. Communications Equipment Class No. 94 -- Carl H. Butler, Denver, Colorado; Gordon C. Meade, Portland, Oregon; Anthony Schimetz, Miles City, Montana; and Norman L. Freeman, Great Falls, Montana. ILS/VOR Class No. 131 -- Joseph N. Covington, Long Beach, California; Ted J. Strasburger, IA-628; H. Allen Robbins, Eugene, Oregon; John H. McTigue, Seattle, Washington; Karl S. Wuthrich, Pocatello, Idaho; and Joseph J. Corrigan, IA-628.

Congratulations are extended to the following men from the Maintenance Engineering Branch on their successful passing of the written examination for professional engineering: W. K. Barry, IA-675; J. C. Taylor, Chief, ATDO-1; Floyd Corpus and Harry Ledington, IA-672; L. C. Hahn, IA-673; E. H. Becker, Chief, ATDO-3; T. E. Mundhenk, Chief, ATDO-4; E. L. Combs, Chief, ATDO-5; C. F. Herrold, Chief, ATDO-9; William F. Smith, Jr., Chief, ATDO-11; R. F. Johnson, Chief, ATDO-16; and Lowell E. Carpenter, ES/Relief.

A Conference in the Regional Office was attended by our ATDO Chiefs March 18 through 21, 1958; Mr. DeWolf, our recently selected ATDO Chief for Roswell, New Mexico, and Mr. Harold Sutton, newly appointed Supervisory Airways Specialist, Salt Lake City, Utah, were introduced to the conferees.

The Radar Systems Section has conducted a study of radar reflectors for use at ASR facilities equipped with circular polarization. Conventional corner reflectors used to mark runway centerlines are generally unsatisfactory with circular polarization. A satisfactory replacement reflector, equally effective on circular or vertical polarization, was developed and will be provided to each ASR-3 facility in the near future. The development model of a new Moving Target Simulator device, said to be equally effective on MTI or Normal radar with either linear or circular polarization, is currently being evaluated by IA-676 personnel in cooperation with the equipment manufacturer and local radar maintenance personnel at the Los Angeles ASR-3 and March RAPCON facilities.

The final report covering the Region's evaluation of the Airport Surface Detection Equipment (DECCA) at Seattle-Tacoma tower has been completed. This report represents many man-hours of work by ANF and ATC personnel at both the Seattle facility and the Regional Office. We expect that this report, together with a similar study being conducted by Region One on another prototype ASDE equipment, will contribute substantially to the final development of a production model taxi-control equipment.

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Division Highlights Continued

AIRPORTS DIVISION

The Fiscal Year 1959 Federal-aid Airport Program was released by the Department of Commerce on March 20, 1958. The 1959 Program involves airport development work at 76 locations in Region 4.

Grant Offers were issued during the month to the following: Arcata, California, in the amount of \$14,600 for constructing concrete parking apron and connecting taxiway; Monterey, California, \$28,455 for land acquisition; Ukiah, California, \$22,500 for land acquisition; Plentywood, Montana, \$26,788 for constructing NW/SE runway, taxiway and parking apron and installing segmented circle marker and unlighted wind cone; Grants Pass, Oregon, \$76,670 for land acquisition, constructing paved E/W runway, parallel taxiway, apron including connecting stub taxiway, entrance road and auto parking area, installing fencing and segmented circle marker system, and relocating existing power lines; Casper, Wyoming, \$42,685 for constructing building for CAA and Weather Bureau space.

Project Applications were received from the following locations: Lancaster, California, General William J. Fox Airfield, \$676,441 for constructing and lighting paved E/W runway, taxiways, apron and unpaved areas adjacent to apron, fencing and water supply, storage and distribution system; Garberville, California, \$11,693 for grading and surfacing runway; San Jose, California, \$96,014 for land acquisition, constructing portion of aircraft parking apron and water supply main and relocating runway and taxiway lighting controls; Weed, California, \$22,922 for land acquisition and grading landing strip; Denver, Colorado, \$167,898 for constructing terminal building canopy, realigning access road, constructing service road, auto parking area, sidewalks, curb and fence; Las Vegas, Nevada, \$500,488 for land acquisition, extending E/W runway including parallel taxiway, constructing stub taxiways, installing high intensity lights on E/W runway and taxiway lighting; Pendleton, Oregon, \$22,949 for land acquisition, installing airport beacon, rehabilitating runway lights and fencing; Seattle-Tacoma International Airport, Washington, \$699,636 for paving and lighting extension of N/S runway, taxiways, holding apron, extensions to terminal apron, light E/W taxiway and resurface westerly portion, install perimeter fence; Walla, Walla, Washington, \$14,512 for reconstructing loading ramp and taxiway F; Riverton, Wyoming, \$29,173 for constructing addition to Administration Building.

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WHAT'S IN A NAME

My friend R. B. Jones doesn't have a first or middle name -- only the initials R. B. This unusual arrangement was never a problem until he went to work for a government agency. The government is not accustomed to initialed employees; so R. B. had a lot of explaining to do. On the official forms for the payroll and personnel departments, his name was carefully entered as R (Only) B (Only) Jones.

Sure enough, when R. B. got his pay check, it was made out to Ronly Bonly Jones.

.....(Stephen A. Bomer in True, the Mar's Magazine
Printed in March 1958 Reader's Digest

CREDIT UNION VIEWS

Well, we're about 3 months into our new year. What with the slight recession everybody is talking about, you may be curious about how your Credit Union is faring. Generally, the business is holding up well. Last month's report showed that we had a wee bit over \$175,000 of surplus money. That's a little more money lying around idle than what we'd like to see. Stated another way, there's quite a bit of money waiting there for all of us to borrow at as low an interest rate as you will find.

Now don't get us wrong! We're not saying that you should get indebted to the Credit Union just for kick's sake. The primary point is that if you have become financially obligated due to circumstances, the Credit Union should be the first place you should go shopping. If you've made up your mind that you have to have that new car or that new automatic washer or what have you, drop a line to the Credit Union or make use of the form at the bottom before you get involved with some long-term carrying charges, or even worse, with some "loan shark."

The best thing is probably to pay cash for that new car but who in the world has that much money? A contact with the Credit Union will leave you amazed at the promptness with which your request gets action.

Have you recently sat down and analyzed your family budget situation? Have you been guilty of fussing at your wife because of being plagued with a few overdue bills and/or bill collectors?

This sort of thing can be serious business because both your marriage and credit rating are at stake. By consolidating all your overdue bills into one spot, you should be able to devise a systematic budget plan. We nominate the Credit Union as being the best source available to do this. You'll find that it's convenient, has a minimum of red tape, plus the human element. You're dealing with your fellow employees since the Credit Union is administered by a Board of Directors elected by the membership (your fellow workers). The decision of credits, collections, etc., emanates from the governing body.

If we sound enthusiastic about the Credit Union as an employee service, it's probably because we are.

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

April 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.

CAA TOASTMASTERS CLUB

New officers elected for the six-month period starting in April are:

- President James Van Voorhis
Maintenance Engineering Branch
- Educational Vice President Benjamin King
Airports Engineering Branch
- Administrative Vice President Ervin Schulz
Maintenance Engineering Branch
- Secretary Robert Hoffman
Plant Engineering Branch
- Treasurer Wesley Martyn
Electronics Engineering Branch
- Sergeant-at-Arms Glenn Kassing
Electronics Engineering Branch

The new officers will be installed at a ladies' night banquet on April 12.

Memberships are open for interested persons. See your nearest Toastmaster. They are all around you. No one has ever regretted becoming a Toastmaster.