



Full

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL. V NO. 16

OCTOBER 1958

THE PALMDALE STORY

by

Manley O. Dibble

Airways Operations Specialist
Palmdale Tower

You can get a lot of argument about which CAA facility is the most interesting; they all have some mighty fine points. But one of the most interesting locations is Palmdale, California. The Specialists in the Air Traffic Communication Station, the Tower, and the CATFO office have no doubt of the fact. At the risk of sounding a little over-proud, here are a few facts about Palmdale and the work CAA does.

Palmdale is the site of U. S. Air Force Plant #42, the home of five of the most highly competitive manufacturers of jet fighter airplanes. They all use the same field without a ripple of trouble. It was feared that they might try to elbow each other out of the air, so CAA was asked to open a tower in 1952 to control the traffic.

We did, and they haven't.

In fact, the manufacturers all work together like they are on the same mission, which they actually are. Testing of jet fighters isn't a sissy business, and the traffic pattern moves right along. When it is working at saturation, the entry speed must be 350 knots, which is more than 400 mph. This tends to keep a controller on his toes. To further complicate things, quite a few of the pilots have to make emergency landings. An emergency in a jet can be quite a number of things, all of them requiring different handling. For ground support, there are 100 radio-equipped vehicles which move on the landing area. A full-time medical crew, doctor, ambulance helicopter, and a large number of fire trucks respond to all emergencies. Due to this efficient crash-rescue team, the large clear areas around the field, and the 12,000-foot runways, the pilot usually, but not always, walks away.

Since fighters are tricky, we have two special men working at Palmdale. One is the Landing Gear Observer. He sits at the head of the runway and makes sure all gears are all the way down. He has a radio and flare guns. The other is the "Nylon Picker". He recovers the drag chutes from the runway and taxiway; he has a radio, speed, and courage.

The controller at Palmdale has to know the peculiarities of each fighter on the base and what each mission needs. The Palmdale folks laugh right out loud when some sage writes that "CAA is anticipating the jet age". We've had it right at Palmdale for the past six years. All the aircraft now are in the "Century Series" except for one Navy fighter. The speed and altitude records for the world were set from our field in an

F-104. The tower cooperated in the tests. Needless to say, these test airplanes returned in the "fuel critical", "precautionary landing" category. The most futuristic of aircraft, the X-15, is being mated to a B-52 at Palmdale right now. Who knows, Palmdale Tower may issued the first space clearance.

The traffic at Palmdale is from 8:00 A.M. to 4:00 P.M. weekdays only. If the current load of 11,000 to 13,000 monthly was projected out for 24 hours, 7 days a week, this would be one of the busiest airports in the world. You can get a lot of jets into a 400 mph pattern.

Since Palmdale is a real hub of airways, a Defense Radar is close, and Edwards, Mojave, George and Inyokern are all close, the station folks get a workout. You would be surprised how conscientious the "over" traffic is getting these days and how many of them contact the station or tower for traffic information. The station folks have been broadcasting the word about dense test traffic for some time. They keep two consoles going full blast and are, indeed, in the top national ten for traffic. In the opinion of the flying customers, they are the tops in service, courtesy, and efficiency.

Palmdale Station has three lady operators, and this incident occurred recently. Specialist Myrtle Fisher has a son in the Air Force, a First Lieutenant. She thought he was in the East but found out differently when a voice said, "Mother, take a position report." Myrtle did and with somewhat pardonable pride told the controller at Los Angeles, "Let's have that clearance right up, please. That's my son flying that airplane." The controller got it right up, too.

The CATFO has several OMNI stations to look after in addition to the ATCS beacons. Soon to come will be a new half-million dollar tower complete with radar. Excellent maintenance by the CATFO, coupled with good radio conditions, helps make Palmdale a top place to be. Want to see for yourself? Come on up, and they will show you around.

* * * * *

DID YOU KNOW.....

that in 1935 there were only four multi-engine company planes in the U.S. and that today business planes number 26,000?

that passengers flying around the world eastbound in our new jet transports will see three sunrises during the 48 hour trip and those flying west only one?

that in 1938 the CAA listed some 62,000 Airmen on the roles and that this number has now grown to 747,000?

that of the 430 jet transports on order, more than 85% are U. S. models? A real world-wide tribute to the U.S. aircraft industry.

that by 1976 the general aviation fleet is expected to reach 90,000 aircraft flying 20,000,000 hours annually?



REGIONAL ADMINISTRATOR'S COLUMN

THE GOLDEN RULE

The Golden Rule of "doing unto others as you would have done unto you" is as applicable today as it has been through the ages. Certainly we have every right to expect that all CAA employees will respect and comply with reasonable rules and regulations imposed by other authorities. However, several instances have come to my attention recently that would indicate that some of our people are doing a pretty poor job of public relations in this respect.

Remember, CAA is a service organization and as such we are judged by the actions of each of us as we go about our daily tasks. Things that may seem small or relatively unimportant to us at the time are observed by others and the entire Agency is judged accordingly. As you go about your daily work, particularly when you are working in the offices or on the property of others, keep in mind how you would feel if cigarette butts were ground into your new tile floor or if newly decorated walls were scarred and marred. Small things you say? Maybe so, but of the type that make us appear uncooperative and disrespectful. We certainly are not a special privilege group, rather we should strive to be "good neighbors" by meeting, knowing and understanding the people we are working with on all our jobs.

When plans are underway that will affect others, be sure and "cut them in" before unpleasant situations arise that might well have been avoided with a little thought to the public relations angle and the Golden Rule. In every case you will find that a lot more will be accomplished and your daily work made more pleasant if you will secure the cooperation rather than the resentment of others. At the same time you will be building good will and good public relations not only for yourself and your division but for the entire Agency.

LET'S MEASURE ALL OUR DEEDS AND ACCOMPLISHMENTS WITH THE GOLDEN RULE.

DO YOU REMEMBER?

By "Senator Snodgrass"

When the Los Angeles International Airport was known as Mines Field. The tower was on the south side and you entered the cab through a trap door in the floor --- When Art Ayres was head of the Airports Division. He is now L.A. representative for Pan American and Compania de Mexicana. Art was succeeded by Bob Schmidt, present Director of Airports in Tucson --- When the Regional Office was in Santa Monica and we went to lunch at a different restaurant each day --- When the Los Angeles Air Route Traffic Control Center was located on Figueroa Street and Don Barton of the Airports Division was Chief --- When the Burbank Center was upstairs in the Lockheed Terminal Building and the Los Angeles Center just wasn't --- When the Oakland Center was located on the floor below the Airport Tower Cab --- When the San Francisco International Airport was known as Mills Field --- When de Arce was Air Traffic Control Coordinator for both the old Sixth and Seventh Regions and reported directly to Washington --- When Hughes Aircraft wasn't and Jane Russell was --- When communicators performed their own maintenance and weren't issued panel trucks --- When Harold Bean, now stationed in Phoenix, was head of Traffic Control, Maintenance, Facilities, Establishment and Communications --- When the Miracle Mile on Wilshire Boulevard divided Syd Chaplin's Airport on the south side from Cecil B. de Mille's Airport on the north, and the land was worth \$50 an acre. It now costs \$5,000 per front foot --- When good bonded whiskey was a dollar a quart --- When George Hammond was head of Accounts, Payroll, Audits, Purchasing and everything else that could be classified as Business Administration, and his title was "Chief Clerk" --- When there was no such thing as night differential --- When the per diem rate was \$6.00 a day --- When a sack was something you put potatoes in and the word "Chemise" was not used in polite society --- When Trans-World Airlines was called Transcontinental Air Transport and people said the initials meant "Take a Train" --- When controllers directed traffic at Lindbergh Field, San Diego, sitting on chairs on the roof of the hangar, shaded from the sun by a big umbrella --- When a station was a station and a tower a tower and not a CS/T --- When Charlie Grosh was convinced Pop Gregg ran the Office of President of the U.S.A. --- When airliners flew over the airport on top of an overcast and gunned the motors three times. If the noise was indicated as being directly overhead, the dispatcher said OK to let down --- When Pan American rang a ship's bell after every arrival and before every departure, and a passenger was allowed to disembark or embark until after the crew --- If you remember it all it's time to retire.

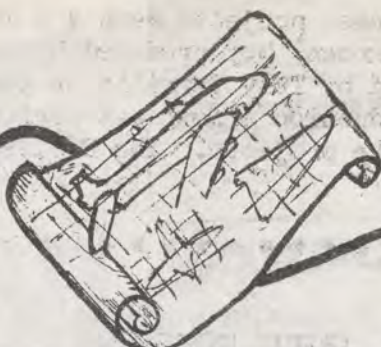
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CIVIL AIR

The Ladies lounge in the new engineering building has been completely furnished by Civil Air.

Civil Air has advised that additional chairs for the patio have been ordered to provide more capacity for enjoyment of the patio.

We are sorry to report that the proposed Hawaiian tour to be conducted by Civil Air has been canceled. Although Merrill Grix spent many hours beating the drums for this delightful vacation, insufficient reservations were secured to make the trip a reality. Thanks for trying Merrill, we are sorry it did not materialize. MAHALO HANA HOU



DIVISION Harriet Shillington
REPRESENTATIVE: LA-235a Ext. 235

Aircraft Engineering

THE JETS ARE HERE

Last month we told you that the jets were coming. Now we can tell you that some of them are already here. The Lockheed Electra was issued its Type Certificate on August 22, 1958. On that same day a Convair 340 with Napier-Eland turbo-prop engines was also issued a Type Certificate, except for this project a "ticket" known as a Supplemental Type Certificate was issued since it was a power plant conversion from the original piston engine airplane. The Boeing 707 Jet Stratoliner received its Type Certificate on September 18, 1958.

The Electra and the B-707 brings the jet age era into reality in American commercial transport airplanes. They will soon be operating in regular schedules on several different airlines in this country in both transcontinental and intercontinental operations. The Eland engine Convair is a prototype for a future production model by Canadair, a Canadian manufacturer.

The Electra is a more conventional type of airplane comparable with the DC-7's and Connies, but the turbine engine power plants have the advantage of higher cruising speeds. Turbine engines like to cruise at about 90 percent of their maximum power. They can operate at this power day in and day out, whereas the "old fashioned" piston engines knock themselves out if they cruise at more than 60 percent of maximum power. The Electra will cruise at about 400 mph.

The B-707 is the first of the "new look" airplanes with swept back wings and jet propulsion. It is the first pure jet airplane to be certificated in America. Jet propulsion efficiency increases with speed so the B-707 will operate at its best efficiency at its cruising speed of about 575 mph.

The final stages of these certification programs were carried out on a day and night basis for the last several weeks, but with the completion of these programs there will hardly be a breathing spell before the Douglas DC-8 and Convair 880 programs come into high gear. The DC-8 and CV-880 are highly competitive with the Boeing 707 and the operators who have bought the DC-8 and CV-880 will be extremely anxious to put these aircraft into service as soon as possible in order to overcome the advantages of being first which the Boeing 707 and Electra operators will enjoy for a time.

NON-AIRCRAFT PROJECTS

In addition to the jets, the summer months were very productive otherwise for the

Aircraft Engineering Division. These projects were a 5 lb. 1 oz. girl produced by Bill Ingram in July, a (weight unknown) boy produced by Keith Anerson in August, and lastly a 5 lb. 10 oz. boy produced by Tony Vergilio on September 12th. It should be noted, however, that the real production effort was performed by the spouses. Keith, Bill, and Tony merely initiated the projects. The Division extends its congratulations!

CREDIT UNION NEWS

On October 16 the Regional Credit Union will celebrate its 9th birthday. As part of this year's celebration the Credit Union is extending an invitation to all in the Los-Angeles area to come to the Regional Office cafeteria for birthday cake and coffee. Also, special recognition will be given to past and present officers as well as those charter members still around.

In its 9 year history the Credit Union has had a phenomenal growth. Over 5,300 persons have opened accounts with the Union and last month's total assets total \$3,241,319.82.

If you haven't looked into the advantages of borrowing that needed money from your Credit Union the form shown below can be used to obtain all of the necessary information.

CAA Region Four F.C.U.
5651 West Manchester Avenue
Los Angeles 45, California

Date _____

_____ I desire to join the Credit Union. Send me additional information

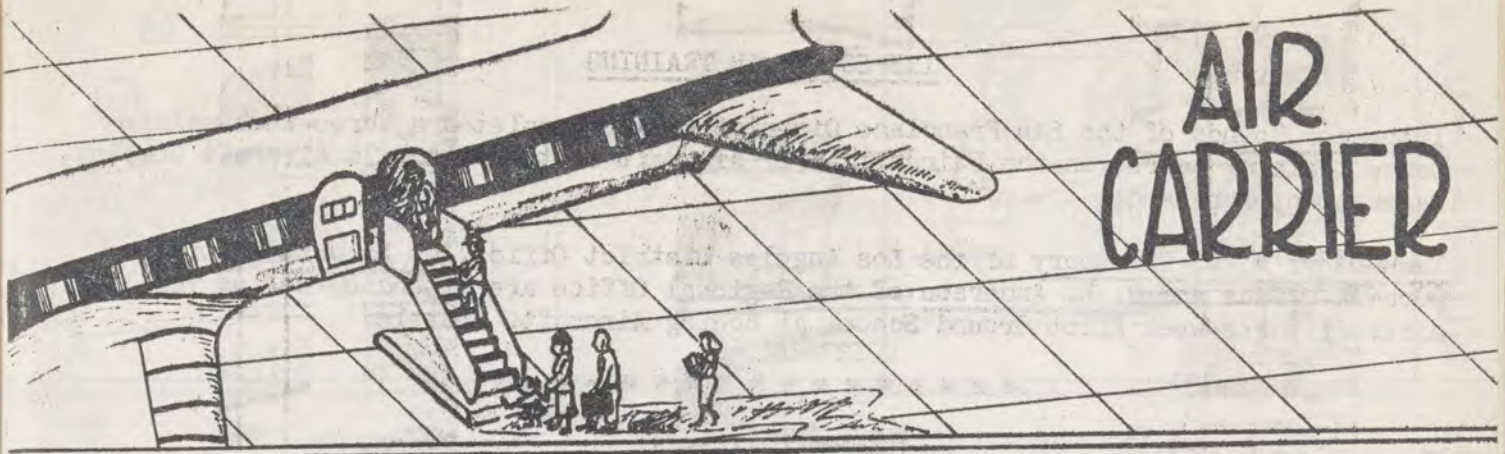
_____ Also, I wish to apply for a loan of \$ _____. I will repay
_____ payments.

Entered on Duty with CAA: _____

Name: _____

Address: _____

(NOTE: An employee in first year of CAA service may borrow up to \$150.00 on signature alone; \$400.00 after that. Higher loans are available to all employees if adequate collateral is furnished (i.e., car title, credit union shares, co-signers, etc.)



DIVISION REPRESENTATIVE: Richard Melberg
LA-223A Ext. 229

MILITARY TO USE COMMON CARRIERS

The new bill passed by Congress directs the Military to use common carriers for a large percentage of their business, passenger and cargo. This is a stimulus to the supplemental air carriers and some commercial operators. A large percentage of the Burbank operators are planning for better equipment or increasing their present fleet and expanding their overall operations.

USOA MOVES WEST

Files on United States Overseas Airlines are being received in the San Francisco District Office in connection with the transfer of that carrier's operating certificate to San Francisco from New York. A meeting with the officials of the company at Oakland is planned after review of the data being received. USOA's operation appears to be fairly extensive involving ten DC-4s, two DC-6As and one DC-6B, with common carriage flights transcontinentally and between New York and Miami, the West Coast and Honolulu. The company also operates the Navy QUICKTRANS contract and CAM flights.

PROVING RUNS & FLIGHT CHECKS

West Coast Airlines Fairchild F-27 proving runs will be conducted September 17 through 25 and it is anticipated the flight time for these proving flights will be approximately 55 hours.

The first type rating flight checks on the B-707 production aircraft were conducted by R. L. Jones of the Seattle District Office the week of August 18. Satisfactory checks were completed by five supervisory pilots of Pan American Airlines.

"ROSE CITY" TERMINAL IN USE

Portland Airport's new terminal building has been officially opened and air carriers have been utilizing space in the new building since September 8.

INSPECTORS-IN TRAINING

Inspector Rounds of the San Francisco District Office completed a three-week maintenance training course on the Fairchild F-27 aircraft at the Fairchild Aircraft Company, Hagerstown, Maryland.

Inspectors P. C. Thornbury of the Los Angeles District Office, C. S. Whitman of the Burbank Office and G. L. Anderson of the Regional Office are attending Boeing 707-100 aircraft three-week Pilot Ground School at Boeing Aircraft, Seattle.

BUDGET & FINANCE

QUESTIONS & ANSWERS:

- Q. When a T&A SF-1130 is either lost or misrouted, why is the current salary check withheld, until a duplicate is received? SP 3690.21 is interpreted as "hold release" of salary check for the pay period involved, and not the previous pay period.
- A. Salary checks held for missing T&A's are for the pay period involved - not the previous pay period. For example PP5 was from 8/24/58 thru 9/6/58, and the regular time worked during that period was paid for by check dated 9/19/58. (You work two weeks, and it is two weeks more before you get paid for it). The checks for PP5 came in from the Disbursing Office on Tuesday morning, 9/16/58, and the checks for any missing T&A's were held at that time. This is 10 days after the close of the pay period. SP-3690.2 states, "These reports with all supporting documents will be submitted to the Payroll office not later than noon of the Monday following the close of the pay period." If the distance is too great to arrive in the Regional Office by Wednesday, Air Mail should be used.
- Q. In regards to the above question, why does the Audits Branch "penalize" the employee by waiting until pay day to advise him that his salary check is being withheld, pending receipt of a duplicate or amended SF-1130? This has occurred on several occasions when the employee was not at fault.
- A. The Audits Branch does not advise the employee that his check is being held for missing T&A's - this is a service performed by his own Division in the Regional Office at the time they mail the salary checks. The Payroll office advises the employee's immediate supervisor by "Attendance Report Discrepancy Notice" when an amended SF-1130 is required, (See SP 3690.21). It is the responsibility of the Designated Time & Attendance Clerks to see that the SF-1130's are mailed in sufficient time to reach us by Wednesday - by Air Mail if necessary.
- Q. Are the above set rules applied to R.O. personnel as well as to field personnel?
- A. Yes. Although as no distance is involved, Regional Office T&A's should be in the Payroll Office on Monday following the close of the pay period.

Editor's Note: The Audit Branch and the employee's own Division would like to give each employee his check on time. It's really just a matter of "give and take". You give them the T&A on time, and you take home your check on time.



Mr. Mackie receives letter of appreciation from Mr. Plett on occasion of his retirement.

Donald J. Mackie retired from his position as Chief, Air Navigation Facilities Division, as of August 29, 1958. On September 5, farewell ceremonies were held for Don. At a staff meeting, Mr. Plett presented Mr. Mackie with a letter of appreciation for his 30 years of devoted and faithful service.

On the evening of September 5, a dinner party was held for Don at Vince Barnett's Restaurant which was attended by over 100 of Don's CAA friends, including representatives of the Washington and Honolulu offices. We presented Don with a bar for his new home, now under construction at Fallbrook, and a scrapbook bearing friendly messages and photographs of his many friends in this office, Washington, and the other Regions. Charlie Grosh, Deputy Chief, now Acting Division Chief, presented Don with a proper retiree gift....a jack knife now that he has time to whittle. All who attended agreed that it was a most enjoyable party of good spirit and cheer befitting the guest of honor. Don expressed his thanks and appreciation to those present for all he had received, and particularly requested that this same note be extended to those who were unable to attend. Further, he particularly wished to express his appreciation to field and office personnel of the Air Navigation Facilities Division for the fine cooperation he received from them in accomplishing the Division's expanded program.

GOOD LUCK AND GODSPEED!

ENGINEERING STUDENT TRAINEES RETURN TO SCHOOL

Engineering student trainees have now returned to their respective universities. These students did a creditable job for us. We thank them for a job well done and invite them to return to us as career employees upon graduation.

FLIGHT INSPECTION DISTRICT OFFICE #1 MOVES TO NEW LOCATION

FIDO-1 has evacuated the Regional Office and is now located at 11624 Pico Boulevard, Santa Monica. FIDO-1 crew is responsible for flight checking navigational aids for the southern half of California and will, as in the past, operate out of Santa Monica Airport.

MEETINGS AND CONFERENCES

Mr. J. G. Melville, Chief of the Maintenance Engineering Branch, attended a Washington, D.C. conference accompanied by Messrs. Horn, Mathews, and Rarer, Chief, Airways Technical District Supervisors of Region Four, during the period August 18-30, 1958, to re-evaluate the duties and responsibilities of Airways Technical District Supervisors by participation in a standards study panel discussion.

While Mr. Melville was on the above itinerary, Edith M. Miller, Branch Secretary, was scheduled on a special assignment to Roswell and Albuquerque, New Mexico, to instruct new clerical personnel in office procedures and methods used by the Maintenance Engineering Branch.

Duane McPherson, LA-672, attended a special technical conference on non-linear magnetics and magnetic amplifiers August 6-8, 1958, at the Statler-Hilton Hotel. Several technical lectures were presented by engineers and college professors from various points within the United States, all leaders in magnetic developments.

The evenings of August 21-26, 1958, Mr. McPherson presented a resume of the new developments covered at the conference to a group of ANF Division Electronics personnel in the large conference room. All attending Mr. McPherson's resume expressed the opinion that the time was well spent and desired similar late development lectures whenever arrangements can be made.

DIVISION REPRESENTATIVE: Miriam Maiten
LA-600a, Ext. 601



DIVISION REPRESENTATIVE: Don Barton
LA-241, Ext. 404

A HILTON INN FOR SAN FRANCISCO INTERNATIONAL AIRPORT

The widely known Hilton Hotels Corporation is building the first of its series of Hilton Inns at San Francisco International Airport. Construction for the foundation of the modern designed glass and cement plaster inn is well underway. Completion of building is scheduled for early 1959. Mr. Hilton, in a formal ground breaking ceremony stated, "We are breaking ground this morning for the first of our Hilton Inns to be placed strategically to cater to the ever increasing traffic flow at major airports."

The inn will be located on a 10 acre tract, one-half mile from the Main Terminal Building of the airport. Entrance to the inn will be from the approach roadway leading to the airport terminal. It will also be adjacent to the airport shopping center. Land for the site is leased for 40 years in the City and County of San Francisco.

The inn will be composed of a circular Central Building adjacent to which are two Guest Room Buildings. All the buildings are interconnected by covered passage ways. The Central Building will be circular in shape. Unique in design, this structure presents a new concept in buildings of this sort. It occupies an area of 15,000 square feet and will be over one story high. It includes a specialty restaurant with a rotisserie, coffee house with both counters and tables, a bar and cocktail lounge and three private dining rooms. Registration and Administration Offices are located in this building, as well as the kitchen and other service areas.

The two Guest Buildings will be in three sections, each section facing the other, with a large garden and patio in between. The buildings, totaling 110,000 square feet, are two stories high. The 300 large bedrooms they enclose will have floor to ceiling sliding door-windows, facing the patio. When opened, these door-windows will provide an enclosed balcony in the front section of each bedroom. Most of the rooms are of the popular studio type. The rooms will be complete with large screen television, hi-fi radio, dial telephones, and air conditioning. The patio, separating the two Guest Buildings, will be 100' wide and 550' long. In it will be located two swimming pools and a landscaped garden. Parking facilities will be able to accommodate over 500 cars. The cost of constructing and furnishing this new inn will approximate \$2.5 million.

PORTLAND, OREGON INTERNATIONAL AIRPORT TERMINAL BUILDING DEDICATED

The new Terminal Building on the Portland International Airport was formally dedicated on August 24, 1958. Representing CAA at the festivities were Messrs. W. P. Plett, Regional Administrator, Charles J. Winger, Chief, Airports Division and Eugene S. Kropf,

Assistant to the Regional Administrator.

The new building is very functional in design and the final plans were developed by first constructing a scale model of the buildings and adjacent areas and these were utilized during consultations with users of the airport. Thus, the customers were provided a preview in miniature of this new addition to the airport.

The final cost of the building will be approximately \$4,080,000. Of this amount, the Federal Government contributed \$1,300,000 under the Federal-aid Airport Program.

The Port of Portland can be proud of this latest step in the development of this most modern airport.

CAA'ERS QUALIFY AS RADIOLOGICAL MONITORING INSTRUCTORS

Six CAA'ers were among the graduates of a radiological monitoring course given at the western regional office of Civil and Defense Mobilization in Santa Rosa, California. Included were: Walter R. Moon, Chester V. Stalker and Clyde V. Van Horne of Los Angeles; Floyd Smith of Spokane, Washington; Fred M. Marks of Oakland; and E. P. Sullivan of San Francisco.

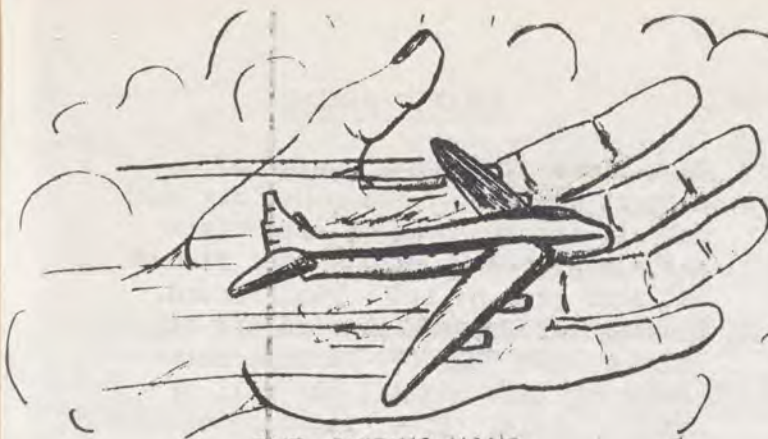
The purpose of the course was to qualify instructors in radiological monitoring. Eventually there will be several thousand persons in federal agencies in the West capable of operating radiological instruments in event of national emergency, in addition to those trained by state and local governments.

Our CAA graduates of this first instructors course will now modify the material to meet specific needs for CAA, Region Four. Their goal will be the training of 306 radiological monitors by June, 1959. These monitors, at every Air Traffic Control facility, will be responsible for determining possible effects of radioactive fallout and whether or not the station should remain open or be closed. ae +

FUND RAISING DRIVES

Once again as autumn fills the air, we are reminded that our various Health and Welfare organizations will soon be conducting their annual drives for funds to carry on this important work. Perhaps you have already seen and heard President Eisenhower's message over many of the radio and TV stations. CAA employees have always been most generous in their gifts to these groups and we hope that 1958 will be no exception.

Remember to add your support and your contributions when the call is sounded!



THE GUIDING HAND



THE GUIDING VOICE

DIVISION REPRESENTATIVE: "Sparky" Wright
LA-530.3, Ext. 538

Air Traffic Control

A REPORT FROM KOREA

Elmer Butler, Mission Chief, writes from Seoul that "Today we've been here 4 months; and things are in good perspective. They say the first impression is the most reliable. I don't know - but my first impression was the same as it is today - I never had it so good.

Curtis and I lived in the Chosun Hotel the first 3 months. There are now two very plush hotels, completed some months ago. We moved into a modern 2-bedroom house about a month ago. It is completely furnished with modern furnishings and is located in a beautiful spot about 500 feet above the Han River, facing south. We have a telephone (\$1.00 a month) and pay our maid \$20.00 a month for keeping the house clean and washing, ironing and pressing our clothes. Costs us each about \$50.00 a month to eat out. The food is of the best. There are quite a few Korean restaurants where it is safe to eat. Best steaks and all the things that go with it cost \$1.25.

There are 282 employees 'aboard', as they say out here; and about 170 dependents in addition. The dependents have been coming fast since they finished the new houses. By November there will be a total of 159 new modern houses with radiant heating, fireplaces, cinder block construction, tile roofs and electric kitchens. Would cost \$25,000 in the States. Of the 282 above, about 150 are single, so there are many budding romances! The singles live in 4 residential halls, individual rooms with bath - very comfortable. The OEC organization is spread out in six buildings in different parts of the city. This makes coordination difficult at times. A new 8-story structure is now building in downtown Seoul. We will all be under one roof by next year this time.

When I came out here, I expected to see some ill-fed people, but there are none. People are generally well dressed too. Of course, this is the capitol and things are generally better here. The population of the Republic of Korea is about 20 million. About 2 million are out of work now, but no one starves, mainly because of the family system. They all help each other, down to nieces and nephews even.

Better write something about my job. It's very interesting and covers a lot of territory. At present there are only 2 of us on this CAA unit. Wes Holland from 6th Region is an electronics technician, and me. We expect to have an electronics engineer by September and also an ATC man soon after. We expect an Airport Engineer and an Airport Manager a little later.

OEC told me this would be a challenging job. They didn't exactly tell it all, even with that statement."

RECORD BREAKER

Jack Blowers, AOS at Hoquiam ATCS, brought home proof the other day that not all fishermen are liars. Jack has always been a pretty good fisherman, but this time he set a real record. Fishing off Grays Harbor on the big charter boat "Mardo", he tied into something that had all the pull of Jonah's whale. After fighting valiantly, sweating profusely and praying fervently for almost an hour he finally brought to the surface a giant of a fish. The fish proved to be a record buster...a halibut weighing $123\frac{1}{2}$ lbs., the largest fish of any kind ever to be caught in these waters on light tackle. "Field and Stream" is now checking to see if it isn't the largest fish to be caught on such light gear. For those of you interested in the fine details here is the rundown:

Bait : Plugged herring

Tackle : RU-MER De Luxe spinning reel, 180 yds. 20 lb. test monofilament line. #626 Harnell glass spinning rod. 6 ft. 20 lb. test monofilament leader with 4 oz. mooching lead and two #4.0 hooks.

Fish : Large halibut

Weight : $123\frac{1}{2}$ lbs.

Length : 66 inches

Girth : 65 inches



Jack Blowers (shown center with his catch). Hoisting catch are Ralph Finley, left, from Naval facilities at Pacific Beach - right, Bill McLaughlin of Failor Sporting Goods.

GET WELL WISHES - HURRY BACK

Alvin K. Frazier, San Francisco IATCS, is out of the hospital and off the critical list. Harold Howard, Salt Lake Center, is off the critical list.

Vic Walthers, Los Angeles Center, is doing satisfactorily. However, only his wife is permitted to visit. He is expected to be in the hospital for three more weeks.

Glen Simonson, ADLO LA-530.7, is still in the hospital. It appears he is past the critical stage, but no visitors are permitted.

Arthur J. Ashby, Chief, Pocatello Station, is in the hospital with a probable heart attack.

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BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Larry Lightbody
REPRESENTATIVE: LA-258B, Ext. 278

General Safety Division

BACK ON THE JOB

We hope the guys and gals have had a good time and/or have learned a lot on their vacations or special assignments, but, that they will be back on the job "pronto" to help take care of the backlog and get things to rolling in "ye ole" routine! The overall demand work activity has remained high during August, while the morning fogs at Long Beach and Palo Alto tend to build up a backlog of flight tests in such areas. The Region extends from below sea level to the highest mountain peaks and encompasses deserts, plains, and fertile valleys with each having its seasonal effect upon the different aspects of our work.

SURPLUS AIRCRAFT ON MARKET

The larger types of military surplus aircraft continues to be dumped on the market. A total of 633 surplus aircraft were to be sold at Davis-Monthan AFB, Tucson Arizona, in September. On September 17, 1958, a site sale was held on forty C-45G's, 25 T-6G's, 25 T-28A's, 15 B-25's, and 36 B-26's. On September 23, 120 B-26's and 160 B-25's were sold. The third sale, September 25, offered 29 C-45's, 60 T-6's, 62 T-28's, 36 B-25's, and 36 B-26's. These are not recommended for student or private pilots to build up their flying time, but many will probably try it. Many of these aircraft are being converted for aerial application and as tankers for forest fire fighting.

ANOTHER JET FIRST

Pacific Airmotive Corporation recently were issued a rating for the overhaul of Pratt & Whitney J57 (JT3) jet engines in connection with their repair station certificate. This makes PAC the first CAA approved repair station authorized to overhaul jet engines powering Boeing and Douglas jet airline transports.

GOING UP!

During August, the Scottsdale Rocket Club (Arizona) test fired two missiles. The site was on the desert. The rockets attained about 1,500 feet altitude on a zinc-sulphur propellant.

MARK TWAIN WAS WRONG

The Phoenix Office reports that someone is doing something about the weather and that "they are making it rain" in Arizona. A weather research program is being conducted in cooperation with the University of Arizona Institute of Atmospheric Physics. Cloud seeding resulted in an increase of six inches in rainfall for the area of the experiment.

NATIONAL GLIDER MEET

The 25th Annual National Glider Meet was held at Bishop, California. The meet appears to have been quite successful with exception to a mid-air collision which resulted in the fatal injury of one contestant. An interesting safety factor item is that both aircraft struck right wings at approximately the same distance from the tip. In the recovery from a dive and what appeared to be an easy pull-out, the experimental glider lost a wing, while the certified glider experienced no difficulty in pull-out or in flight control for landing.

FLYING A YOUNG MAN'S GAME?

Some District Offices report an increase in the number of student pilot applicants. Sacramento advises that examination of one of their application forms discloses the following:

"Male. Date of Birth - January 27, 1887"

DISTRICT OFFICE BRIEFS

The appearance of new light-twin, and new and used single-engine aircraft is noted in many of our Districts. New hangar facilities are reported from a number of airports.

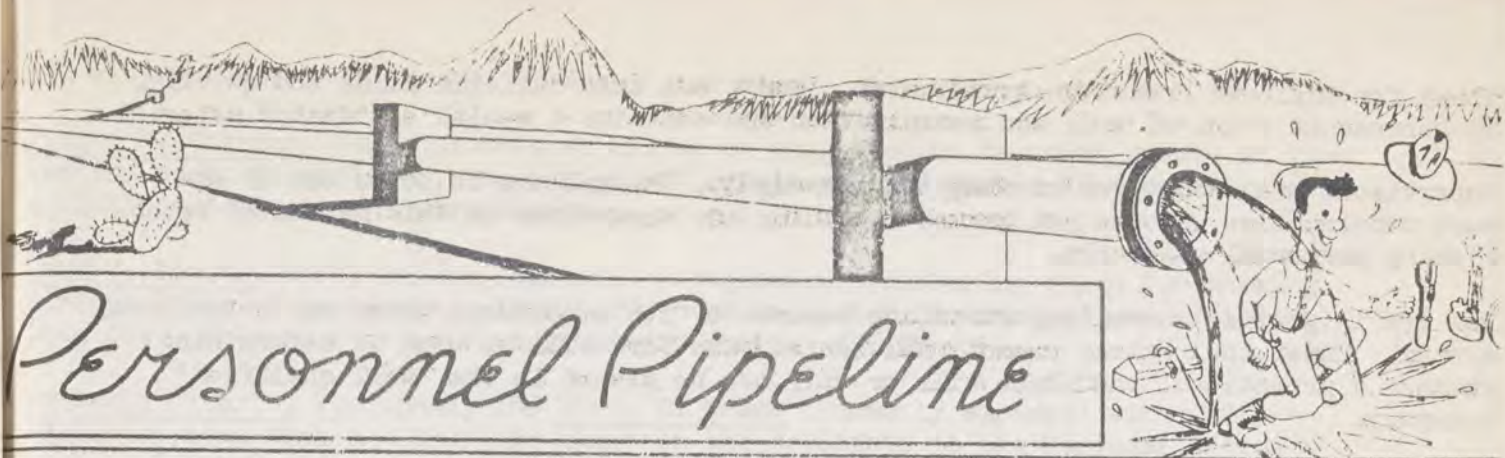
Word comes from Denver that the Air Force Academy has moved from its temporary Base Lowry Field to the new academy site near Colorado Springs. (ne)

Salt Lake City reports traffic congestion in the Ogden-Hill Air Force Base area (Utah) is considered to be critical.

Some Districts are trying to prepare for the large influx of itinerant aircraft during the game hunting season. This activity affords a large accident potential as many of these pilots are not experienced in mountain, small field flying.

The Denver and Van Nuys Offices advise extensive plans are underway for the establishment of first-class heliports to facilitate the use of choppers.

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DIVISION REPRESENTATIVE: Glyndon Riley
LA-90.1, Ext. 361

CLASSIFICATION SURVEY SCHEDULED FOR KICK-OFF

Have you ever heard of Job Classification Surveys? Personnel Bulletin No. 6 issued by the Personnel Division on this subject explains a great deal about it. Previous attempts to set up a regular survey schedule have not been too fruitful. This time, however, the Personnel Division will announce a formal schedule very soon and has the wherewithal to carry it out. No more crying "wolf". The new fiscal year program establishes the standard that one-half of all Regional Office jobs and one-third of Field jobs will be looked at. You'll be hearing more about this very soon.

NEW EXAMINATION FOR FLIGHT OPERATIONS AND AIRWORTHINESS INSPECTORS AND AIRWAYS FLIGHT INSPECTORS

Civil Service Examination Announcement No. U-188 has died a natural death and is being buried in moth balls. Announcement No. 169-B was issued on September 23rd. Jobs for Flight Operations and Airworthiness Inspectors (formerly Aviation Safety Agents) as well as for Airways Flight Inspectors have been reopened for career conditional tests for the first time since October 1949.

A healthy distribution of Announcement No. 169-B has been made. If this Announcement becomes as popular as U-188, it might not be a bad idea for every office to stash away one or two copies of it for the future. It seems that copies of U-188 became scarce as hen's teeth. Too, these pamphlets were distributed high and far and then the day came when nobody had a copy.

At any rate, the examination is now open and information about it can be obtained from any first class post office, the Regional Headquarters, and/or any CAA Safety District Office. Since it is a Regional examination applications will have to be sent to the Civil Service Examining Board of the CAA, Washington 25, D. C. Closing date is November 20, 1958 -- not 1858 as established on Page 23 of Announcement No. 169-B. If you're interested in qualifying, by all means file for the examination.

FPA'S

Ever have trouble on what realistic standard you should use in filling out the Employee Promotion Appraisal Form? We suspect you have.

The Personnel Division has now issued Personnel Bulletin No. 5 entitled: "Rating Guide-

lines for Employee Promotion Appraisals". Don't set this bulletin aside too quickly. It represents a lot of toil and perspiration and contains a wealth of "meaty" material.

Supervisors are encouraged to study it thoroughly. We believe it to be one of the most constructive efforts yet issued in aiding any supervisor on this matter of establishing personnel standards.

The EPA is getting increasing attention because of its importance under our promotional system. Under the revised promotional system this form will be used in determining whether a promotional candidate will or will not be placed in the "well qualified" category.

We know of no easy way to evaluate a person's promotability if the job is done right. The "hit or miss" method is neither fair to the employee or the organization. What's more, we doubt that you, yourself, would want to be rated in such a manner. This business of rating is an important one and is something that should be done methodically and honestly. Mr. Supervisor, Bulletin No. 5 can help you in your thinking!

S.O.S. FOR ELECTRONIC TECHNICIANS

Electronic Maintenance Technicians are still desperately needed. The expected upsurge in applications from qualified persons hasn't been noted. All "cooks on deck" are urged to continue their efforts to influence qualified technicians to apply with CAA. Each Chief, Airways Technical Field or District Office, as well as the Personnel Division, can be contacted for any additional information.

SPECIAL ACT OR SERVICE AWARD

Mrs. Loretta Burke, ARTC, Albuquerque, was granted a Special Act or Service Award for the excellent contribution she made to the success of the Albuquerque 20/20 Project celebrations.

Mrs. Burke arranged for wide newspaper and TV coverage with the touch of a Public Relations expert. Her congenial manner and ingenuity in acting as Hostess at the Birthday Celebration contributed materially to the success of the Project. She devoted many hours of her personal time to this assignment.

The Incentive Awards Committee granted a Special Act or Service Award of \$50.00 to Mrs. Burke.

SUGGESTION AWARDS

Twelve Suggestion Awards were granted in September. Two of them were group awards. A total of \$305.00 was awarded representing first year savings to CAA of \$4,917.00, plus many intangible benefits.

Nearly every Division and Staff Office of the Region had award winners. There were three in ANF; two in Office of the Regional Attorney; two in the Regional Medical Office; two in Personnel; one in ATC; one in Budget and Finance; and one in General Services.

(continued on the next page)

The winners are:

Vivian R. Coleman, Regional Medical Office -- suggested an improved method of contacting medical examiners, non-designated examiners, and airmen in connection with medical certificates. Award \$10.00

Lyle H. Connor, ANFD, Helena, Montana -- suggested a numbering stamp for marking various types of equipment. This has proved to be more economical and efficient than the numbering kits previously used. Award: \$25.00

Concetta DiCarlo, Personnel, and Theda C. Downs (formerly employed with CAA) -- suggested some time ago that the glass in the skylights in the Regional Office headquarters' building be painted to eliminate glare. Their suggestion was instrumental in first painting the skylights and later installing the green plastic sheets. Award: \$10.00

John N. Elwood, ANFD, Los Angeles -- suggested that the Gonset Communicator Transceiver be modified to permit 6V.D.C. Models to be operated mobile in 12V.D.C. system vehicles. This simple modification will permit full utilization of a valuable piece of electronic equipment and will result in savings of time and money. Award: \$9.00

Maxine L. Finch, Office of the Regional Attorney -- suggested an improved way of preparing Airport Project Legal Reports. This will result in more expeditious processing. Award: \$10.00

Lucille M. Gillis, Regional Medical Office -- suggested an improvement in the processing of Medical Certificates and Reports of Medical Examinations. Award: \$10.00

Florence O. Haldeman, Office of the Regional Attorney -- suggested that "Conference in Session" signs be made up for use when conferences are being held in the Regional Office conference rooms. This will eliminate interruptions by persons who are not aware that the conference rooms are in use. Award: \$10.00

Eleanor Hilliard and Eugenia Meurer, Budget and Finance -- suggested jointly an improved method of preparing month-end ANF project reports. Their method facilitates preparation of the report and saves a substantial amount of time both in the Program Engineering Branch and in the Accounts Section. Award: \$70.00

Rebecca U. Kenney, General Services--suggested a way of preparing and processing Letters of Award and Letters of Acceptance that has streamlined the procedure and resulted in considerable savings of time. Award: \$20.00

Miriam Maiten, ANFD, Los Angeles--suggested an improved method for listing attachments and enclosures on correspondence. Her method will eliminate existing confusion on this point. Award: \$10.00

Jose V. Lovato, ATCD, Columbus, New Mexico--suggested publication of a list of Mexican weather contractions which will increase the value of flight assistance service that CAA can give to aircraft flying into Mexico. Award: \$25.00

Helen Wan, Personnel--suggested use of visual plastic boxes for more efficient maintenance of the various colored and numbered kardex signal tabs used for personnel records. Award: \$10.00

By chance, several of these suggestions relate very closely to the suggester's work. In each of those cases, however, there was an element in the suggestion which put it beyond the suggester's job expectancy.

THANKS FOR YOUR HELP - KEEP UP THE GOOD WORK

This is our second edition of the NEWS utilizing the talents of our Division Representatives. We sincerely hope you like the new format and find the stories and news items of real interest.

As we have mentioned before, the NEWS is your publication and we want to include as much Regional office and field news as possible. This, of course, means that the Division Representatives need your assistance. Be on the alert for items you think everyone would be interested in reading and be sure they reach your Representative before the deadline date that has been set for your division.

Remember too that like all publications, we have a space problem and that it will not always be possible to use all the material that is submitted. Your Division Representative must make this decision and you can help by letting him or her know the type of material you would like to see published.

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CHART READING, ANYONE?

A recent report to the Regional Office brought to light the following incident:

A jet pilot attached to a Los Angeles Naval Reserve Squadron originally filed IFR as a wingman for another Reservist, destination Nellis AFB, Las Vegas, Nevada. Enroute the two planes became separated and "our" pilot canceled IFR and proceeded VFR. Due to improper flight planning he was not aware that there are two Las Vegases and proceeded erroneously to Las Vegas, New Mexico (760 air miles) instead of Las Vegas, Nevada (245 air miles). Upon reaching New Mexico, he was duly informed of his error by Las Vegas (New Mexico that is) Radio. An emergency was declared due to low fuel state and a steep and a straight in approach to Kirkland AFB was requested. After landing at Kirkland AFB the pilot was informed by the Chief of the ARTC at Albuquerque that he had been given priority over an airliner at Otto.

In his report, the pilot had only praise for the calm and effective instructions given him by Earl Reshaw, our operator at Las Vegas (New Mexico again), which were instrumental in preventing an unfortunate incident by a pilot who was at the moment taken quite by surprise to find that he had navigated to the wrong field.

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