



CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

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AIR CARRIER MAINTENANCE AND ITS SIGNIFICANCE

By

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Chief, Air Carrier Maintenance Branch

The passenger is fully relaxed enjoying the flight without cares or discomforts. The crew and hostesses are providing him with the expected luxury. What else can he desire? He glances around leisurely at the two men across the aisle and passes judgment on their business interests and travel. He closes his eyes and dreams of owning a lucrative and simple business such as an airline.

Such dreams! Little does he know of the tremendous efforts and accomplishments that made his flight possible, the number of personnel which are directly connected with the flight, and the organizations which are supporting the operation. The evolution which antedates the modern airliner in which he flies marks the progress of aviation. The successful maintenance of the aircraft is one of the most important factors in such progress.

If the passenger had flown thirty years ago, he would have thought an airline aircraft to be most extraordinary if it completed a transcontinental flight without repairs or lengthy delays. Today, airline aircraft are kept on schedule on intercontinental flights and from coast to coast with very few interruptions. How is this possible? Is the airline without expense or complexity as our passenger dreams?

The answers may be found by reviewing the inspection and maintenance programs which the airline operators have meticulously prepared to assure a dependable and continuously airworthy aircraft. The programs provide for the elimination of defects, the prevention of troubles, and the replacement of units before they deteriorate and cause malfunctionings.

In preparing the maintenance program, the air carrier uses information furnished by the manufacturers and other air carriers. The critical structure and areas subject to wear are integrated into a cycle of inspections; the frequency of which is dependent on the probability of fatigue, wear or need of service. Accelerated service tests are also conducted on new aircraft, and carriers and the CAA observe

(Continued on next page)

1. Content reduced by several pages.
2. Some articles of interest to highly specialized groups. (Omit & place in Branch News)
3. Locke fund.

the operations. Throughout these tests the inspection and maintenance program is applied, evaluated and changed if necessary.

The air carrier Civil Air Regulations are more stringent than those which apply to private flying. Each instrument, radio, accessory, and component of an airline aircraft is required to be kept in an "as new" condition by inspection and overhaul time limitations. These limitations are listed in the air carriers' maintenance specifications or maintenance manuals and are expressed in flight hours or specific periods of time.

The Civil Air Regulations require that these periods be approved by the Administrator; therefore, the assigned Air Carrier Maintenance Inspector participates in the accelerated service tests and follows the preparation of the maintenance programs. He approves them when satisfactory as the representative of the Administrator.

As further experience is gained by the airline operator and improved reliability is noted, the time limitations are extended in increments of from 10 flight hours for inspections, to 1000 flight hours for airframe overhauls. Justification for such increases is based on records of performance and witnessing condition after wear-down upon completion of the normal service period. The airline operator prepares the application, and it is approved if the assigned Air Carrier Maintenance Inspector concurs.

In addition to the scheduled inspections or overhauls, continuous follow up is maintained to correct defects which affect airworthiness. Directives are sometimes issued to assure compliance; also, Daily Mechanical Reports are telegraphed to Washington directly and assembled for distribution throughout the industries. This information permits immediate corrective action to be taken on reported discrepancies.

If one considers the complexity of the modern aircraft with its intricate mechanisms and electrical circuitry, and the necessity of retaining its optimum performance throughout its life, there is little wonder that the maintenance of the aircraft has become one of the most important factors in airline operation.

Emphasis will continue to be placed on maintenance with the advent of jet aircraft. As these aircraft bring further progress and more complexity and exacting operation, maintenance will continue more than ever to be an important factor in future airline operations.

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"THE REASON BIRDS FLY ----- is simply that they have perfect faith, for to have faith is to have wings."

....Sir James Matthew Barrie



REGIONAL ADMINISTRATOR'S COLUMN

THE SUPERVISOR

As CAA and more particularly, Region Four, continues to grow, our responsibilities also grow . . . responsibilities to ourselves, to our superiors, to the Agency, to our Country and yes, even to the world. Truly aviation and the CAA are now "big business" and our accomplishments and our failures have a pronounced impact on people in all walks of life. Our rapid growth and our greater responsibilities have also brought an amplification of problems and it is about one of these that I would like to "speak" to you.

As any organization grows it becomes more and more evident and important that authority and responsibility be delegated. The natural chain of such delegation is of course, from the Boss to his Supervisors. It also follows that the only way the Boss can accomplish his mission is to surround himself with capable Supervisors, insure that they know what is expected of them and insure that they have adequate financial and manpower resources to get the job done. This I have always endeavored to do and will continue to do, but at this point the Supervisor must take over. I am sure we all realize the value of formal Supervisor training and we are doing all we can to schedule such training, but in the meantime, I strongly suggest that each of you review the following basic points of good supervision.

1. The Supervisor is the vital link in our communications system. Information must flow to and from his office in much the same way that traffic should move over a modern highway system, that is; vertically over the "freeways" to his superiors and his employees and laterally over the "streets and boulevards" to his counterparts in other Divisions, if the desired "interchange" is to be accomplished. Remember, the Supervisor represents his superiors to his employees, his employees to his superiors and his associates to each other.
2. Supervisors MUST feel free to check with their superiors on any unfamiliar situations affecting their operations and are encouraged to do so. A wise man once said, "There are no foolish questions, and no man becomes a fool until he stops asking questions."
3. Supervisors should set a good example. Remember, most people are more prone to follow than to lead and the wise Supervisor will bear this in mind as he "leads." Knowing how to give orders is an acquired art. It takes practice, appreciation of diplomacy and respect for others.
4. Supervisors should serve employees in a fair, friendly and impartial manner by helping them plan their work, and assisting them in analyzing work requirements.
5. Supervisors should treat employees as individuals, listen to and consider grievances, recognize and give credit for efforts and results and make sure that each employee understands his specific duties and how they tie into the total work program.

(Continued on next page)

There are of course, many more that could be listed, but I think adherence to these few basic rules would be a real help in our task of completing the "CAA Mission." Please pay particular attention to Number 1. We cannot hope for even moderate success without the free and complete transmittal of information between all concerned. It is not enough that Supervisors keep their own superiors and employees informed. Necessary information must move laterally over division lines as well as move up to the top for possible action.

Your job will be a lot easier and you will accomplish much more if you communicate and inform. Remember -- even though we are organized into Divisions with many supervisors, we are still one Civil Aeronautics Administration.

"ONE FOR ALL AND ALL FOR ONE"

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LARGE CROWDS ATTEND BAKERSFIELD DEDICATION

Thousands of visitors were on hand for the two day celebration April 26 and 27, marking the dedication of the new terminal building at Meadows Field (formerly Kern County Airport) in Bakersfield, California. The opening day crowd was estimated at 20,000 with almost twice that number on hand Sunday.

The CAA was well represented at the two day affair with one of the feature exhibits being the CAA display titled, "THE CAA IN THE JET AGE." The display gave the thousands of visitors a picture story of the CAA Mission and this coupled with "open house" tours of CAA facilities at the field proved to be very popular.

Certainly all the CAA folks at Bakersfield deserve a hand for their part in the celebration and their excellent cooperation in handling the visitors and the aircraft that flew in for the program. The tower and the station were very busy places as pilots filed their flight plans and left the area late Sunday afternoon.

Also participating in the program that was sponsored by the Junior Chamber of Commerce, were aircraft and personnel from the military services, Antique Airplane Association, the airlines and local model clubs and youth organizations.

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PROJECT 20/20

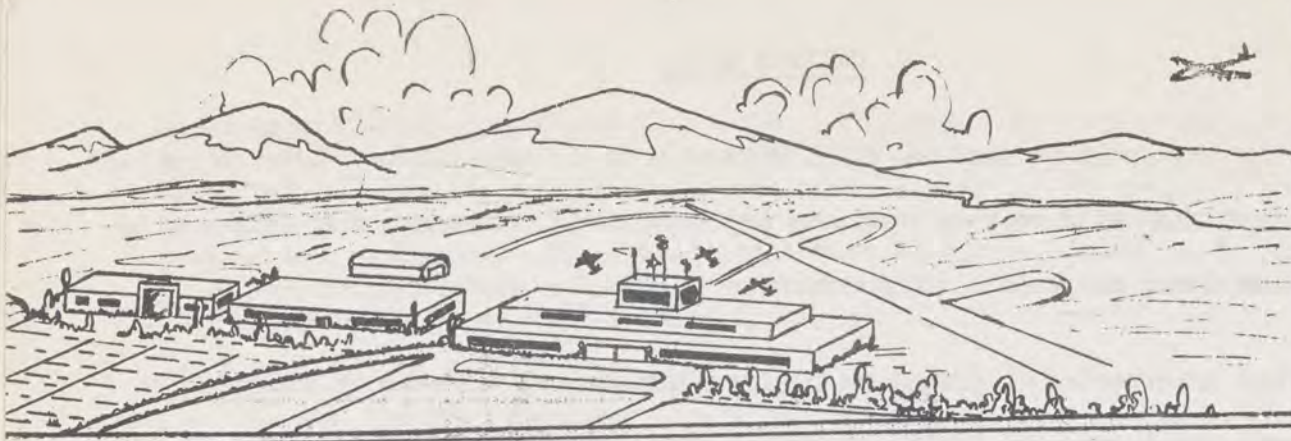
Very shortly the complete Project 20/20 kits will be in your hands. Advance copies indicate that they will be very complete and furnish all the necessary information and material for a successful celebration.

The Congress is expected to pass a resolution designating the week of June 23-29 as "National Civil Aviation Week" and June 23 as "Civil Aviation Day." When the resolution is passed and signed into law by the President, Washington will forward to each recipient of the kit, additional information and material consisting of new radio and TV spot announcements, sample press releases, copies of the proclamation, etc., for use in your local promotional efforts.

Bear in mind that while we want an all-out effort for June 23 and the following week, any good opportunities for telling the "CAA Story" should not be overlooked. BE SURE and check the aviation calendar for your area for possible tie-ins with already scheduled aeronautical events. If there are planned activities in your area for dates other than the week of June 23-29, that can be utilized for telling our story, they should certainly be used. Aeronautical activities that follow our celebration week may provide an ideal opportunity for us to use a "follow-up" type of story that could be very effective.

REMEMBER---This celebration gives us a fine opportunity to tell the "CAA Story" at a time when national interest will be focused on our Agency. All of us should take advantage of the support Project 20/20 has been given from Washington and the Regional Office to see that as many as possible of the suggested programs in the kit are carried out at field installations.

If you have any questions pertaining to the kit or Project 20/20 in general, please address your inquiries to the Assistant to the Regional Administrator, IA-4.



A District Airport Engineers' conference was held in Reno, Nevada, April 8-10, 1958. In addition to Airports Division and Branch Chief personnel, the Regional Administrator, the Regional Attorney and representatives of the Washington Office of Airports were in attendance. The agenda covered all phases of the Airports Division activities.

Grant Offers were issued during the month to the following: Hayward, California in the amount of \$15,550 for constructing water system in terminal area; Santa Monica, California, \$20,056 for constructing taxiway crossing, aircraft apron and extension to existing aircraft apron; Denver, Colorado (Stapleton Airfield) \$159,342 for constructing terminal building canopy, service road, auto parking area, sidewalks, curb and fence and realigning access road; Carson City, Nevada, \$28,877 for constructing E/W runway, taxiway and the end of the proposed new runway; Reno, Nevada, \$450,000 for constructing terminal building and utilities; Pendleton, Oregon, \$12,987 for land acquisition, installing fence and airport beacon and rehabilitating airport lighting equipment controls.

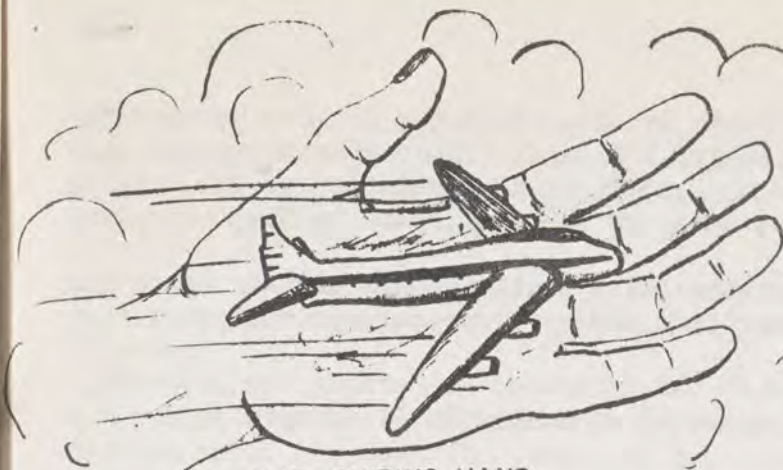
Project Applications were received from the following locations: Douglas, Arizona (Bisbee-Douglas International Airport) \$19,639 for reconstructing taxiway; Carlsbad, California (Palomar Airport) \$232,372 for land acquisition, constructing runway, taxiways, apron, auto parking area, entrance road, fence, segmented circle, wind cone, administration building and utilities; Fresno, California (Chandler Field) \$93,559 for land acquisition and relocating overhead utility lines; Napa, California, \$12,161 for constructing additions to terminal aprons and transient parking apron; Paso Robles, California, \$50,798 for constructing new taxiway and reconstructing portion of west perimeter taxiway; Salt Lake City, Utah, \$380,978 for land acquisition, site preparation and utilities in terminal area; Pasco, Washington, \$20,444 for resurfacing primary runway.

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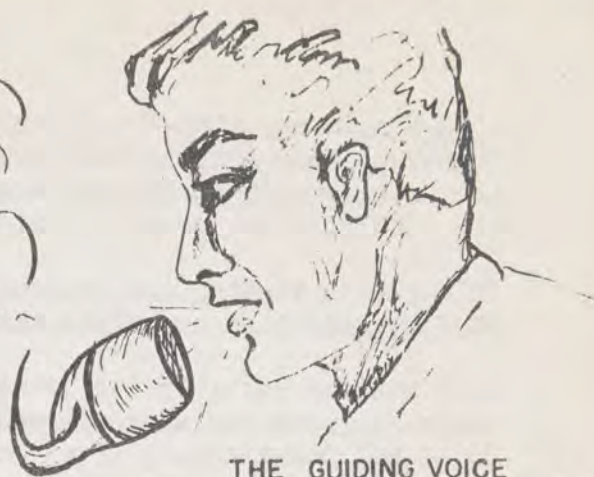
WORDS OF WISDOM

"There are no foolish questions, and no man becomes a fool until he stops asking questions."

. . . . Charles Steinmetz



THE GUIDING HAND



THE GUIDING VOICE

Air Traffic Control

L. Ponton de Arce attended the Air Traffic Control Division Chief's conference in Washington the week of April 21.

The Procedures Branch Chief, M. W. Claar, attended a Washington conference during the week of March 24 to 28.

Don Pearson, Program Control Officer, attended a conference in Washington during the week of April 21.

Fremont site, between Centerville and Newark, has been obtained by GSA for the new Oakland Center building.

The approved Common System Operational Requirements for VORTAC was applied to the Region's Airway Master Plan. At least 41 additional facilities will be required to implement the planned airway system.

The Planning Branch prepared proposed airway structures based on new or relocated VORTAC's at Colorado Springs, Salinas, Oakland, Hanksville, Clayton and Cones. Planned airways now being reviewed by Centers and ACSDO's. Airspace cases will be prepared upon receipt of comments.

A TV-type monitor of ASR display is scheduled for delivery in FY-1959. This 21" studio-type monitor will be installed in Burbank, Long Beach, Los Angeles, Oakland and San Francisco Towers and will provide the local controller with radar information as to the location of traffic in his area.

A thorough study was made of engineering reports of the Mt. Hebo and Laurel Mountain sites for Salem Radar. We concurred with the ANF Division recommendation that ARSR-1 be installed on Laurel Mountain.

July 1, 1958 is the target date for completion of the Los Angeles-Burbank ATCS consolidation project. Equipment will be left at Burbank for a 90-day period following the consolidation.

Effective May 15, 1958, Billings Area B relay station XGT/XDV circuits will be discontinued. Relay equipment will be relocated to Sheridan and relay service resumed on or about June 19.

ADLO Firebaugh met with Mr. Frank Wiley, Director of Montana Aeronautics Commission and the 29th CONAD Division personnel concerning proposed Civil Defense operations during an air defense emergency. A supplement to the SCATER Plan is being developed to cover Montana Civil Defense activities during such emergency. (Cont'd. next page)

ADLO Farris met with Mr. George Cote, County Aviation Director for San Bernardino County and Air Defense Committee Chairman for the CAAE. The participation of airport managers in SCATER tests was discussed and the CAAE newsletter is publicizing the SCATER tests and encouraging airport managers to participate in the tests.

ADLO Farris visited the headquarters Arizona State Civil Defense and discussed the SCATER activities and civil defense operations under an air defense emergency.

ADLO Swanson participated in meetings with CAA personnel concerning the proposed Tacoma airport and a meeting with CAA personnel at Boeing Field concerning a local CAA committee.

ADLO Simonson attended a meeting at FCDA Regional headquarters Santa Rosa concerning Operation Alert 1958.

ADLO Farris arranged an exception to CAA regulation Part 620 to permit the mass flight "Holiday on Wings" from Los Angeles to Furnace Creek Death Valley and return to Los Angeles to operate without complying with all of the ADIZ requirements. This flight involves about 120 aircraft and was coordinated by Mr. Frank J. Severy, Jr. of the Los Angeles Jr. Chamber of Commerce.

Authority has been requested, and approval received, to change the name and location identifier of Zuni, New Mexico low frequency range to El Moro EMO. This was necessary because the two ranges identified as Zuni are 30 miles apart.

A new ATC-2-B Communications Procedures Manual became effective April 15, 1958. Revision No. 1 was distributed April 11. Items 300 and 400 in ATC-2-B are to be held in abeyance pending further instructions from Washington.

ADLO George Smith met with Bell Laboratories representative and the El Paso AMIS Supervisor relative to ECM activity being conducted across and south of the U.S. - Mexican border. This operation is in connection with the Army Air Defense school where AAA radar training is being conducted. Procedures were developed. (This may be the source of some of the unidentified ECM activity in the Albuquerque area.)

Proposals for the restricted area climb corridors for F102 aircraft on active Air Defense missions were applied to local bases and comments forwarded to Washington.

Procedures Branch representatives met with ATA to review and attain their reaction to the proposed restricted area climb corridors. There were no serious objections to the procedures.

Specialist Parks spent March 25 to 29 in the Seattle area to assist with proposed revisions to the Seattle Center, SEA/TAC Tower approach control Letter of Agreement. He also spent the week of April 7-10 at Spokane and Moffett Field to assist in developing and revising procedures.

A formal evaluation of the entire Seattle Center's area of responsibility was conducted March 17 to April 2. Messrs. Paul Moore and D. N. Whiteley from Washington and personnel of the regional office participated. Spokane Center's formal evaluation was completed April 10.

(Cont'd. on next page)

Washington is developing a program to provide regions with needed radar and communication equipment and personnel to inaugurate radar arrival and departure control service at all terminal ASR locations whether radar equipment is commissioned or not.

There are no funds in FY-1959 for automatic voice identification on VORs or for back fitting those presently in use. It is still CAA's policy to provide as money permits.

Cooke Air Force personnel met with L. Hink, IA-522, and others in the region concerning their proposal for temporary base at Santa Maria effective May 1, for ten months. They will provide tower service from a portable truck, which will include civil frequencies. We are requiring that they have CAA certified and senior rated personnel in charge of each tower shift. They are also working up suitable procedures for instrument operation and will initiate a temporary "H" marker through airspace.

Long Beach Tower lost several windows and gained lots of water during the rainstorm on March 27 and personnel were forced to evacuate.

Departure control at Moffett is now planned for August 1, with arrival control September 1.

Radar departure was commissioned at Tucson April 12.

Leo Hummer has been selected for a GS-13 Terminal Specialist in Washington. Two Denver personnel were selected for TDC and will be released July 1.

Carl Swanson, Van Nuys Tower, and Joe Hinds, Los Angeles Tower, participated in the Airport Classification panel in Washington the week of April 21.

Casper's new station and Weather Bureau building will be completed in September.

The Phoenix Center was commissioned April 19.

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LOOK AHEAD TO AND

PLAN AHEAD FOR - - - - -

PROJECT 20/20

We are beginning to hear enthusiastic reports about celebrations being planned for our Anniversary Year. We are expecting great things all over the Region on June 23 and the rest of that week!

* * * * *



FACTS

Navigation Aids

Surveys are underway for VORTAC facilities at Fellows, California, by Stan Erickson, while James Minor is making a similar survey on Catalina Island. V. O. Vick turned the Zuni VORTAC construction supervision over to James Buecheler and moved to Sacramento ALS to get construction work started there.

The Kiowa VORTAC conversion has been started under the supervision of Cliff Haltom, who will also supervise the construction at Colorado Springs. VORTAC conversions are also under construction at Albuquerque with Joe Boyd in charge, and Tobe under Earl Trejbal's supervision.

Carl Johansson has been busy putting the dirt back on top of the mountain at the Gorman VORTAC which was washed out during the heavy rains. Grading of the mountain top sites at Las Cruces, San Luis Obispo and Monterey has been completed and are ready for site testing. Clearing of the Woodside, California VORTAC site has been started under the supervision of Jack Scherbel.

Erwin Clark and Russ Kiggins completed site tests for relocation of Hanksville VOR, and for establishment of Cones VOR facility. Marvin Andelin and Mel Kucherer completed VOR site test at Clayton.

Lonnie Tarver, Bob Stevenson, Ronald Moore and Bob Whitney completed The Dalles VORTAC conversion and started the Baker VOR conversion.

Joe Corrigan, Dave Lawyer and Bill Milbert started installation of the TACAN beacon equipment at Oceanside.

Boyd Preece, Ed Jansen and Tom Hand completed the conversion of the Prescott VOR, and part of the crew has departed for Salinas to begin relocation of the VOR facility.

Bob Bynum, Bill Keller, Gerald Smith and Bill Sherart completed the VOR installation at Beatty. Gerald Smith and Gene Mallory started preliminary work for the Rice VOR while Bynum and Keller accomplished DME modification and VOR shutdown for VORTAC conversion at Needles.

Bob Crookshank, Bill Wilkinson, Tom Keary, Ray Goulette, and Jim McAnally completed the Coaldale VOR. Wilkinson and McAnally started preliminary work on the Lake Hughes VOR installation.

Frank Sparr, Dick Larsen, Emmett Larsen and Don Gross completed the Hector VOR.

(Cont'd. on next page)

DeWayne Hodges has returned from an extended tour of duty at Hazeltine Corporation in New York. He and Tom Keary has started installation at San Francisco Gap "H" facility.

Harold Wailes and Otis Borden started installation of new localizer antennas at Sacramento.

Don Pickett and Harry Wickwar completed a VOR site test at Everett.

Radar

The proposal for the Los Angeles ARSR-1 has been completed and will be issued for bids before the end of April.

A joint CAA/Air National Guard meeting was held in the Regional Office which resulted in a joint agreement of both parties with regard to Salt Lake City (Francis Peak) ARSR-1.

The proposal for the Oakland ARSR-1 facility at Scarper Peak has been completed and sent to Contract Section for issuance.

Philip Hawkins is installing the CAA junction box at the radar transmitter site on Pica Peak so that the ADC cables may be terminated at the time of installation of the FPS-20 equipment.

Installation of the ASR-3 delay lines at Long Beach has been completed by Philip Hawkins and Elliott Johnson.

Installation of the VHF civil frequencies has been started at Davis-Monthan AFB by Rafael Lopez, Elliott Johnson and Damon Capps.

The VHF/DF installation at Salt Lake City was completed by Rafael Lopez and Damon Capps with the acceptance of the IFR Room to be held during the week of April 14.

Lavern Cope and Frank Kohagen have started the installation of the civil communications equipment at the Malmstrom RAPCON.

Norm Carlberg completed the job of obtaining the clutter photographs from Malmstrom ADC site on their FPS-20 radar; flight check data was also taken at this time.

Installation of dualized ASR-1 has been completed at Colorado Springs. Flight check for commissioning has been completed, found satisfactory, and the facility commissioned April 23.

Installation of RML-1 equipment has been completed and accepted for maintenance at the Denver long range radar facility. John Eagen is participating in the acceptance from Collins Radio Company. Maintenance Engineering Branch personnel received special instruction from Collins' service representative in system adjustment techniques.

Installation of the Raytheon ARSR-1 equipment has been started at Denver.

Duct installation for the ARSR-1 and microwave equipment at the Los Angeles ARTC Center has been started by Vic Beacken and "Red" Pedri. (Cont'd. on next page)

Engineers worked on the Collins microwave path surveys at Los Angeles, Scarper Peak to the Oakland ARTC Center, and Francis Peak to the Salt Lake City ARTC Center.

Communications

Activities for April on VHF/UHF A/G Communications facilities are as follows:

Construction completed at Tucson under the supervision of Dave Evans. Grant McClure has been assigned as Resident Engineer and notice to proceed issued for construction of the Neah Bay facility. Construction work was also started at Salmon, Idaho, with Parke Potter in charge.

A proposal for the expansion of the ATC Center at Great Falls has been completed.

Remodeling of the ATCS at Felts Field, Spokane, has been completed under the supervision of Grant McClure.

Completion of installation work at the Globe peripheral site is expected soon now that the snow is no longer covering the site.

Carl Weidert and Don Holliday are testing telephone lines and equipment at Bakersfield peripheral while Jim Fitzgerald and crew are testing the Center tone channeling systems and equipment at Los Angeles end.

Paul Allee and crew have all peripheral channels on the air from RCAG sites in the Denver control area, with the exception of Grand Mesa where construction has not been completed due to weather conditions.

Both sites at Cheyenne RCAG were completed by Dale Downey, Ira Schrawyer and Donald Tracy.

RCAG sites completed at Great Falls, Billings, Miles City and Glasgow by installation crew.

Bill Good and crew have completed installing VHF equipment at the RCAG site at Rock Springs, and Magna.

Jack Day and crew are attempting to get through the snow to complete the Emmett RCAG installation on Squaw Butte; then to Boise where they will install and place in operation communications for ground control of USAF emergency vehicles.

Peripheral installation completed at the Seattle Center by W. Harvey and crew.

Ernest Lockwood and crew are completing the Winnemucca RCAG.

Ferndale peripheral site is nearing completion under the able direction of Joseph Smith

"Jimmie" Carr reports that the Oakland peripheral control installation is winding up.

Dave Hegland and C. Baker are moving the Bakersfield ATCT into new quarters.

*Good news for operations at Salt Lake City - Crews have begun removing equipment from Coon Peak so the TVI will soon be gone. (Cont'd. on next page)

Crew started ATCS relocation at Sheridan and a crew will start the Billings ATCS relocation last week of April.

Installation work has started on the Portland Tower.

Maintenance

Messrs. Melville and McConnel returned from a Maintenance Training and Manpower Utilization Conference in Washington, D. C. and reported that although most of their free time was spent on sessions regarding the manpower situation, they did manage to see the cherry blossoms.

Mr. George M. Warren of Boise arrived from Washington D. C. after two week's indoctrination by W-655. He is on a special assignment for the Washington office to make factory inspection of ILS equipment at Topp Manufacturing Company, Los Angeles.

Edward J. Porten, SES (Radar), Seattle, and John MacKinder, SES (Radar), Oakland, are at Raytheon near Boston, and Edward J. Ball, ES (Relief), Phoenix, is at Collins Radio at Dallas to assist Washington office in factory inspection of the new Air Route Surveillance Radar and Radar Microwave Link equipment.

The following students recently graduated from the Aeronautical Center:

Communications Equipment Class No. 95 - Donald E. Ptomey, Santa Barbara, California; Donald P. Gulberg, Seattle, Washington; Milton O. Kristensen, Seattle, Washington; Jack R. Marshall, Hobbs, New Mexico.

Communications Equipment Class No. 96 - Francis R. Brown, Pt. Reyes, California; and Glen G. Orton, Otto, New Mexico.

ILS/VOR Class No. 131 - Joseph N. Covington, Long Beach, California; Ted J. Strasburger, Los Angeles, California (Nav Aids Electronic Section); H. Allen Robbins, Eugene, Oregon; John H. McTigue, Seattle, Washington; Karl S. Wuthrich, Pocatello, Idaho; and Joseph J. Corrigan, Nav Aids Electronic Section.

ILS/VOR Class No. 132 - Virgil E. Eshelman, Spokane, Washington; Walter J. Freas, Wendover, Utah, Alfred C. Morgan, Butte, Montana; Charles H. Harvey, Seattle, Washington; James H. Murdock, Spokane, Washington; Edward S. Morris, and David S. Lawyer, Nav Aids Electronic Section.

Pre-Radar Class No. 124 - William D. Black and John E. Netzer, Denver, Colorado; Monty L. Weaver, March AFB, California; and Paul C. Ratliff, Colorado Springs, Colorado.

ASR/PAR Class No. 122 - Duane P. McPherson, LA-672; James A. Allison, March AFB, California; Omer N. Chugg, Salt Lake City, Utah; and Homer L. Belvin, Malmstrom AFB, Montana.

The following employees recently completed a short course in Model 28 Teletypewriter Equipment Class No. L-4 - William A. Schultze, San Francisco, California; Woodrow I. Higbee, Oakland, Calif; John W. Benjamin, Montague, Calif; James L. Pace, Phoenix, Arizona; Kenneth T. Galick, Tucson, Arizona; Russell J. Schoonmaker, San Francisco, Calif; David H. Asmus, Fresno, Calif; and Bruno D. Koven, Sacramento, California.

(Cont'd. on next page)

Class No. L-5 - Floyd Sam, Delta, Utah; William A. Geary, Reno, Nevada; Edwin C. Hamer, Pendleton, Oregon; Harold P. Franks, Helena, Montana; Robert C. Rhodes, Reno, Nevada; William B. Kearns, Battle Mountain, Nevada; Phillip F. Stueck, San Francisco, Calif; Robert F. Griffin, Whitehall, Montana.

The following students recently completed a short course in RCAG Control Equipment at Los Angeles:

Class No. 1-C - Robert M. Lobnow, Los Angeles, Jack C. Hammond, Bakersfield, Ernest W. Calkins, Daggett; James M. Riley, Los Angeles; Paul A. Schmidt, Santa Barbara; Lowell E. Carpenter, Boise; Woodrow I. Higbee, Oakland; Vivian J. Gilbert, Albuquerque; Clifford P. Wood, Klamath Falls; Thomas Hazen, San Jose; Edwin J. Volkomenor, Great Falls; and Edward T. McDonnell, Spokane.

Class No. 2-C - Reynold F. Johnson, Boise, Everett Lasher, Medford; Raymond L. Jorenby, Billings; Edward L. Combs, Grand Junction; Claude F. Herrold, Reno; William J. Smith, Denver; Robert M. Wood, Spokane; Leland P. Hughey, Seattle; Edward H. Becker, Phoenix; Theodore E. Mundhenk, Albuquerque; and Leland E. Hahn, IA-673.

Class No. 3-C - Samuel Randler, and Sheldon F. Fogg, Los Angeles; Raymond J. Kizorek, Daggett; Hans Andersen and Arthur J. Balfour, Los Angeles; Raymond J. Simkin, San Jose; Vern C. Cimmery, Arcata; Elbert M. Cone, Oceanside; Charles Finley, Prescott; Elmer R. Ketterling, Yakima; John A. Smith, Stockton; Harrison E. Carter, Bakersfield; and Douglas R. Brown, Albuquerque.

Class No. 4-C - Oliver B. Cox, Fresno; Marion R. Neary, San Jose; Charles D. Chase, Red Bluff; George W. Minter, Farmington; Frankie L. Stith, Phoenix; Kenneth T. Galick, Tucson; John P. Twyeffort, Albuquerque; Oscar J. Rasmussen, Eugene; Donald E. Stewart, Redmond; Donald L. Freeberg, Portland; and Donald E. Leavell, Roswell.

Class No. 5-C - Robert J. Juarez, Phoenix; Alfred L. Bray, Zuni; Richard T. Lynch, Los Angeles; Anthony B. Silva, Tonopah; Edgar F. Stuhff, Las Vegas; Laurence K.M. Campen, Yakima; Lawrence R. DeWolf, San Francisco; George S. McCarthy, Stockton; and Milton O. Kristensen, Seattle.

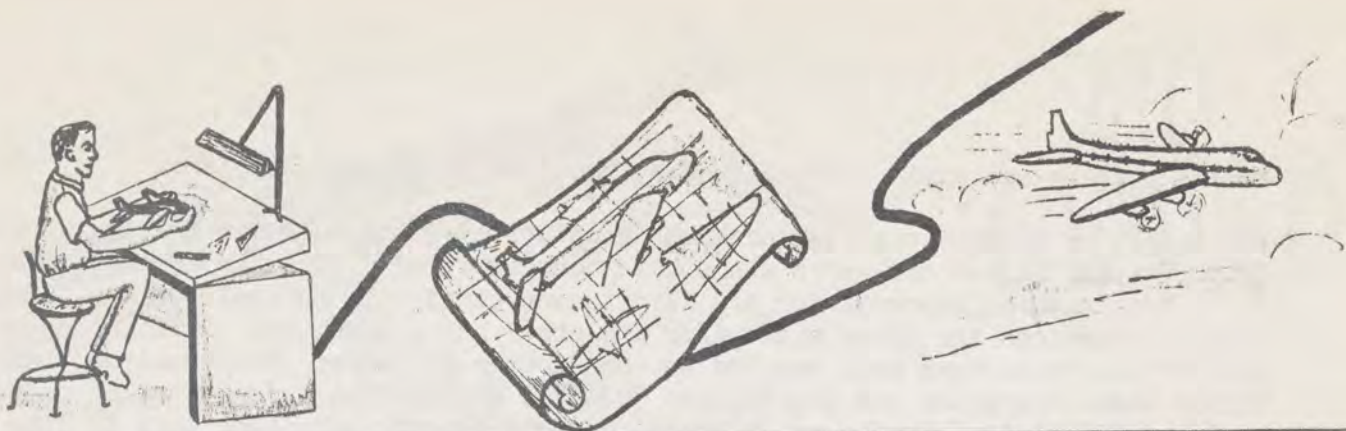
The following employees recently completed a short course in RCAG Control Equipment at Salt Lake City:

Class No. 1-S - Robert H. Van Wormer, Idaho Falls; Russell M. Short, Boise; Edwin L. Reeves, Elko; Hugo L. Holmer, Seattle; Charles J. Piccone, Grand Junction; Eugene G. Johnson, Winnemucca; Charles W. Crouter, Butte; Raymond L. Rafiti, Rock Springs; Stanley Hebron, Salt Lake; Devere B. Swenson, Salt Lake; and Blaine D. Eddington, Miles City.

Class No. 2-S - Kenneth E. Erickson, Billings; Harry C. Stokley, Elko; Arthur E. Owens, Rock Springs; Rudolph P. Peterson and Vernal T. Wood, Salt Lake City; and Paul E. Nick, Miles City; Edwin E. Lucas, Butte; Merle L. Stracke, Salt Lake City; Harold W. Pinnock, Fairchild AFB; Harvey J. Robertson, Cheyenne; and Harry A. Baker, Great Falls.

The following employees completed a short course in Remote Control Equipment at Los Angeles:

Class No. 1-L - Fred J. Weaver, Imperial; Victor H. Pezzoli, Burbank; Paul S. Estep, Robert L. Slocum, Robert T. Shiraga, and John B. Crawford, Los Angeles.



Aircraft Engineering

The Type Inspection Authorization for the Boeing Model 707-100 Long Body Airplane is being prepared and will be issued about April 11, 1958. About 19,000 pressure cycles have been completed on the KC-135 water tank fatigue test specimen. These tests are being accelerated by inducing cracks by saw-outs. It is intended to continue these tests to about 20,000 cycles, and at this point remove the specimen from the tank so the 707 composite fuselage can be installed and subjected to fatigue loadings. The second Boeing 707 is now in flight status. The third aircraft, which will be utilized for function and reliability demonstrations, is now off the assembly line.

A Type Inspection Authorization is being prepared to cover the increase in gross weight of the Aerocar Model I to 2,100 lbs. The basic loads for the Aerocar Model II have been submitted and are being examined.

Hughes Model 269 helicopter ground test article has been completed and has approximately seventeen hours of operational time preparatory to official ground test. The No. 1 flight test article is approximately 65% complete.

The first DC-8 airplane was rolled out of the final assembly area the end of March. This does not mean that the airplane is complete. The ship will remain at the C-8 location for approximately three weeks, at which time it will be moved to the flight line. During this time, proof loading of the flight control system is scheduled.

Convair is in the process of effecting the transfer of tooling, fixtures and equipment required for manufacture of the turbo-prop version of the CV-440 to Canadair in Montreal. Shipments have been going out for the past couple of weeks and quite a few detail parts have been processed for shipment.

The prototype North American Model NA-246 is progressing very rapidly. Wings and fuselage have been joined, empennage group installed, dive brakes and landing gear partially installed, and miscellaneous installations are in progress. Indications are that the engines will not be available until about June 1, 1958.

Monte-Copter Model 12 was issued an experimental certificate to conduct untethered flights.

The Morrisey Aircraft Company's Model 2150 is expected to be ready for flight within the next month.

(Continued on next page)

Flight testing has again started on the Transland Model AG-2 airplane.

The propeller vibration survey has been completed for the Lockheed Electra airplane. Flight ground phases and cross winds have been included. Thus far Aeroproducts has given Lockheed approval for all flight conditions with no restrictions. The ground conditions and cross winds data are still being examined. Official power calibration tests have been started on the Electra airplane. The Hamilton Standard 54H/60 turbo propeller and the Allison 501-D13A engine have been installed on the test bed 1961S airplane for evaluation. Several flights have been made to date and the propeller is now being replaced with a lighter weight type which we understand will be the final configuration. Tests are expected to be resumed in approximately one week.

The Lockheed Elation airplane which has 4 electra powerplants installed has spent considerable time in the Minneapolis area for natural icing tests. Sufficient icing was experienced during this time and the powerplant anti-icing system has been approved as a result of these tests. The Electra airplane Serial No. 1002 has been dispatched to the Minneapolis area to obtain complete icing tests to satisfactorily approve the Electra airplane for icing.

A representative of this office witnessed anti-icing tests for the Convair Model 22 engine nacelles. The tests were conducted by Convair utilizing test facilities at the Aeronautical Icing Research Laboratories on the summit of Mt. Washington in New Hampshire. Preliminary review of data obtained indicated that an excess of heat is available from engine bleed air at design air flows for cowl and compressor nose cowl anti-icing. General Electric was conducting similar tests on the CJ-805 engine in an adjoining test cell and our representative observed runs of two test conditions.

Meetings were held with Napier to review the status of their turbo-prop conversion of the CV-340/440 with respect to compliance with CAR 4b and Special Conditions. All propeller areas have been defined; however, a few remain unsolved as to the acceptability of the method of showing compliance.

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CONGRATULATIONS

We doff our chapeau to Charlie Planck and his northern friends for reviving THE MUKLUK TELEGRAPH as the news medium for Region Five. Fine work, Charlie.

A tip of the same hat to Bruce Chambers, FW-4 and Jim Niland, NY-4, for their "new look" publications too. Maybe we will have a CAA publication walking off with an "Oscar" one of these days.

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AIR CARRIER

Continental Air Lines plans to place the Viscount 812 aircraft in service are progressing normally. They submitted their application to the Denver ACSDO March 11, 1958. The date of the proving run is indefinite due to changes on the delivery date of the aircraft from the Vickers factory in England. The forecast at this time indicates delivery of the first aircraft on April 21, with the proving run around May 1. Continental plans to deliver the aircraft to Dallas, Texas, where they will run the acceptance check. The initial proving run will be between Dallas and Albuquerque and intermediate points.

Western Air Lines' operations remained at a standstill during the month as a result of the pilot strike. An occasional charter trip has been conducted utilizing supervisory pilots. All maintenance employees except foremen, supervisors and six mechanics have been furloughed. Those remaining have either been attending the Allison engine training course or are maintaining the preservative on the aircraft.

Representatives of the CAA and United Air Lines held a meeting at San Francisco to discuss plans for the use of the DC-8 aircraft. The meeting was the second of a series planned to insure that UAL and CAA are briefed on the problems of putting the DC-8 in service. It now appears the first DC-8 will be flown in May 1958. United expects delivery on their DC-8 simulator in May and in operation by August 1958 with delivery of their first "NX" airplane in April 1959 and in service by September 1959.

The Flying Tiger Line, Inc., is installing a General Precision Laboratory Doppler Navigation System in a Lockheed 1049H aircraft for evaluation purposes. The unit will be installed in a freighter aircraft for operational trials in both Pacific and Atlantic areas. The unit, we have been advised, is an improved model that will eliminate problems encountered by Pan American and TWA in previous evaluation of doppler navigational system. The unit will be installed and operational on May 1, 1958, for a 90 day trial period.

The Los Angeles Chamber of Commerce Helicopter Subcommittee held its first 1958 meeting to establish municipal objectives relative to five heliports, city zoning, city building structural requirements for rooftop heliports, and general helicopter city operating requirements. This meeting was well attended by the industry, helicopter operators, city and county officials. The helicopter specialist for the Los Angeles District Office attended in an advisory capacity.

(Continued on next page)

Air Freight traffic on the Flying Tiger Line, Inc., system reached the highest total ever achieved during March of this year. It was in this period that Slick Airways, Inc., discontinued air freight service.

Southwest Airways officially started using the name "Pacific Air Lines" on March 18, 1958. Prior notice was given to CAA Air Traffic Control facilities. The air carrier operating certificate was re-issued in the name of "Pacific Air Lines, Inc." and operating specifications are in the process of re-issuance to reflect the name change.

Alaska Airlines received their new DC-6 during the week beginning March 17. A Douglas Company flight instructor and a flight engineer were engaged to conduct crew training. It is expected that all DC-6 training will be conducted at the Paine Field base, Everett, with senior captains and copilots receiving the first training. The Douglas Co. instructor will stay with ASA for 30 days. Thereafter the Chief Pilot and check pilots will carry on the flight training.

ASA is planning to obtain additional DC-6 aircraft and will dispose of their C-46's and one DC-4. In connection with the conversion to larger aircraft, they plan to change their pilot base from Anchorage to Seattle.

United Air Lines expect to move into their new quarters at Seattle-Tacoma very soon. It is understood this building cost well over one million dollars having over 77,000 square feet of floor space. This structure will house the entire United Air Lines operation -- offices, flight kitchen, dispatch office, crew quarters, etc.

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DID YOUR KNOW.....

- that one jet airliner possesses the passenger carrying capacity of a 40,000 ton ocean liner such as the Ile de France?
- that digital computers accomplish in 48 days the calculations that would take 1300 mathematicians two years to do with desk calculators?
- that the first aviation gasoline in the U.S. was produced by Standard Oil Company of California?
- that Calbraith P. Rodgers flew a Wright Brothers plane from New York to California in 1911? The flight took 84 days during which Rodgers made 70 landings. The plane was repaired so many times enroute that only the rudder and one strut remained of the original plane.
- that China claims to be the first nation to build a man carrying flying machine? Records reveal that in 2258 B.C. a youth named Shun constructed a glider using two large reed hats.

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BUSINESS FLYING

AIRCRAFT INSPECTION

PILOT EXAMS

AERIAL APPLICATION

General Safety Division

Albuquerque GSDO - On March 29 and 30, Inspector Darling attended the air show and dedication of the Santa Fe County Municipal Airport. It is estimated that the largest crowd to attend any event in Santa Fe was present for this dedication i.e. over 3000 to 4000 spectators on March 29th, and over 13,000 spectators on Sunday March 30th.

Billings GSDO - The Montana Pilots' Association and the 99's have been very active during the past month. Inspector Vandewark attended the meeting of the Miles City Hangar of M.P.A.; and Inspector Doster attended the meeting of the Hangar in Billings. We are assisting in planning the Annual Montana Pilots' Association Convention which is to be held in Miles City in May.

The Flying Farmers of Saskatchewan, Alberta, Montana, Wyoming and Colorado, held their Regional Meeting here in Billings this month at the Northern Hotel. Inspector Doster spoke on safety and "Where Are We Going."

In aerial application 1958 promises to be one of the biggest years yet here in Montana. We have had an unusually mild winter and plenty of moisture. Because of this we anticipate a tremendous activity in weed and insect control this year.

Cheyenne GSDO - On 3/24/58 a Lockheed PV-2, N7254C, owned by Ralph Johnson, Cheyenne, Wyoming was certificated under the provisions of CAR 8 as a duster aircraft, restricted to non-congested area operation. The dusting equipment is unique in its design and method of load dissemination. The fuselage itself is the hopper-aft of the cockpit and forward of the trailing edge of wings. The load is disseminated through 4 outlets, one at each wing tip and one at each stabilizer tip. The load is carried to the outlets through 4 four-inch aluminum tubes installed in the leading edges of the wings and stabilizers, which tubes are fed by a high speed twin fan blower mounted aft of the hopper in the fuselage. The load is fed into the fan manifold by a 9-inch auger running the length of the bottom of the hopper and is mounted in the bomb-bay under the cabin floor. Fans and auger are driven by a 25 hp auxiliary engine also mounted aft of the hopper. An initial mixing of dist and air is accomplished by a 16"x14" air scoop mounted under the fuselage and feeding air into the manifold just below the point at which the dist load is fed into the manifold from the auger. The mixture of load and air is forced out through the dispensing tubes by the high speed fans mounted further up in the manifold.

At Afton, Wyoming, Callair is busier than it has ever been reorganizing their plant in order to enable them to produce more of their agricultural sprayers. At the present time they are seriously considering putting on a second shift to take care of domestic needs. Correspondence in their files indicates that as soon as they can get their aircraft certificated under CAR 3 or 4 instead of CAR 8, they will have a market for about 100 aircraft in Australia, New Zealand, and Canada.

(Continued on next page)

Fresno GSDO - Rainfall during March broke an eighty year old record. Agricultural and general flight operations were curtailed throughout the district as a result of the general weather conditions. Agricultural operators are anticipating a heavy demand for weed control during the Spring months, an activity they are seldom called upon to perform here in the valley.

Power Company contracts for snow survey by helicopter have been jeopardized by the rash of helicopter accidents in the high mountain regions of the Sierra Nevada range. Two major helicopter accidents in succession while engaged in this work has brought about an indication that the PG&E and Edison Company may cancel future contracts until they are assured that equipment is available which will give a greater margin of safety than those presently available. The first two accidents resulted in minor injuries to pilot and passenger. Cause has tentatively been established as a combination of high altitude and lack of pilot depth perception caused by "white-out." This is a condition brought about by deep snow and atmospheric conditions which makes it difficult to definitely perceive terrain surface. A third accident resulted in fatal injuries to the pilot of a helicopter as he was in the final stages of an operation to salvage parts of the two wreckages.

Helena GSDO - The Helena district had its first fatal accident in 5½ months when a flying farmer was killed while flying in marginal weather conditions. Inspector Rickena was dispatched to the scene and conducted the investigation.

The Montana Aeronautics Commission has started work on their new building on the Helena Airport. This will lead to closer liaison between the CAA and the MAC as we are next door neighbors now.

Long Beach GSDO - The City of Torrance took over management and operation of Torrance Municipal Airport March 1. Jack Egan, formerly employed by Los Angeles International Airport, is the new Manager. A request has been processed for designation of a control zone in connection with operation of the Control Tower scheduled for April 2.

Los Angeles GSDO - On March 7th Inspector Houghten was a guest speaker at the Initiation Dinner of Sigma Chapter of Alpha Eta Ro.

On March 17th Inspector Boone attended the regular monthly meeting of Progressive Flying Club, Hawthorne, California as guest speaker. He talked on flight safety considerations, training and pilot rating requirements. This club is a semi-commercial operation composed of over 150 members. A large portion of its membership was in attendance.

Medford GSDO - Pilot certificate issuance in all categories showed a marked jump over the average for the past year with student pilot certificates approximately 50 percent above the average and private pilots some 400 percent with other categories in between.

Inspector Kagy met with the members of the Tulelake Flying Club during the month and discussed Civil Air Regulations and proper management and control of flying club activities with the group.

Oakland GSDO - A meeting of pilots using the Hayward Municipal Airport was held at the California Air National Guard hangar to discuss the traffic patterns and the necessity for alertness at all times because of density of traffic around the field. Approximately 250 attended.

(Continued on next page)

Ontario GSDO - Our unprecedented seige of fatal accidents during the month predominated our activities. Two of the most serious, resulting in fatal injuries to 6 persons, were in extremely dangerous inaccessible mountain areas. It was only through the splendid cooperation we enjoy with the Los Angeles County Sheriff's Office, San Bernardino County Sheriff's Office, and U.S. Marine Corps with their helicopters, that our personnel were able to get to the scene of the crashes, with the result we were able to obtain important facts resulting in more comprehensive reports and remedial actions to be taken.

Inspector LeFevre spoke to the Upland Kiwanis Club March 25, 1958 - 65 in attendance. Subject "Why is Flying Safer." In view of our recent midair collision in the Upland area this was a touchy subject, however there was every indication in comments after the meeting the talk was successful and well received.

Inspector Phelps held a pilot/operator meeting at GSDO 4-18 the evening of March 13, 1958. Primary purpose of the meeting was to discuss the new proposed changes of Part 20. There were 27 in attendance. All expressed their appreciation for the meeting and were encouraged to write their written comments regarding the proposed proposal.

Phoenix GSDO - The first T-33 jet trainer converted to civilian use was test flown at Phoenix on March 15th. The plane conversion of which has taken about four years to realize, was salvaged after a belly landing at Dallas, Texas. It was re-skinned in Phoenix and outfitted with a rebuilt Allison jet engine developing 4,800 lbs of thrust.

James H. Stevenson, Maintenance Inspector, addressed the students in the Phoenix Union Mechanic School on the evening of March 18th.

Portland GSDO - Inspector Gebelin was invited to give a talk to the Tektronix Employees Flying Club on the causes and prevention of aircraft accidents. The talk was well received by about 40 members and their wives, and it is felt much good was done as several suggestions to improve operating practices were accepted.

Reno GSDO - The Reno City Council has accepted bids for the new terminal building at the Municipal Airport after turning down original bids submitted some weeks ago and it now appears that work will soon start on the new building. Estimated cost is approximately \$1,200,000. It is now anticipated that it will be approximately a year before the building is completed.

Sacramento GSDO - Plans are still going forward for a new State Fair site in Sacramento and by 1960 may be realized. These plans call for a 4,000 ft. runway on the fair grounds which will be available for limited aircraft use throughout the year, although this airport may not be accomplished by 1960, it probably will be available in the next year or so after the fair opens.

The Sacramento Airport annual jack rabbit hunt was conducted this month by the Sacramento Police Department in which over 1,000 jack rabbits were bagged. Although a great number of jack rabbits exist each year in this field, it is believed that they do not constitute a hazard to aircraft, but it is conceivable that if the numbers got too great, a hazard would exist. (Cont'd. on next page)

Seattle GSDO - Supervising Inspector Princen met with the local operators in the vicinity of Tacoma, together with personnel of RAPCON at McChord Air Force Base. Field procedures at Oswalds and So. Tacoma Air Park were reevaluated and procedures set up which we are certain will alleviate the collision hazard between military aircraft at McChord Field and civilian aircraft based in that vicinity.

An intercollegiate parachute jumping contest was held at Snohomish Airfield on Saturday, March 29, with students from the University of Washington and the Central Washington College of Education competing. The Supervising Inspector conducted the surveillance and issued the necessary authorizations.

Spokane GSDO - Inspectors in this office gave thirty flight tests for pilot certification as against five for the same period last year. Our student pilot certification was also extremely high.

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*Tr
Langley*

CIVILAIR NEWS

Although by this time it is hardly news, the Musicast has been returned to full operation. During the recent membership drive many Regional office personnel indicated that they would join Civilair as soon as they heard the Musicast. The Musicast can now be heard, so let's all join Civilair.

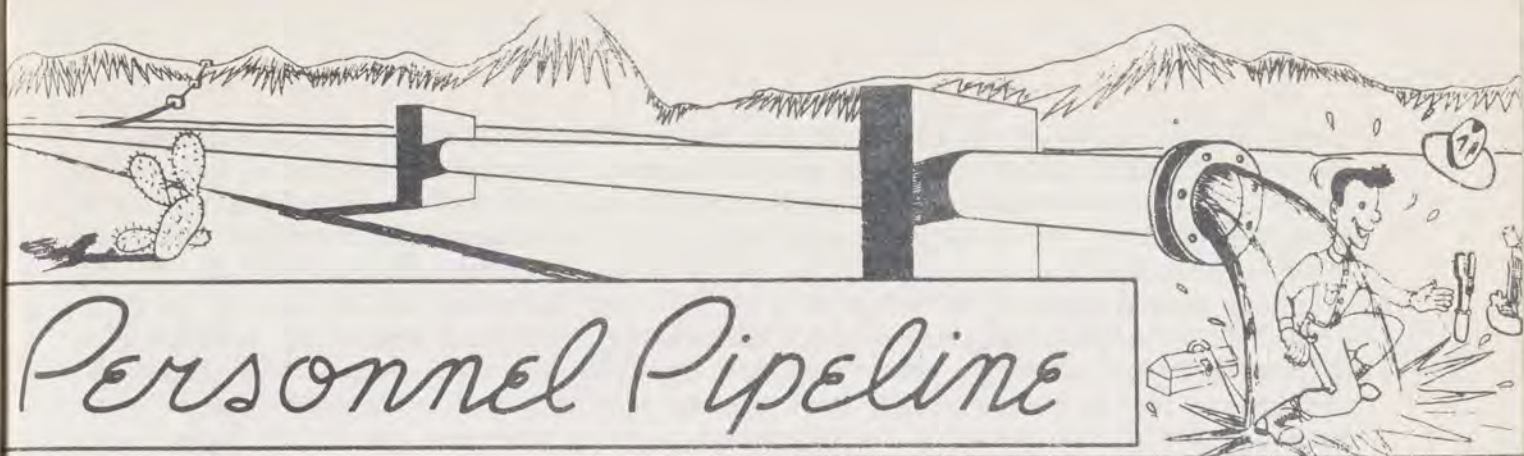
. . . .

May 15, 1958 has been set as the deadline for all former Civilair members to renew their membership for 1958. After this date it will be assumed that all members who have not renewed their membership are no longer interested in Civilair. On May 15, 1958 the membership rolls of Civilair will be checked against the CPS and Ross-Loos membership. As you know, you must be a member of Civilair to take part in CPS and/or Ross-Loos. Hence, all non-Civilair members presently in the two medical services will be dropped as of that date.

. . . .

There appears to be some confusion with regard to the date that CPS dues are payable. All CPS dues must be paid to the medical monitor prior to the 10th of the month preceding the date that they are due. For example, the payment due on June 1st must be made to the medical monitor not later than May 10th. It is requested that all CPS members rigidly adhere to this rule.

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Comparison of Classification Act Pay Scales and those Paid Private Industry Craftsmen

The matter of pay is always a controversial one. Recently, the Chief of the Chicago ATCS, made a study of the comparison of the wages paid the AOS people as against those paid in private industry. The Washington Personnel Office replied to the letter from KC-500 concerning this matter and it is believed that portions of their reply will be of interest to all employees and is reproduced below:

"While most of our people are probably aware that the majority of government jobs are graded in accordance with the Classification Act passed by Congress in 1949, they may not be completely familiar with the principles upon which the grades are based. The Act established grade levels from GS-1 through GS-18 and gave a very broad, general definition of each of these levels in terms of duties, responsibilities and qualifications requirements, e.g. a GS-5 position in any professional field would be held by a college graduate having a complete education in the field but without additional practical experience in the work. Having defined these broad levels of work in the Act, Congress authorized the Civil Service Commission to issue detailed standards which would be compatible with these broad levels and could be used for grading positions in specific occupations, e.g. physicist, engineer, chemist, pilot, doctor. The AOS GS-2152-0 series is one of these sets of position classification standards.

"The Commission attempts to maintain equity between levels in the various occupations in government, i.e. it tries to assure that the level of difficulty and responsibility of the work of a GS-7 engineer is equivalent to, though not identical to, that of a GS-7 chemist. The Act thus was an attempt to provide for 'equal pay for equal work' within the government service. It was not an effort to assure that government salaries would match the fluctuating rates paid in business and industry. The Act controls the grades and salaries of professional, scientific, technical, and administrative positions in federal agencies such as the CAA. Though we may favor and recommend exemption of certain positions from the Act's coverage, any change in the system would have to be effected by action of Congress.

"It is true that there are some positions in the federal service that are paid at rates derived from those paid in industry. These, however, are limited by law to laboring or craft jobs. Rates paid for such work are based upon schedules which are derived from rates paid locally for the particular skill involved and usually approach but do not generally exactly correspond to rates paid in local industry. (Cont'd. on next page)

"A superficial comparison of craft and trade wages with salaries paid under the Classification Act will, in many instances, cast an excessively unfavorable light on the Classification Act salaries because the comparison is not complete. To draw an absolutely accurate comparison, a number of often-overlooked factors would have to be taken into consideration. A complete comparison of salaries of AOS GS-8 and laborers would have to cover annual leave allowances, sick leave allowances, and retirement pay connected with both types of work. The fact that day laborers (as well as many skilled craftsmen) may not have steady work due to weather, sudden layoffs, or seasonal variations in work is important in that they are generally paid only for hours or days actually worked. Such factors may go far toward equalizing the yearly incomes of industrial workers with those paid to government employees in comparable types of government work. It should be remembered, too, that the local wage rates available for use in comparisons are usually those in the construction trades. This work is so subject to seasonal and other fluctuations that the hourly wages must often be scaled high enough to attract men to an occupation in which full-time work or a definite annual wage cannot be guaranteed.

"You may be interested in some of the Bureau of Labor Statistics data concerning the average hourly earnings, average weekly hours worked, and average weekly earnings for non-supervisory workers in contract construction work. This group includes both the higher-paid technicians and the laborers receiving lesser wage payments. The Bureau's preliminary figures for the year 1957 showed that although the average hourly rate (including hours paid at overtime rates) was \$2.89, the average weekly earnings were only \$106.64 since the average weekly hours worked figure was 36.9. The preliminary figures for February of 1958 show a more pronounced variation between average hourly rate and weekly earnings. For this period, construction workers averaged \$3.01 per hour but averaged 33.4 hours and \$100.53 per week.

"We realize that additional leave or steady income can never compensate for the added responsibility in many government positions, but we know that we must for the present live within the boundaries of grades and salaries established by the Classification Act and that this Act does not carry any provision permitting government salaries to compete with the fluctuating salaries paid in industry. We do expect to make every effort to assure that all AOS are given the maximum grade which, under this Act, can be justified for the work they perform and the responsibility they bear. The current project directed toward revision of the AOS position classification standards is another step in our continuing efforts along this line."

You may be interested to know that as of March 31, 1958, there were 4,612 employees in the Region. This is an increase of 262 from the quarter ending December 31, 1957. The bulk of the employees are in the ATC and ANF Divisions which have 2,756 and 1,212 respectively. There was a total of 304 employees in the three Safety Divisions and 62 in Airports.

Expenses for Education -- Deductible Items on Individual Federal Income Tax Rates

The following information about changes in the Internal Revenue regulations was received too late to meet the April 15th deadline. These changes are retroactive to
(Cont'd. on next page)

the tax year 1954 but any claims must have been submitted on or before April 15, 1958. Any employee, however, who may have a claim for the tax year subsequent to 1954, may have a refund coming. As to whether or not the Internal Revenue Service would accept claims for tax year 1954 should be taken up with your Internal Revenue Office.

"§ 1.162-5 Expenses for education. (a) Expenditures made by a taxpayer for his education are deductible if they are for education (including research activities) undertaken primarily for the purpose of:

- (1) Maintaining or improving skills required by the taxpayer in his employment or other trade or business, or
- (2) Meeting the express requirements of a taxpayer's employer, or the requirements of applicable law or regulations, imposed as a condition to the retention by the taxpayer of his salary, status or employment.

"Whether or not education is of the type referred to in subparagraph (1) of this paragraph shall be determined upon the basis of all the facts of each case.

. . . .

"(b) Expenditures made by a taxpayer for his education are not deductible if they are for education undertaken primarily for the purpose of obtaining a new position or substantial advancement in position, or primarily for the purpose of fulfilling the general educational aspirations or other personal purposes of the taxpayer. The fact that the education undertaken meets express requirements for the new position or substantial advancement in position will be an important factor indicating that the education is undertaken primarily for the purpose of obtaining such position or advancement, unless such education is required as a condition to the retention by the taxpayer of his present employment. In any event, if education is required of the taxpayer in order to meet the minimum requirements for qualification or establishment in his intended trade or business or specialty therein, the expense of such education is personal in nature and therefore is not deductible.

"(c) In general, a taxpayer's expenditures for travel (including travel while on sabbatical leave) as a form of education shall be considered as primarily personal in nature and therefore not deductible.

"(d) If a taxpayer travels away from home primarily to obtain education the expenses of which are deductible under this section, his expenditures for travel, meals, and lodging while away from home are deductible. However, if as an incident of such trip the taxpayer engages in some personal activity such as sightseeing, social visiting or entertaining, or other recreation, the portion of the expenses attributable to such personal activity constitutes nondeductible personal or living expenses and is not allowable as a deduction.

"(e) The provisions of this section may be illustrated by the following examples:

"Example (1). A is employed by an accounting firm. In order to become a certified public accountant he takes courses in accounting. Since the education was
(Cont'd. on next page)

undertaken prior to the time A became qualified in his chosen profession as a certified public accountant, A's expenditures for such courses and expenses for any transportation, meals, lodging while away from home are not deductible.

"Example (2). B, a general practitioner of medicine, takes a course of study in order to become a specialist in pediatrics. C, a general practitioner of medicine, takes a 2-week course reviewing developments in several specialized fields, including pediatrics, for the purpose of carrying on his general practice. B's experience are not deductible because the course of study qualified him for a speciality within his trade or business. C's expenses for his education and any transportation, meals, and lodging while away from home are deductible because they were undertaken primarily to improve skills required by him in his trade or business.

. . . .

"Example (6). F takes summer school courses in order to improve skills required by him in his employment as a teacher. As a result of taking such courses F receives an in-grade increase in salary in his present position pursuant to a salary schedule established by the school system for which he works. F's expenditures for such courses are deductible.

"Example (7). G, a graduate student at a university, plans to become a university professor. In order to qualify as a regular faculty member, G must obtain a graduate degree. While taking the required graduate courses, G is engaged in teaching at the university. G's expenses therefor are not deductible since he has not completed the education required to become qualified as a regular faculty member at the time he takes such courses.

"Example (8). H, a self-employed tax consultant, decides to take a 1-week course in taxation, which is offered in City X, 500 miles away from his home. His primary purpose in going to X is to take the course, but he also takes a side trip to City Y (50 miles from X) for one day, takes a sightseeing trip while in X, and entertains some personal friends. H's transportation expenses to City X and return to his home are deductible but his transportation expenses to City Y are not deductible. H's expenses for meals and lodging while away from home will be allocated between his educational pursuits and his personal activities. Those expenses which are entirely personal, such as sightseeing and entertaining friends, are not deductible to any extent.

"Example (9). The facts are the same as in example (8) except that H's primary purpose in going to City X is to take a vacation. This purpose is indicated by several factors, one of which is the fact that he spends only one week attending the tax course and devotes five weeks entirely to personal activities. None of H's transportation expenses are deductible and his expenses for meals and lodging while away from home are not deductible to the extent attributable to personal activities. His expenses for meals and lodging allocable to the week attending the tax course are, however, deductible."

. . . .

SUGGESTION AWARDS

A cash saving to CAA of \$5,598.60 resulted from the three suggestions which earned awards this month. This figure is based upon Regional adoption only; it will be even larger if any of the ideas are adopted nationally.

The Air Navigation Facilities Division "stole the show" this time. All of the winners are from ANF.

Here they are:

Cody H. Lehr, ANFD, Los Angeles - suggested that balanced Atlas Baby Boom assemblies replace the Dazor Microphone brackets for A/G Consoles. The suggested type of brackets will result in savings in unit costs as well as appreciable savings in maintenance time. Award: \$145.00

Dorman E. Johnson, ANFD, Los Angeles - suggested that the visual circuit of CA-3043 scan control unit be modified to include aural alarm as well as visual. This will save circuit time because operator will be alerted when an alarm is sounded in Circuit "B" scan. Award: \$45.00

William O. Nicholson, ANFD, Salt Lake City - suggested a method of eliminating the "bounce" during operation of SS relays. This method eliminated the cause of recurrent failure in MEDIS system and made it more reliable. Decreased maintenance time has resulted. Award: \$45.00

Perhaps your name will be on this list next month.

PERFORMANCE AWARDS

Cash awards for superior performance are usually made in December. This year we are attempting to have them ready for presentation during the observance of CAA's "Project 20/20."

The "Project 20/20" week is June 23 through June 29. If we can meet the deadline, we will have "Christmas in June" for many of our Region 4 employees.

LOOKING AT THE FACTS IN PERSPECTIVE

An article in a recent Civil Service Commission publication reminds us that the Incentive Awards Program is just an extension of good management and good employee performance. Every employee -- supervisor and non-supervisor -- will find it interesting.

"Occasionally the observation is made by some operating officials that the incentive awards program takes a lot of extra time. Does this view hold up? Not, if you look at the facts in proper perspective.

"It has always been a major concern of good management to encourage more employees to submit their ideas and to perform to the best of their ability.
(Cont'd. on next page)

Activities such as the following are things that good management should be engaging in whether there is an incentive awards program or not.

- "1. Time spent by supervisors in encouraging employees to submit ideas to improve operations. Supervisors should do this whether or not there is an awards program -- it's just good management.
- "2. Time spent by employees in discussing or developing suggestions for improvement. Employees should do this whether or not there is an incentive awards program. This is the way in which employees can use their ingenuity and ability beyond job requirements in order to improve operations.
- "3. Time spent by supervisors and other operating officials in evaluating suggestions for improvements to decide whether they can be used. This needs to be done whether or not there is an awards program.
- "4. Time spent by supervisors and other operating officials in telling an employee why his suggestion cannot be used. This needs to be done so employees will know that management is interested in the ideas of employees. It should be done whether or not there is an incentive awards program.
- "5. Time spent by supervisors in evaluating the performance of employees and encouraging superior work. This needs to be done whether or not there is an incentive awards program -- it's just good management."

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THANKS FROM THE CANADIAN ROYAL MOUNTED POLICE

The Regional Office has received a letter of appreciation from the Canadian Royal Mounted Police for the part John L. Townsend, CATFO, Bellingham, Washington, played in the apprehension of persons suspected of engaging in smuggling operations between Bellingham, Washington and Vancouver, British Columbia. The letter, signed by J.R.W. Bordeleau, Superintendent and Officer in Charge at Victoria, B.C., stated in part, "I am writing this letter to express our deepest appreciation for the cooperation extended to us and may I ask that our sincere thanks be conveyed to Mr. Townsend. It is most gratifying that such a spirit of cooperation exists between our respective services and you may be assured that we will be only too pleased to reciprocate when such an occasion may arise."

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FIELD NEWS

MALAD CITY, IDAHO

Our station is located in the Malad Valley, and because we are surrounded on all sides by mountains extending up to 4500 feet above the station elevation, it was considered necessary that our VOR and receiving and transmitting facilities be located on a mountain-top site. A mountain peak 9 miles WNW of the airport was selected and after shaving off 17 feet of the top, a suitable area was prepared for the location of the VOR antenna. The RR/RT site was established about 250 yards south of the VOR building and provides us with remotely controlled receiving and transmitting facilities on all standard frequencies except 3023.5 kc/s. The result is that Malad City enjoys exceptionally good communication coverage (contacts with aircraft more than 250 miles distant are not uncommon).

Having a wide communication area has its disadvantages as well as its advantages, our most serious problem is that of interference, particularly on the UHF frequency. Normally we can hear all aircraft transmitting within a radius of about 200 miles as well as 5 or 6 ground stations.

Control is by means of an FM link system and access to the site is accomplished by Jeep and Sno-Cat over 13 miles of mountain road, use of the Sno-Cat is necessary about 5 months of the year.

CHEYENNE, WYOMING

Leon F. Flink, Chief, Combined Station/Tower, reports that he was contacted recently by a spokesman for a group of pilots who needed a speaker at a particular meeting. To this request the chief replied, "he would be more than happy to address the group but it so happened that he had another meeting to attend that particular night, however he would assign a reliable man to deliver a speech on the night requested." So after the chief assigns the dubious job, he sits back and watches three good men (Controllers Graham, Ellis and Pittman), dig through the manuals and produce a 45 minute program. (However it was later revealed that because of questions and the discussion period ~~the~~ program lasted two hours). Then for the next few weeks the chief receives all the favorable comments and congratulations for a swell program. To continue the executive routine, the chief then advises three other groups, from different parts of the state, that the tower would be very happy to present the program to their groups ----- So goes the life of a Chief.

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CAA PERSONNEL WILL TELL YOU, "IT'S ALL IN A DAYS JOB",

BUT - - -

T. J. Holmes, Chief of the Tower at Stapleton Airfield, Denver, recently received a letter from Major General James Briggs, Superintendent of the United States Air Force Academy, extending compliments to Controller MERLE YANNEY. While on duty at Denver Radar Departure Control, Mr. Yanney noted that an Academy aircraft was not properly established on course after takeoff from Stapleton. He called the pilot and instructed him to turn left 10 degrees and asked the pilot to check his heading and his instruments. The pilot indicated that his instruments appeared to be operating properly. The Controller again asked the pilot to check his heading at which time the pilot checked his standby compass and discovered that his slave compass was approximately 100 degrees out of phase. He was actually on a heading that would have taken him directly into the nearby mountains. He immediately corrected his heading and climbed out on course. Subsequent investigation of the directional instrument revealed an internal failure of the instrument. Well done, MERLE YANNEY!!!

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DONALD D. HARTWICK and WILLIAM J. CRUNK, of the Santa Monica, California Tower were the recipients of letters of thanks from the Douglas Test Pilots, El Segundo Division, for their assistance in reporting and directing air sea rescue operations recently. Signed by all the pilots in the group, the letters pointed out that CAA action was a major contribution in saving the life of a fellow test pilot. "It is very gratifying to know that you are standing by to assist us at any time", the pilots said.

Congratulations to DONALD D. HARTWICK and WILLIAM J. CRUNK.

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UNIQUE CONVERSIONS OF MILITARY AIRCRAFT TO CIVIL USE

The first jet trainer, a Lockheed T-33, to be converted for private civil use was first flown in Phoenix recently. Purchased by a North Hollywood parts broker from the Military after a belly landing in Texas, the trainer has been completely rebuilt at a cost of about \$100,000 and 20,000 man-hours. The project has been underway for the past four years. The civilian version has been lightened considerably with more than 600 pounds of military armament being removed. At present the owner is attempting to qualify the aircraft under CAR, Part 9. By the way, the plane is for sale with a reported price tag of about \$250,000.

Another unique transformation of a military aircraft to civilian use is the Lockheed PV-2 that is now being converted to a crop duster in the Fourth Region. The dusting equipment is particularly unique in its design and load dissemination. The fuselage itself is the hopper, aft of the cockpit and forward of the trailing edge of the wings. The load is disseminated through four outlets, one at each wing and stabilizer tip. The combination of augers and blowers force the material through four-inch tubes to the outlets.

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IN MEMORIAM

We are sorry to announce the passing of two Regional Office employees last month. William E. Nollenberger, Airways Operations Specialist (Area Supervisor), was on board the airliner involved in the crash at Las Vegas on April 21, 1958. Miss Dorothy Davis, Airways Operations Specialist (Center), passed away on the same day in a local hospital following a brief illness. We offer our most sincere condolences to their families.

Mr. Nollenberger was born in Denver, Colorado, on August 10, 1913. He attended Denver University, Denver, Colorado and joined the CAA on May 26, 1941. Mr. Nollenberger is survived by his widow Catherine B. Nollenberger, an eleven year old son Larry, a sister Mrs. H.M. Whitney of Colorado Springs, Colorado and his mother Mrs. Vera Peter Nollenberger.

Funeral services for Mr. Nollenberger were held on April 25th at Forest Lawn Cemetery, Hollywood Hills. *A month*

Miss Dorothy Arlene Davis was born in Pasadena, California on July 26, 1914. She attended Pasadena Junior College and received her AB degree from UCLA in June 1935. Miss Davis joined CAA on May 25, 1942 as one of the first women air traffic controllers. Miss Davis is survived by her mother Mrs. Laura E. Moore, Los Angeles, California.

Funeral services for Miss Davis were conducted on April 26 from the Utter-McKinley Mortuary, Los Angeles.

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PAUL THORNBURY ELECTED TO NATIONAL OFFICE

Paul C. Thornbury, Air Carrier Safety Inspector, has been elected Western Regional Vice-President of the American Helicopter Society for the year 1958-59. He will take office immediately. He is a charter member of the AHS and has been active since the Society's formal organization in 1950.

Mr. Thornbury is a veteran of more than eleven years with the CAA and at present is assigned to the Los Angeles Air Carrier District Office. In his present post he handles all helicopter activities in the Los Angeles area.

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DIVISION HIGHLIGHT PAGES
HAVE NEW LOOK

With this issue of the Region Four NEWS the pages devoted to Division Highlights each have a new masthead. We have tried to show the major activities of the division in the presentation and we hope you like them.

STILL NEED MORE FIELD NEWS

We can always use more field news in the NEWS, so when you get a minute, please dash off those interesting items about your location. Remember, they do not have to be literary masterpieces; "just the facts, mam",
ll do the rest.

LEARNING

Who learns by Finding Out has sevenfold
The Skill of him who learned by Being Told.

.....Arthur Gutterman

THANKS FOR YOUR HELP
ON THE CLIPPINGS

Many thanks for your response to our request for clipping your local newspapers for CAA items. These are most helpful to us here in the Regional Office. Please keep up the good work.

CAA EXHIBIT AVAILABLE FOR
DEDICATIONS AND FAIRS

Just a reminder that we have a very fine display titled "THE CAA IN THE JET AGE" that is available for dedications, air shows, fairs, exhibits etc. The display is crated in its own shipping cases and can be set up in about one hour. The dimensions for the exhibit are: 15' long, 9' high and 5" in depth. The display stands on its own legs and depicts through a series of picture panels, the "Mission of the CAA." Only one such display is available, but we will endeavor to schedule its use for maximum coverage in the Region.

A CREDIT UNION CALENDAR

GEN	FRI	FRI	THU	WED	TUE	MON
8	7	6	5	4	3	2
16	15	14	13	12	11	9
23	22	21	20	19	18	17
31	30	29	28	27	26	24
38	37	36	35	34	33	32

ADVANTAGES TO MEMBERS

1. Every Loan Application is a rush. Everyone wants their money yesterday. With this Calendar, members can apply for a loan on the 7th and get their check on the 3rd.
2. Every one commences the week looking forward to Friday, T. G. I. F. (Thank Goodness It's Friday.) So, there are two Fridays in each week to start with.
3. There are seven extra days at the end of the month for those end-of-the-month rushes, and closing the books.
4. There are no "First of the Months", no "Tenths", or "Twenty-fifths" for those that have trouble making their payments when due. We left in the 5th and 20th, 15th and 30th for those that get paid for their time.
5. There are no leisure Saturdays and Sundays to spend your money foolishly. Save it in your Credit Union instead, and build a fortune to retire on. And, think of the insurance for your family if you don't get to retire.
6. There's a new day each week -- General Day. This is the day to change your mind -- Change your plans. Changes made on the 8th can be accomplished by the 5th. This can be done even if you don't start until the 6th.

Everybody should be happy and this way we will have an ulcer-free Credit Union Movement.

• CUNA MUTUAL INSURANCE CARRIED ON LOANS AND SHARES •



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

May 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.

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40



CIVIL AERONAUTICS ADMINISTRATION

