

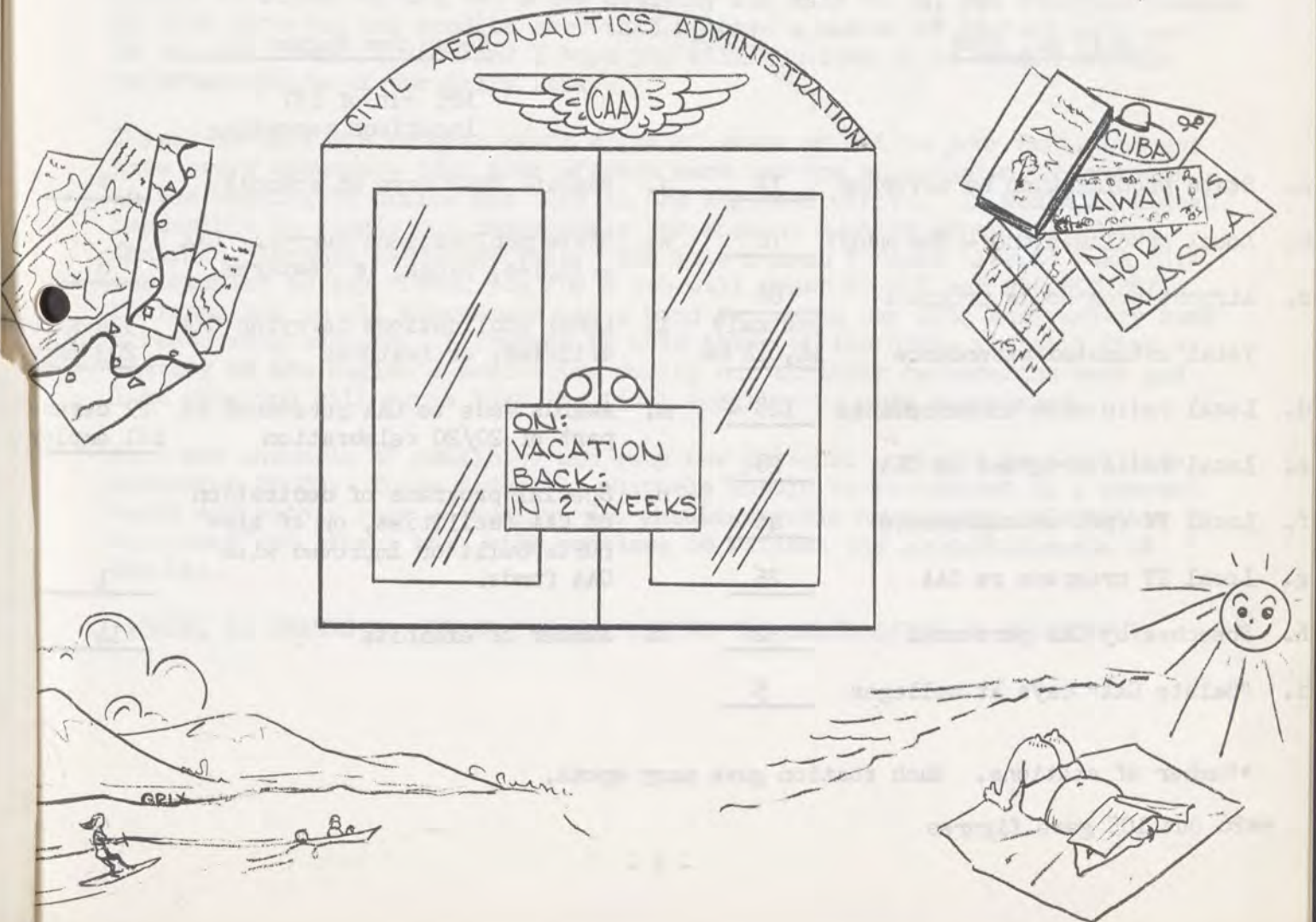
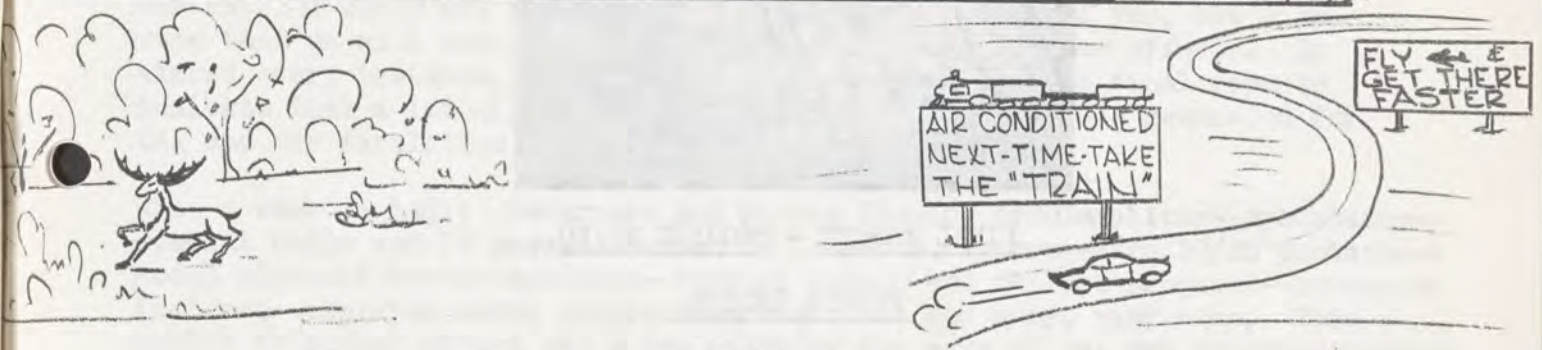
REGION 4 NEWS

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V NO. 13 & 14

JULY-AUGUST, 1958



PROJECT 20/20 A REAL SUCCESS AND -----



FINAL REPORT - PROJECT 20/20

FOURTH REGION

July 21, 1958

Recap for Region IV

105 out of 137
locations reporting

a. State proclamation by Governor	<u>11</u>	j. "Salute CAA" days at schools	<u>9</u>
b. Local proclamations - How many?	<u>70</u>	k. State publications carrying CAA articles, plugs, or features	<u>6</u>
c. Airport open house programs	<u>86</u>	l. Local publications carrying CAA articles, or features	<u>324 stories</u> <u>203 photos</u>
Total estimated attendance	(actual) <u>14,614 **</u>	m. Awards made to CAA personnel as part of 20/20 celebration	<u>29 ceremonies</u> <u>181 employees</u>
d. Local radio spot announcements	<u>128 *</u>	n. Special programs of dedication of CAA facilities, or of airports built or improved with CAA funds.	<u>1</u>
e. Local radio programs on CAA	<u>28</u>	o. Number of exhibits	<u>14</u>
f. Local TV spot announcements	<u>46 *</u>		
g. Local TV programs re CAA	<u>25</u>		
h. Speeches by CAA personnel	<u>92</u>		
i. "Salute CAA" days at colleges	<u>5</u>		

*Number of stations. Each station gave many spots.

**26 out 105 gave figures



REGIONAL ADMINISTRATOR'S COLUMN

- - - - - YOU DID IT!

Our PROJECT 20/20 may now be only a memory to a number of you, but I am sure that we will continue to reap long-term gains for our efforts. In almost every instance, the response was excellent and the final reports indicate that a lot of favorable publicity and goodwill was generated for CAA and our facilities throughout the entire Region.

What a week we had!! Governors and Mayors issuing proclamations--openhouses--special radio and TV shows--Chamber of Commerce dinners--Miss 20/20 contests--model aircraft meets--speeches--special school and college programs--newspaper features--employee award programs--press tours and many, many more. This public relations effort was a new activity for many of us, yet everyone pitched in like veterans and results show that we have a number of CAA'ers with real PR talent. This is fine and I hope you will continue to be active in this important phase of our daily work.

I realize that this program meant a lot of extra effort on your part, but you have every assurance that your efforts were and are appreciated by everyone in the Washington office and here in the Regional Office. It would be almost impossible to single out individuals for special mention since all of the Chairmen did such yeoman service. For this reason I would like to take this opportunity to say "Thank you for a job well done" to all our PROJECT 20/20 Chairmen and to all others who had a hand in making our 20th Anniversary such a resounding success. Elsewhere in this issue of the NEWS, you will find a summary of the Region's activities during our birthday celebration week and I am sure you will agree that the final results are most impressive.

Many new channels of publicity and many new personal contacts resulted from Operation 20/20. These favorable channels should be maintained on a current basis and within your authority, you should provide newsworthy information to the press and others that will continue to reflect the accomplishments of the CAA.

AGAIN, MY THANKS TO ALL OF YOU FOR MAKING OUR CELEBRATION SO SUCCESSFUL.

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

OFFICE OF THE ADMINISTRATOR

JUL 25 1958

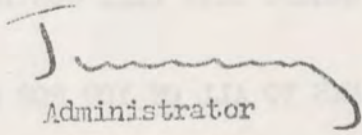
TO : Regional Administrator, Region Four
FROM : Administrator
SUBJECT: Project 20/20, Personnel Commendation

Our Project 20/20 has been completed. From all reports received we can say, with great pride, that it was an overwhelming success. I definitely feel that we accomplished our Agency objective of developing a broadened public understanding and appreciation through this opportunity of telling the CAA Story.

This success was due to the wonderful teamwork of the men and women of our CAA family. Their inspiration and ingenuity in tackling Project 20/20 on a "do it yourself" basis was completely reflected in the truly outstanding results. They have performed a real service for the organization, the public-at-large, as well as for themselves.

The total effort, I know, involved a considerable amount of extra workload in organizing and conducting Project 20/20 programs in each and every area. I would appreciate it very much if you will convey to all personnel in Region 4 my personal thanks and compliments for a job extremely well done.

Sincerely,


Administrator

THE ADMINISTRATOR VISITS THE REGIONAL OFFICE

On July 15th the Regional Office was favored with a visit from Mr. James T. Pyle, The Administrator, who was in the west for several aviation meetings. He was accompanied by his assistant Preble Staver. During the afternoon, Mr. Pyle addressed the employees who had gathered in the cafeteria for the occasion. It is always a pleasure to have Mr. Pyle and members of his staff with us and we hope that future travels will bring him out our way again real soon.

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DID YOU KNOW.....

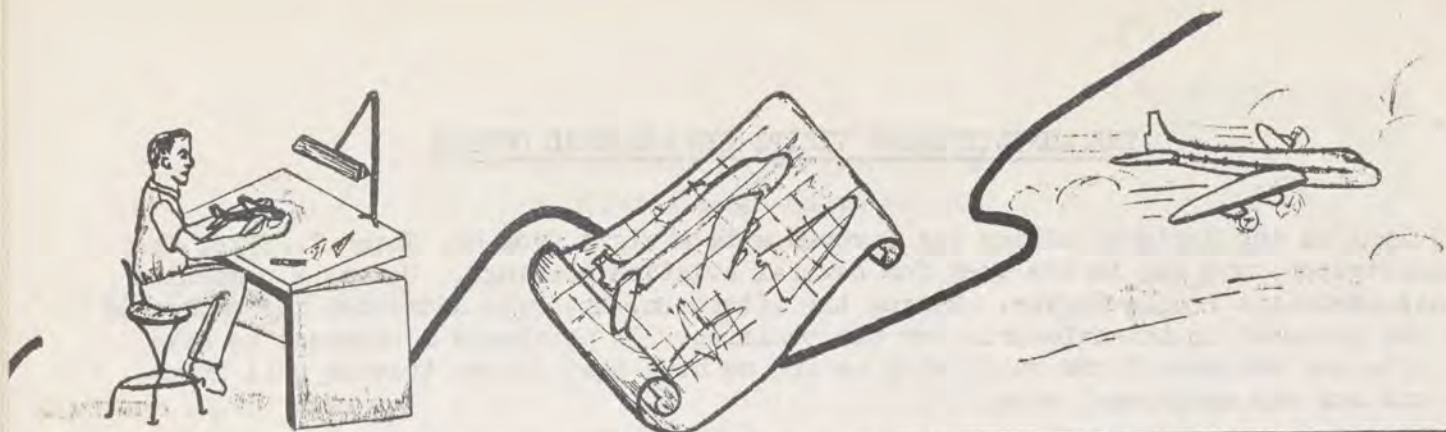
- that the Bureau of Lighthouses was the first federal agency to be given charge of developing the federal airways?
- that helicopters are used in our Region to blow heavy snow and ice from telephone wires to prevent their breaking from the weight?
- that it takes as many as 5,000 engineers to develop and produce a single new aircraft?
- that the speed of the fighters used in WWI was about 110 mph--in WWII about 350 mph--in the Korean affair about 550 and of course now unless the fighter is supersonic its slow?
- that in 1938 there were more airline accidents and passenger fatalities in the 480 million passenger miles flown than there were in the 25¹/₂-BILLION passenger miles flown in 1957?

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CONFUSIN'

Just to show how complex and confusing life has become, an airplane in Ohio in landing hit and damaged a cow. Nothing has as yet been done about it because no one can decide whether it is a matter for the Department of Agriculture or the Civil Aeronautics Administration.

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Aircraft Engineering

BOEING 707 PROGRAM MOVING AHEAD

Boeing brought Model 707 airplane No. 1 to Edwards AFB in an effort to speed up the program. Airplane No. 3 had completed approximately 40 hours of Function & Reliability flying at the end of the month. The F&R test program included observation of system and equipment operation under various flight conditions. A specific question was indicated as to placing full dependence on the brakes to stop the airplane on icy runways, although brake performance on dry runways may be good. It appeared that the use of effective thrust reversers will be very important on jet transports. American Airlines B-707, with the AAL paint job, is on the field ready to be put into service; however, there will be some additional testing before it is eligible for certification. It is expected to be certificated shortly after the Pan American airplane and undoubtedly will be put into transcontinental operation, flying between New York and Los Angeles, and New York and San Francisco. Engineers who participated in some of the F&R cross-country flights stated that of particular interest were the quietness, smoothness, and lack of vibration. On one particular flight, although there were storms all across the country, they were flying at 35,000 ft. altitude and above the storms all the way, and were not disturbed in any way. However, on the radio, they could hear other airliners below calling for a change in altitude because of the rough air conditions. It was felt that, after passengers have once experienced a flight in a jet aircraft, they will unquestionably be "sold" on jet transportation.

LATE INFORMATION ON THE DOUGLAS DC-8

The No. 1 Douglas DC-8 is still at Edwards AFB and we are advised that the airplane has accumulated over 20 hours of flight time. The No. 2 airplane has been returned to Plant C-8 from the Static Test Laboratory and is in the final assembly area. The No. 3 airplane is also in the final assembly area and may reach the flight line ahead of No. 2. No. 4 airplane is in the wing-fuselage joining area and all pylons are installed. It is anticipated that certain CAA fuel tests will be conducted within the next two weeks on the wing for No. 5 airplane. The first JT-4 engine pods have been received from Ryan and will be installed on Ship No. 2.

TYPE CERTIFICATES ISSUED

Type Certificate No. 4A19 was issued on June 24 for the Morrisey Model 2150.
Type Certificate No. 4A20 was issued on June 23 for the Transland Model AG-2.

TOASTMASTERS

Toastmasters Club 1004 commemorated CAA's twentieth anniversary at their regular meeting on June 19th when the entire program was devoted to the 20/20 theme.

Table topics were devoted to each Toastmaster's first experiences in CAA and his impressions of CAA at that time as compared to the CAA today. These topics proved to be very interesting and entertaining -- so much so, in fact, that Kirk Barry was unanimously granted an extension of time to complete his tale of early day CAA operations.

The formal speeches of the evening were also related to CAA and the growth of aviation. The speakers and the titles of their speeches were:

Paul Gibson	"The Wheels Are Moving Inside"
Hal Korell	"Twenty and Five"
Steve Parker	"Airway Number 82, Where?"

1 who attended agreed that this was one of the most interesting, informative and entertaining programs to be presented in recent months.

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MORE CHANGES IN REGION FOUR NEWS

As you have probably noticed we have been making changes in the format and layout of the News. More are in process. We are now selecting "Division Representatives" who will serve as our reporters for the various divisions. These "reps" will supply the News staff with current events and personal news items from the field so that we can make our publication more readable and interesting.

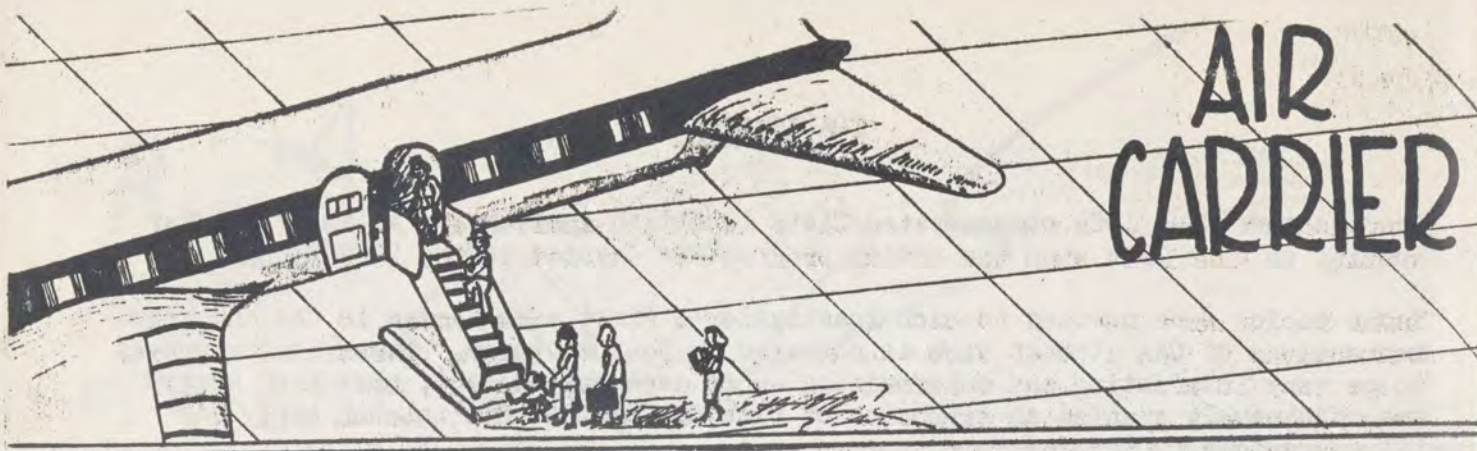
● hope you like the latest changes (starting with the September issue) and we would appreciate your comments and suggestions.

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WHEN YOU GET INTO A TIGHT PLACE
AND EVERYTHING GOES AGAINST YOU
TILL IT SEEMS AS IF YOU COULDN'T
HOLD ON A MINUTE LONGER, NEVER
GIVE UP THEN, FOR THAT'S JUST
THE PLACE AND TIME THAT THE
TIDE WILL TURN.

HARRIET BEECHER STOWE

* * * * *



WESTERN AIR LINES is now back in full scale operation following a strike of 100 days duration. Preparation for resumption of operations entailed removal of aircraft from storage and refresher training of technical personnel. This was accomplished in a smooth, orderly manner and a limited schedule was flown on June 10. Schedules were increased gradually until the airline was once again in full scale operation as of June 20, 1958.

UNITED AIR LINES officially opened their million-dollar headquarters building at Seattle-Tacoma International Airport on June 24, 1958. All departments are in operation except communications. An ultra-modern hydrant refueling system, plus additional ramp and taxiing ways are in the making for the jet age.

WEST COAST AIRLINES were expected to take delivery of their first two F-27 aircraft July 15, 1958.

THE FLYING TIGER LINE charter business and military contracts are such that they conservatively estimate four more Constellations could be utilized.

FRONTIER AIRLINES have renewed their interest in the Fairchild F-27 aircraft. Additionally, they have been investigating the performance capability of the Allison 501-D13 equipped Convair. Present indications are that they will probably purchase from four to six of either the F-27 or the Convair in addition to six to eight more DC-3 type aircraft.

TRANSPORT HELICOPTERS, INC., at Van Nuys Airport, demonstrated a VERTOL 44 Helicopter for industrial applications by lifting and positioning oil well equipment, mixed concrete transportation and dumping, together with new fire-fighting techniques. The demonstration was well attended and appeared to stimulate considerable interest with pipeline contractors, power and light companies, etc.

* * * * *

AMERICAN AIRLINES will have a Boeing 707 in Los Angeles, during September, 1958. This aircraft is to be used for pilot training and will not have the airline interior installed. After the training of approximately 20 crews based in Los Angeles, the aircraft will be returned to Boeing for finishing and will be delivered to American Airlines as their No. 15. Cooperation between the Air Force and American Airlines is being sought for the use of Palmdale or Edwards Air Force Base for training.

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REGION FOUR CELEBRATES TWENTIETH ANNIVERSARY

AND

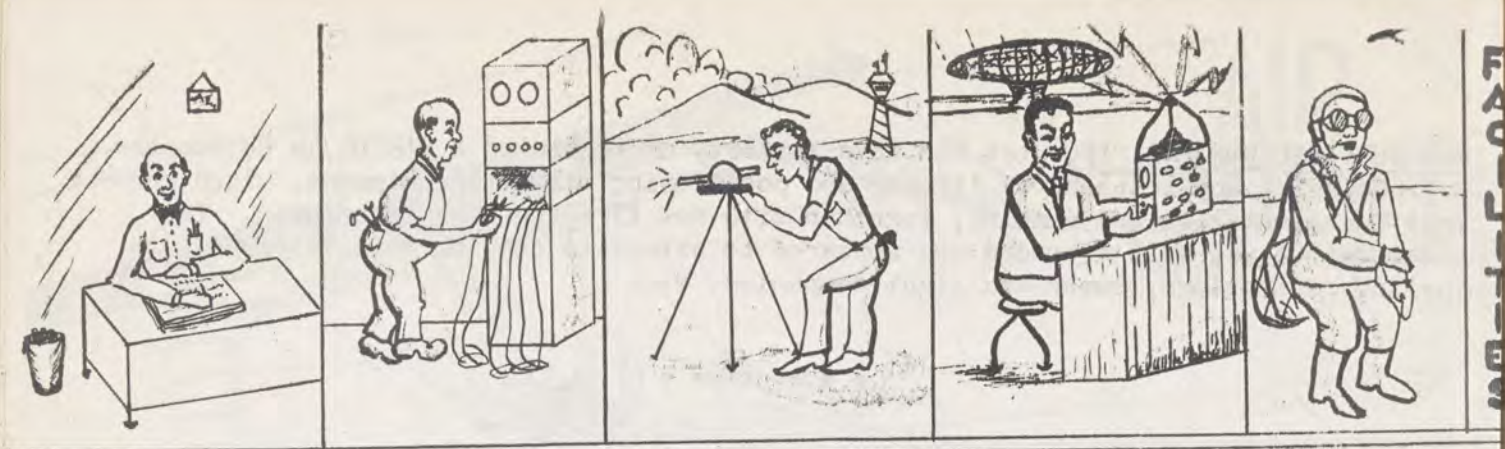
PRESENTS AWARDS FOR SUPERIOR PERFORMANCE

Throughout the entire Region, CAA employees were honored at many installations in combination ceremonies commemorating our 20th Anniversary coupled with the presentation of awards. A total of 108 awards were presented in the Region with sixty-four of them being given at special ceremonies held in the Regional Office cafeteria on Monday June 23rd.

Several short talks were given tracing the history of the CAA and the future plans of our Agency. Mr. Walter P. Plett, Regional Administrator kicked-off the meeting with birthday greetings and the importance of "people" in our past and future activities. Glenn Woodmansee, Regional Attorney, presented the past history of the CAA and Ernest S. Hensley, Deputy Regional Administrator, used his crystal ball to forecast what the future might bring.

Chet V. Stalker, Proficiency Development Branch Chief, served as MC for the awards portion, with the actual presentations being made by the Division Chiefs. Using packets prepared by Mr. Stalker's staff, similar ceremonies were held in the field during the celebration week of June 23-29.

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MAINTENANCE

BLOOD DONORS RESPOND

Charles E. Givens, LA-677, recently had an emergency operation and is making very satisfactory progress to date. It was very gratifying to note that when Mr. Givens needed 25 pints of blood donated, donors from CAA rallied forth and within 30 minutes time, the 25 pints of blood had been pledged. We wish to thank all of those employees who came to Mr. Givens' assistance at such a crucial time.

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NAVIGATIONAL AIDS

SITE SELECTION & SURVEYS

The survey and grading of a new VORTAC site near McCall, Idaho, has been started by Bill Beekman. Stan Erickson is staking out the Petaluma CONSOLAN facility in preparation for construction. Surveys are being made for VORTAC facilities near Dunoir and Pinedale, Wyoming, by James Buecheler. James Minor has gone back to the mountains near Monterey to select another site for the Monterey VORTAC facility.

VOR site tests were completed at Fellows, Hetch Hetchy, Monterey, Paradox and Windsor, under crew chiefs Erwin Clark and Marvin Andelin.

VOR AND TACAN INSTALLATIONS

Construction of a VORTAC facility at Winslow has been started under the supervision of Carl Johansson.

TACAN installations were started at Gorman, Coaldale, Needles, Miles City, Boise, Dillon and Rock Springs under crew chiefs Bill Milbert, LeRoy Dale, Joe Abney, Jack Bloeser, Charles Maurer, Anthony Petry, and Mel Mizar.

Bennett Larsen and crew started conversion of the Sacramento VOR to VORTAC and started installation of Tone Dialing.

John Williams and crew completed the Meeker VOR and started the Kremmling VORTAC conversion. Roger Baker and crew started the Farmington VORTAC conversion.

RADAR

ARSR-1 CONSTRUCTION

The grading of the ARSR-1 site at Francis Peak near Salt Lake City has been completed. Notice to proceed with the construction of the buildings and tower for the facility was issued effective July 24. John Mills is Resident Engineer with John Brady assisting on this project.

Bids for the ARSR-1 at Scarper Peak were opened and award made to the low bidder.

* * * * *

COMMUNICATIONS

ACTIVITY AT PERIPHERAL SITES

Peripheral sites for MEA were selected and surveyed by James Brown at Pilot Mesa and Les Gibson at Growler, Arizona, and the survey at Ukiah was completed by Alfred Tuckey.

Julian peripheral site was commissioned which completed the commissioning of the peripherals in the Los Angeles area. In the Phoenix control area, the Tucson installation is in progress and early commissioning is expected. In Denver center, the installation has been started for Grand Mesa which will complete the peripheral assignments for the area.

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CIVILAIR NEWS

The Honolulu trip sponsored by Civilair, Inc. will leave Los Angeles on October 6, 1958 returning October 13, 1958. Price for the trip will be approximately \$300.00 which includes airline fare, hotel accommodations and a few side trips. CAA employees and their friends who have not advised that they intend to make this trip should contact Merrill H. Grix LA-245 and indicate how many will be in their party.

The installation of twelve speakers in the new Aircraft Engineering Division office to provide music for the occupants of these new quarters has been completed.

Civilair has also provided new backstops for the horseshoe pits which should make the game more enjoyable for the horseshoe pitching members of Civilair.

* * * * *

A long-range turbo jet airliner uses 150,000 barrels of fuel a year, the equivalent in volume of gasoline sold by 30 filling stations.



A-1207-S

NEW AIRPORT POSSIBLE FOR YELLOWSTONE NATIONAL PARK

On July 18, Charles J. Winger, Chief of the Airports Division, Program Officer D. L. Barton and District Airport Engineer Kenneth S. Perry attended a meeting in Mammoth Hot Springs, Yellowstone Park. The purpose of this gathering, was to discuss the possibility of reviving plans for the construction of an airport suitable for air carrier operations near the west entrance of the park. In attendance were officials of the National Park Service, Forest Service, Yellowstone Park Company, Montana Aeronautics Commission, Western Airlines, and other observers interested in the development of such an airport. It looks very favorable now after nearly ten years of "hot" and "cold" planning discussions that funds and a sponsor are in sight for this worthwhile project. If it jells, it is likely that 1960 will see regular scheduled operations on the new airport which will be designed to accommodate aircraft of the likes of the DC 6B, Electra, and Friendship. Naturally, the larger business and pleasure type aircraft will also benefit by an adequate airport at this location.

PROJECTS UNDER CONSTRUCTION

Project Applications were received from the following locations: Fortuna (Rohnerville County Airport), California, \$14,730 for constructing taxiway; Imperial, California, \$150,561 for land acquisition, constructing and lighting runway extension, relocating roads, removing and relocating obstructions and fencing; Torrance, California, \$16,871 for installing taxiway lighting system including electrical vault; Weed, California, \$19,487 for constructing bituminous surface treated N/S runway, taxiway and aircraft parking apron, installing wind cone and segmented circle; Glenwood Springs, Colorado, \$25,125 for land acquisition, constructing NW/SE runway, airport marking and wind cone fencing; Great Falls, Montana, \$6,660 for replacing a portion of hangar No. 1 apron; Kanab, Utah, \$28,325 for land acquisition, paving taxiway and apron, extending aircraft parking apron, constructing terminal building, diagonal taxiways, access road, auto parking area and water supply line; Salt Lake City, Utah, \$1,465,799 for constructing Administration Building; Cody, Wyoming, \$32,450 for land acquisition, constructing taxiway, aprons and airport water supply line; Gillette, Wyoming, \$18,069 for land acquisition, grade portions of N/S landing strip, installing medium intensity lighting system on N/S runway including lighted wind cone, segmented circle and erection of beacon tower, fencing; Wheatland, Wyoming, \$8,177 for land acquisition, stabilizing existing gravel base and double bituminous surface treatment of E/W runway.

SUGGESTION AWARDS

There were 4 Suggestion awards made this month -- 2 in ANF; 1 in ATC; and 1 in General Services. A total amount of \$70.00 was awarded. Money savings resulting from adoption of one idea was \$460.54. Other adopted suggestions resulted in intangible benefits.

The Suggestion winners were:

Wallace K. Barry, ANFD, Los Angeles - suggested a method of identifying originating offices and officials in outgoing dispatches. His suggestion brought to light the need for publicity in some Divisions of existing requirements for such identification. Award: \$10.00.

Forest E. Black, ATCD, Oakland -- suggested a method of visual signaling in transferring interphone calls from one sector to another without the need for dialing equipment. This has been very useful in reducing the noise level in the Oakland Center. Award: \$10.00.

June B. Harrison, General Services Division, Santa Monica - suggested that GBL's with appropriate shipping information be prepared and supplied to field offices when requesting return of defective aircraft parts and electronic gear. This has resulted in a considerable time savings as well as utilization of the most economical method of transportation. Award: \$30.00

David M. Platt, ANFD, Los Angeles - suggested that a list of commonly-used CAA abbreviations be made up and distributed to employees as needed. Mr. Platt's suggestion and an identical one from a former employee of CAA -- Gladys M. O'Brien -- were received at about the same time. Since portions of both suggestions were adopted, the cash award was divided equally between the two suggesters. Award: \$20.00

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TALK ABOUT PUTTING THINGS OFF - - - -

There's an old gentleman down in Georgia who very frequently complains about the privations and sufferings and the damage of the war, and of course it's the War Between the States that he talks about. He's a pretty old fellow and just recently he said, "We're still suffering on account of that war." And somebody said to him, "What makes you think of the war right now?" "Well," he said, "when those Yankees went through here with Sherman they broke the hinges off the smokehouse and the dog got in there this morning and ate three hams before we found out about it".

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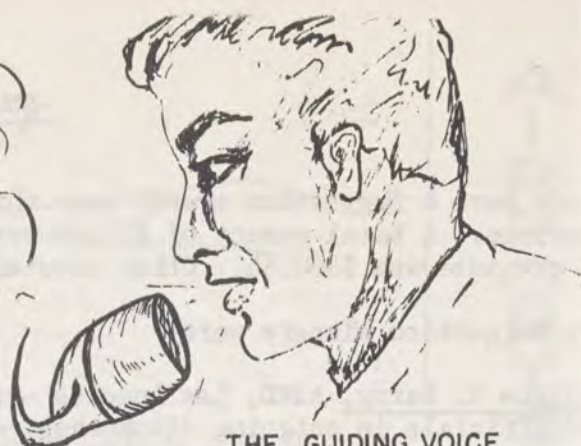
BOND DRIVE BIG SUCCESS

Our recent U. S. Saving Bonds Drive was the best ever! There are now 1,225 participants or 26.9% of all employees subscribing to the payroll savings plan. In addition to approximately 300 new applicants there are 300 who increased deductions.

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THE GUIDING HAND



THE GUIDING VOICE

Air Traffic Control

RETIREMENT PARTY IN THE REGIONAL OFFICE

Recently many friends of three "old timers" gathered at the Elks Club in Inglewood to pay tribute to "Bill" Larson, "Herb" Hela and "Bing" Miller, who have left us for the green pastures of retirement. Following the usual dinner and speeches, gifts were presented and each was honored for his many contributions over the years.

Future plans???? They shape up about like this - - - -

Bill has sold his home here in Westchester and temporarily moved back to Seattle. With his furniture stored here, however, they may be returning to the Los Angeles area. In any event, Bill now has time to do some of the carpenter work that he enjoys so much.

Herb and his wife have a new car and trailer and they intend to spend the summer in the Pacific Northwest. Being a sportsman, Herb will probably get in a lot of golf when he is not fishing or just plain "beach combing".

Bing tells us that he too hopes to do all the fishing he has been dreaming about and still complete the addition to his home that is now underway. Our guess is that you will find him sailing out of Newport with his boat rather than playing carpenter at home.

We wish them all the best of everything.

ATTEND FORT WORTH CONFERENCE

L. Ponton de Arce and L. Hink attended a meeting with Washington and AF representatives in Ft. Worth for the purpose of establishing VFR segregation rules for AF training flights. A VFR segregation committee has been formed in the Region to follow up on procedures developed at the Ft. Worth conference. L. Hink and E. Parks represent the ATC Division.

LETTERS OF APPRECIATION

The following note was received from Captain Oscar W. Cleal, Pacific Air Lines:

"Oakland Tower -

June 18, 1958

Last Sunday shortly after noon, you boys did some fast emergency work for a passenger of mine on Pacific 731. Unknown to us at the time of her heart attack, she was en route from Eureka to San Francisco for treatment at the University of California Hospital. She had had 2 strokes and 3 heart operations previously. The ambulance you paged got her there in fine time. I talked with her doctor yesterday. She is seriously ill - but your speedy efforts, I feel certain, easily spelled the difference. Many, many thanks."

Several tower personnel working as a team, and knowing the proper procedure to follow, accomplished the results which prompted the above letter.

Another note of commendation was received from Brigadier General Joe C. Moffitt, Colorado Air National Guard:

"Again this year, I would like to express my sincere appreciation to Mr. Richard Smith and members of his staff for their outstanding tower operation during the period of this unit's Summer Field Training, 14-28 June 1958, at Casper, Wyoming.

Mr. Smith's professional acumen and his cooperative attitude are a credit to the agency which he represents and result in the best tower operation I have ever witnessed."

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MEETINGS ATTENDED

P. DeVries and D. Haugen, representing the ATC Division, attended a briefing by personnel from W-530, W-228 and Air Defense Command headquarters on implementation of restricted area climb corridors for F-102 interceptor aircraft while performing air defense intercept missions. Messrs. DeVries and Haugen, and Mr. Monaghan of WADF met with local people at McChord, Geiger, Travis, Castle and George Air Force Bases to prepare joint CAA-ADC proposals for airspace action of these corridors.

ADLO Firebaugh attended a meeting at 31st CONAD Division headquarters in Minneapolis on May 20, 1958, to discuss and coordinate a proposed AMIS agreement between the 29th and 31st CONAD Division and Winnipeg Air Route Traffic Control Center.

ADLO Simonson attended a meeting at WADF with representatives of MATS, Pacific Division, concerning the evacuation of MATS aircraft during a military emergency.

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IN MEMORIUM

Many friends were saddened to learn of the unexpected death of T. K. (Ted) Johnson, Chief of the Air Traffic Control Division, Region Six of the Civil Aeronautics Administration. Mr. Johnson passed away on July 3 in Honolulu.

We extend our sincere sympathy to his family.



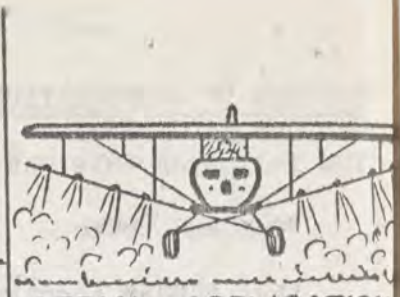
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

General Safety Division

CHIEF STRICKEN ON EVE OF RETIREMENT

Robert E. Dake, Chief, General Safety Division, passed away on Monday evening, July 28, following a heart attack while visiting in Bend, Oregon.

Born in Chicago, Illinois on January 25, 1895, Bob had a long and varied career in aviation. Entering the U. S. Army Infantry in 1917, he was subsequently transferred to the Aviation Ground School at the University of Illinois and later became a flight instructor at Kelly Field, Texas. Leaving the service in 1919 to continue his formal education, he received his B A degree from Carnegie Institute of Technology in 1921 where he majored in Architecture.

For the next few years he practiced this new art, but also kept his hand in aviation by owning and flying his own plane. He competed in the Pulitzer Trophy Race in 1922 and in a transcontinental race from New York to Spokane in 1927. In 1928, he took second place in a race from New York to Los Angeles and first place in another from Los Angeles to Cincinnati. In 1929 he was first again in a race from Miami to Cleveland. He maintained his interest in racing aircraft as Manager of the Los Angeles to Cleveland Cross Country Races held in 1931-32-33 and from 1931 to 1935 was an official at the National Air Races held in Cleveland.

From 1928 to 1936, Bob was associated with the business side of aviation and served as President of Pittsburgh Airways for two years and as Aviation Manager of Kendall Refining Company for six. He began his CAA career in 1936 when he accepted an appointment as an Aeronautical Inspector at the Burbank District Office. In 1946 he was named Superintendent of the Airmans Branch and a few years later appointed Chief of the General Safety Division. He had just announced his retirement plans when he was stricken.

Bob saw considerable military service in WWII when he was called to active duty from his CAA assignment. In 1942 he was a Major on the staff of the First Troop Carrier Command and later served as Deputy Chief of Staff, Combat Cargo Task Force in the India-Burma Theatre. During his tour of active duty, he rose to the rank of Colonel and served as the Commanding Officer of the 67th Air Service Group, an active Reserve outfit, when he returned to the CAA in 1946.

Recalled to active duty again in March of 1950 while serving as Commander of the 448th Light Bombardment Wing, Bob was transferred to the Office of the Inspector General of the Air Force. He served here as Chief of Special Investigations until his return to the CAA in July 1953. Remaining active in the Reserves, Colonel Dake retired from the Air Force in 1955 as Executive Officer, 452nd Tactical Reconnaissance Wing.

Funeral services were held from the Hardin-Flanagan Chapel, in Westchester on Saturday, August 2, with burial in Inglewood Park Cemetery

We offer sincere condolences to his widow Claris and daughter, Mrs. Kenneth Westlake.

"BUG KILLERS" AT WORK

Inspector Hendy, Jr. (Helena) reports that only 15,000 acres in Helena National Forest are being treated in the spruce budworm program.

Inspector Doster (Billings) tells us that aerial application activity is booming in the central part of the state. There is a lot of weeds in the wheat and a lot of grass-hoppers in the fields. In the eastern part of the state this activity is spotty since certain sections have suffered a serious drought.

Inspector Christenson (Medford) spent part of five days on the Spruce Budworm Spraying Project at John Day on two separate visits. The project got off to a rather slow start but except for two days lost due to weather, consistent progress has been made. As of July 1 a total of approximately 300,000 acres had been sprayed, over 40,000 acres having been accomplished that day.

Inspector Gebelin, Jr. (Portland) reports that the Navy surplus PBV aircraft being used on the budworm program appear to be performing exceptionally well, with excellent spray patterns produced at speeds of 160 mph.

Inspector Vaughan (Denver) tells us that the Governor called a special session of the Colorado legislature to provide 1.5 million dollars for a state, federal and rancher cooperative plan for spraying grasshoppers. The grasshopper situation is critical and over 500,000 acres have been sprayed to date. At full operation the planes engaged will spray 89,250 acres per day. Entomologists list some 10 million acres that are seriously or critically infested and should be sprayed. Douglas B-18's and Grumman TBM's are doing the bulk of the work.

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ACTIVITIES IN THE "DO IT YOURSELF" FIELD

Inspector La Fevre (Ontario) reports two amateur home-builts (1 a helicopter) are under construction.

Inspector Dewey (Van Nuys) tells us that he had the opportunity to fly a replica of a World War I Fokker triplane at Oxnard, California. The aircraft was built up and certificated in the amateur built category. The flight check was to determine stability and most important to determine ground handling characteristics before releasing it to return to Glendale. (After the flight I knew why the Red Knight of Germany was finally downed - he was frozen stiff and couldn't straighten up and fly right.)

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SCHOOL ACTIVITY

Inspector Davis (Oakland) reports that Transocean Airlines TALOA Academy graduated its next to last class of military instrument pilots which numbered 18. The Ross School of Aviation has a new contract for training these Army instrument pilots and will be moving onto the airport in the near future.

Inspector Witter (Boise) reports that information from the trade school at the Idaho State College, Pocatello, Idaho is that enrollment will be up this coming fall and they are seriously considering starting another class. In the past only one instructor has been utilized, giving powerplant and airframe on alternate years. If they go through with present plans, both will be given concurrently.

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Personnel Pipeline

CLASSIFICATION IN A CAPSULE

(PART II)

How Does Classification Think?

In our first issue of "Classification In A Capsule", we talked briefly about a few of the more common misconceptions regarding Classification. In this issue we are going to outline a little of our thinking and planning. It may help you to better understand the inter-relationships between your own organization and the Wage Administration Branch.

A few years ago the Classification Program frequently was operated like an inspection or audit system. Many of you old timers will undoubtedly remember this era. Classifiers sometimes acted like they belonged to another agency. Most employees officially have never met a Classifier and when and if they finally were blessed with the experience they wished they hadn't been blessed. There was much too little regard for operational problems and a "curtain of secrecy" surrounded the classification process.

Since these dark days, the program has gradually developed into one designed to better assist the Agency in the accomplishment of its mission. The Wage Administration Branch is very desirous of providing a classification service to operations which will be not only helpful and informative but one which can be an effective tool for management in achieving our Regional objectives. Naturally, the Federal Service has many rules, regulations and standards which are binding on Classification and sometimes prevent desirable actions which otherwise might be taken. Nevertheless, we will try to take a positive approach which will lead to the best possible interpretation of them. Sometimes classification is accused of trying to establish the lowest grades possible. In reality, we are trying to provide the highest grades we can within the framework of government statutes and standards. This obviously does not mean that we can simply overlook "the book" in all our actions. It does mean, however, that we will make every effort to be liberal but legal.

The Classification Program is one which is very basic to the proper accomplishment of many other Programs. It establishes the foundation for other personnel actions such as recruitment, qualification determinations, separations and reassignments, and reductions in force. The grade structure provided by Classification for the Region has a direct influence on organizational structures, internal alignment of positions, employee morale, job assignments, and the ability of operations to accomplish their goals. In recognizing the impact of the Classification system on our employees and organizations, we realize that we have a very important role to play in the expansion and development of the Region.

We are planning Program improvements designed to keep pace with the growth of CAA. Some of these involves Classification surveys of organizations rather than individual jobs. This means, in general, that all jobs in a given organization are reviewed in order to insure currency of job descriptions and correctness of allocations. Surveys can be a real benefit

to management and employees alike. Other plans embrace "speed up" servicing, more supervisory participation in the Classification process, increased emphasis on training, accelerated standards development, and other internal improvements. Naturally, like all activities, we have many problems too. So it may take considerable time to implement all of our projects. We solicit your patience, suggestions, cooperation and assistance to help us in our endeavors. Remember that we may not be able to say "yes" to all demands but at least you know we are on the same team and we'll be trying.

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TO PAYROLL

PL 85-462

Brought a lot of headaches
To all of you

People clamoring and wanting to know
When they'd see its effects
In the form of dough

While you were faced
With trials and trouble
And a workload just about nearly double

Slaving and burning midnight oil
Figuring figures -- much, much toil

New salary ranges
Made withholding changes
Periodics, longevities, night differential
All had to be figures -- none preferential

Holiday pay, overtime and promotions
And even a few occasional demotions

Many computations and more complications
Resulting from changes in pay regulations

Retirement and FICA and Federal Insurance
And other details that have strained your endurance

And now that your project is near termination
We think its in order -- without hesitation
To express the thanks of Personnel
And say that we think you've all done swell

. . . . FROM PERSONNEL

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SPECIAL SUGGESTION CONTEST

The Special Contest, which was held in May and June, produced 314 suggestions! Thanks to all of you suggesters who participated. You have made Region Four's contribution to the success of the Contest a sizable one. The Incentive Awards Office is busily engaged in processing all of these suggestions. We hope that it won't be too long before the special prize winners can be announced.

BUDGET & FINANCE DIVISION

By the time you read this you will have received your "radioactive" check for the pay raise recently enacted into law. The Administrative Notice announcing the release of these checks at an earlier date than originally estimated gave a pat on the collective back of the Payroll Section. We would like to point out that these employees put off annual leave which they had scheduled so that they could get this job completed at the earliest possible moment.

Maybe some other Federal agencies had their retroactive checks out earlier than we did, but if you will examine the type operation those agencies had you will find that they either had very little if any premium pay or their payroll is on electronic data equipment. The work of our Payroll Section is especially noteworthy because it was all done manually.

We must single out Maxine Libby, Payroll Section Chief, for her part in leading her group in this undertaking. She worked up tables, work sheets and step by step procedures without which the job would have taken much longer.

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GENERAL SERVICES DIVISION

CAA AIRCRAFT SPORT NEW PAINT JOB

All CAA aircraft in our Region are now sporting the new Day-Glo paint job that will make them more visible in the air. The daylight fluorescent type paint, applied in patterns on wing and tail surfaces, holds great promise for improving the "see and be seen" concept. Painting was accomplished in Los Angeles, Oakland, Denver and Spokane.

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EQUIPMENT ARRIVING FOR NEW PRINTING PLANT

The Washington Office advised that it was purchasing a collator and folding machine for our new Class A printing plant. The folding machine was received on July 16. Other equipment is expected in from 30 to 60 days. This should help out considerably with the tremendous workload now being generated via the duplicating process. In the month of June, 1958, alone, 1,029,188 copies were run off on the multilith machine and 26,350 copies on the mimeograph machine. (Editor's Note: Hats off to the folks in this department who have been doing an outstanding job while short both people and machines.)

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THANKS AGAIN FOR ALL YOU DID IN CONNECTION WITH PROJECT 20/20.

CREDIT UNION NEWS

Recently, Examiners from the Bureau of Federal Credit Unions made a thorough audit of your Credit Union's operations. The Bureau's general conclusion was extremely favorable. The Examiners heaped high praise on the Manager, Houghton Miller and his Staff. He commented that the growth of the Credit Union could not have been achieved without such able and competent management. So we should all doff our hats in their direction.

As of May 31, 1958 the Credit Union's assets mounted to an unprecedented high of \$2,936,929.86. About \$2,600,000. is tied up in loans to its members. Each month that goes by reflects a growth in the number of new accounts. During April 1958, 107 new accounts were opened and 111 opened in May. Since the Credit Union organized in 1948, 13,741 loans amounting to \$12,634,743. have been made. On dividend rates your Credit Union has paid 5% in the last 2 years. With business ticking along at a good wholesale pace the 1958 dividend rate should come pretty close to that figure.

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

August 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.

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