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Tele

A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

VOL V NO. 17

NOVEMBER 1958

THE STORY OF FRANCIS PEAK

By Glenn M. Kassing, Electronic Engineer
and
Forrest H. Coulter, Project Engineer
Air Navigation Facilities Division



Photo: Courtesy, Utah Air National Guard

"THIS IS THE PLACE" said Mormon leader Brigham Young with a prophetic gesture as he stood on the East Bench overlooking the great Salt Lake Basin. The date was July 24, 1847. On April 5, 1847, the pioneer company had left Omaha, Nebraska, for the long march to the west. Thus, it was one hundred and ten days later when they stopped on the East Bench where Brigham Young spoke the words that forever make Utah the land of Morman.

"THIS IS YOUR NOTICE TO PROCEED" read the telegram to the Golden West Construc-

tion Company, for construction of a Long Range Radar Station overlooking the great Salt Lake Basin. The date was July 24, 1958, one hundred and eleven progressive years later. Instead of 110 days, we are now concerned with aircraft that will make the journey in 110 minutes.

When the Morman Pioneers made their trip west, there were no maps, signs or navigational aids beyond the hearsay passed along from one mountain man to another. Today, even though our speedy travelers are kept on course in any weather by the constantly operating CAA aids to air navigation, we have a need to be in constant visual contact. The eyes of the CAA Air Route Traffic Controllers will be the new long range radars currently being installed. In reaching our goal where we too could say, "THIS IS THE PLACE - - PROCEED WITH CONSTRUCTION" we were in much the same condition as the early pioneers. Over a year of searching and hard work were behind us before we reached this goal. A long range radar at Salt Lake City sounds easy with a ring of mountains about the City as vantage points. The first question, of course, was which was the best peak. Several weeks of engineering investigations involving talents never previously required established Francis Peak as the best of over one-half dozen surveyed. At this point, we discovered that the Utah Air National Guard had also selected this peak for their radar. In accordance with the policy for Joint CAA/Military usage of long range radars, it was decided to share information from a CAA ARSR-1 at this location. The next step toward our goal was the testing of this site with a portable radar test set. Since the altitude of Francis Peak prevented the use of a helicopter to transport the test rig, it was necessary to haul it up precipitous slopes with a Caterpillar Tractor.

Construction of this site could not proceed until after the radar evaluation was submitted to and found acceptable for use by both the CAA and the Utah Air National Guard. Approval of the site was received in March, 1958, but snow drifts up to 100 feet in places prevented the start of the road until June. Francis Peak as shown in the photograph used to be 9547' above sea level. "Used to be" because it was necessary to cut 32 feet from the top to get enough room to build our station. 20,000 cubic yards of rock had to be removed.

CAA navigational aids are needed most in bad weather, so every effort was made to assure continuous operation. The Salt Lake City ARSR-1 itself consists of just the 50 foot tower for the antenna flanked on two sides by the CAA Transmitter-Building and the Air National Guard Transmitter Building. Behind each of these buildings is located a garage, lined and heated while attached to the CAA Transmitter Building is a four bedroom dwelling furnished with refrigerator, electric stove, electric water heater, washer and dryer, garbage disposal, and all the comforts of home. A sheltered walkway is being built to connect the CAA Transmitter Building with the CAA garage and the ANG Transmitter Building. A water system is planned to provide pure spring water for all needs. These measures are all to assure that storms will not be the cause of any failures.

Not shown on the photograph is the 54 ft. diameter buble installed over the antenna to protect it from winds and icing. The power line for this station was built from the valley floor, elevation 4450 to the peak top, elevation 9515, in a distance of about four miles. Poles and wire for much of the inaccessible line had to be transported by helicopter along the line up the
(continued on page 18)



REGIONAL ADMINISTRATOR'S COLUMN

A FAIR SHARE

Once again as autumn leaves begin to fall, we are reminded that our local Community Chest, Health and Welfare Agencies and The American Red Cross, will soon be seeking funds to carry on their important work. As we have in the past, I am sure that all CAA employees will support local drives and cooperate with those who have been selected to direct the various efforts in our communities.

This year we will again be operating under the White House Directive that calls for a maximum of three drives within any Federal Agency. Generally speaking, these three drives will be as follows: one in the Fall for the Community Chest or similar organization, one early in the year for the various Health and Welfare Agencies and one in March for The American Red Cross. If, however, you live in a community where all these agencies join in one "United Fund" type of campaign, you will be asked to contribute only once. A point to keep in mind is the fact that unless established agencies do participate in one of these drives they are not permitted to solicit funds from Federal employees.

I am sure that all of you are aware of the real need for funds in this humanitarian work and that you will contribute generously with your "fair share". Please bear in mind too that the purchasing power of the dollar is not what it used to be and as a result even larger amounts must be raised in the coming campaign.

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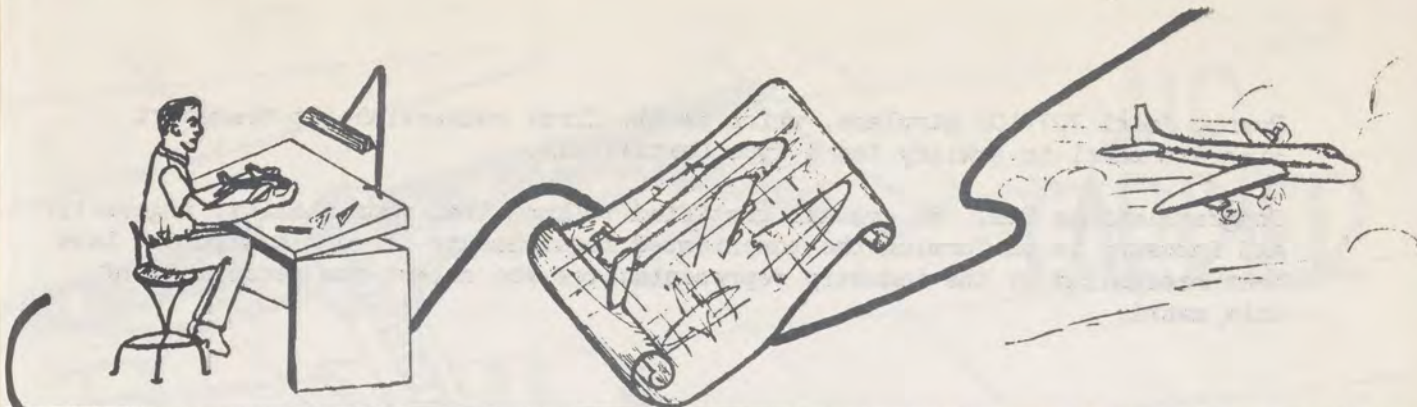
DO YOU REMEMBER?

By "Senator Snodgrass"

When Lincoln Beachy was the idol of California and was killed performing his stunts over the World's Fair in San Francisco, he was succeeded by Art Smith who warmed our hearts doing his loops at night with the plane all lit up in a pyrotechnic display -- When the Beverly Hills Speedway was opened and all the local stunt pilots performed prior to the start of the auto races. A nitwit stunt man named Eldon (Suicide) Hahn offered to be picked off a flag pole by a passing plane, the committee turned him down and he was last seen in the basement of the Alexander Hotel hoping to be picked up by a submarine -- When Harry Hawker won the admiration of the world by his attempt to fly the Atlantic Ocean, he landed short of his goal, was picked up by a steamship and word of his rescue reached America at night. Every theatre and movie house stopped their show to announce his safety -- When George Haldeman and Ruth Elder tried the same thing and also landed in the drink and were rescued by a freighter, George worked in this Region and in the Washington Office in Aircraft Engineering, he visited the RO last month -- When Lindbergh became America's hero after his successful flight from New York to Paris, he was the 62nd person to cross the Atlantic by air, wanna bet -- When the ATC Division was a private corporation supported by the airlines and operated the ATC Centers at Newark, Chicago and Cleveland, that is when the expression "hopping abroad" meant a trip to Europe -- when the Russian Air Force flew non-stop to the U.S., ran short of gas before reaching intended destination and landed at Oakland Airport, during the trip the world lost communications contact with them, that is, all except a little communicator named Mert Claar at The Dalles who kept in touch constantly with them by CW. Mert is now Deputy Chief ATC Division in our own RO -- When Joe Tippetts, Director of the Office of Air Navigation Facilities was just plain Communicator Joe in Salt Lake City -- When the Weather Bureau did not send up balloons for upper-air readings, instead they contracted with a local pilot to fly up and have a look see. His contract called for a 20,000 foot observation, no oxygen yet -- When a bunch of our Executives such as; Mert Claar, Glen Simonson, Jerry Melville, John Garrison, Erwin Stentz and "Steve" Stephens had funny titles such as; Junior Radioman, Assistant Airway Keeper and Assistant Communicator, then was the days the corner saloon served you a big schooner of beer for a nickel and all the roast beef, ham, pork, turkey and smorgasbord you could eat -- Give my regards to your Pappy.

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THE ONLY JOB IN WHICH YOU START AT THE TOP - IS WHEN YOU ARE DIGGING A HOLE!



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

Aircraft Engineering

"TYM" HONORED



At ceremony awarding the Iven K. Kinchloe awards at dinner of the Society of Experimental Test Pilots are from left, James Gannett and Joseph Tymczyszyn, test pilots receiving the awards Air Force Chief of Staff Gen. Thomas D. White and Al Blackburn, new president of the society. (L. A. Times Photo)

We are very pleased to report that our Flight Test Engineer and Pilot J. J. Tymczyszyn ("Tym") was included in the honors awarded at the recent meeting of the Society of Experimental Test Pilots held in Los Angeles. "Tym" was presented with the Iven C. Kinchloe award for his performance as an Engineering Flight Test Specialist during the CAA type certification flight tests on the

Boeing Model 707-100 airplane, which is the first commercial jet transport aircraft model to qualify for a Type Certificate.

Congratulations Tym! We are all gratified to know that your ability, ingenuity, and industry in performing the complicated requirements of your assignment have been recognized by the industry representatives who select the recipients of this award.

TRAVELOGUE

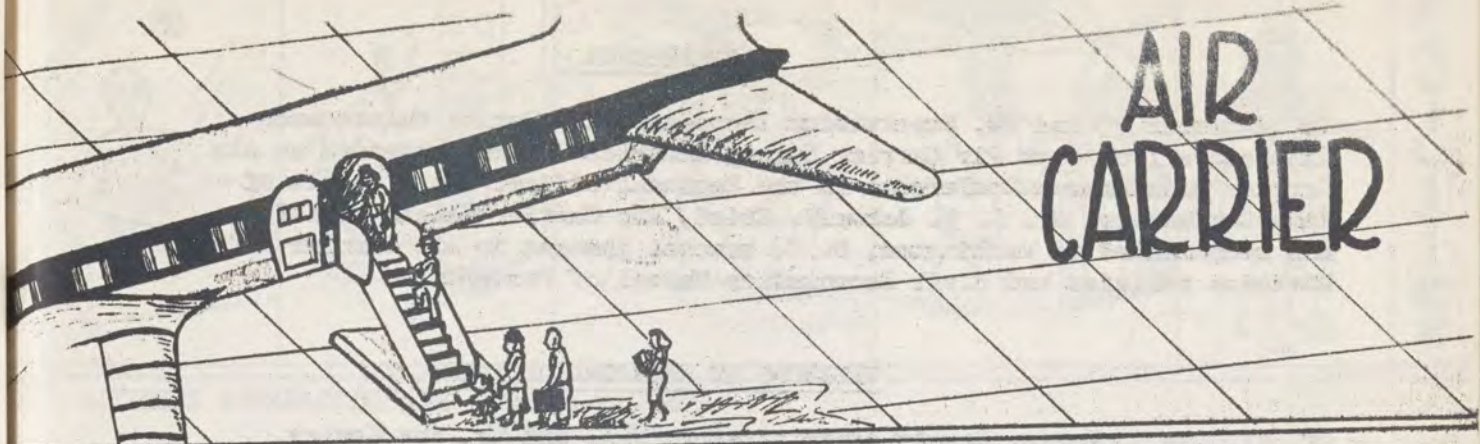
Walt Haldeman and Rocco Lippis have been doing some fast flying these days via PAA's Boeing 707. From New York to Goose Bay - to Prestwick, Scotland - to Paris - Rome - London - Keflavic, Iceland - and back to New York; and then over again - New York to Paris - to London - to the Azores - and back to New York. And all between 3:15 P.M. October 2nd and 9:00 P.M. October 5th. How to see the world through an airplane window! Both stops in Paris were only long enough to re-fuel, "kick" the tires, get some ham and eggs, and "lousy" coffee, and take off. What? no French girls, Rocco? There was more time in Rome to see the city - St. Peters - and as many of the usual sights as time would permit. Rocco got a chance to practice his Italian, and evidently the taxi driver was able to understand because they didn't land in jail (or if they did, they won't admit it). During the first stop in London they had hoped to see the sights but, by the time they got through customs, took a bus into London, checked in at their hotel, they collapsed (literally) and didn't come to until time to get back on the plane. It was their first sleep in 36 hours. They had better luck the next time in London. They were able to take in the usual sights - Buckingham Palace - Changing of the Guard - Trafalgar Square - Piccadilly Circus, etc. Coffee no better in London. Total elapsed time for the whole trip was 3 days. A "news" item for the men - "the girls in Iceland are blonde and beautiful".

NEW PERSONNEL IN THE DIVISION

We are pleased to welcome the following new personnel in the Division: Ethel Supantic in the Long Beach AEDO, W. J. Cox in Flight Test Branch, Gary Killion in Power Plant Branch, and Virginia Galloway in the Engineering Field Specialists' office.

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THE EDITOR AND STAFF OF THE REGION FOUR NEWS EXTENDS TO ALL A HAPPY THANKSGIVING



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

AIRLINE INCREASES

Recently the Air Carrier Safety Division, Region 4, issued 4 new Air Carrier Operating Certificates. This results in a total of 47 active Air Carrier Operating Certificates and 5 inactive for which this Division is responsible.

PASSENGER SAFETY

United Air Lines has been working diligently on an improved version of its emergency exit isotope signs and expects to present the new version to the San Francisco Office shortly. It is believed that the large effort and development work devoted to this type sign will be of benefit to the entire aircraft industry. It is understood that the Air Force has adopted the isotope method of illuminating signs for exit purposes on many of its aircraft.

BONANZA AIRLINES

Bonanza Airlines started their pilot ground school on the Fairchild F-27 this month. Pilots are assigned to the engine course for one week, in groups of four crews. Inspector Hornsby attended one class to check the quality of instruction and found it satisfactory.

NEW POSITION

Mr. J. R. Spekart was selected to fill the new position as Flight Operations Inspector, Airspace, on the staff of the Chief, Air Carrier Safety Division. Mr. Spekart is responsible for providing the Regional Administrator with flight operation recommendations on Region 4-Airspace proposals and problems with emphasis on safety. He also serves as a central point of contact for airspace matters as they affect safety of flight. The reason is to assure that the requirements of the CAA, military and civil aviation may be safely, adequately and equitably realized in the best public interest.

CONFERENCE

On September 23 and 24, Supervising Inspectors and Senior Maintenance Inspectors from each Air Carrier Safety District Office, attended an Air Carrier Maintenance Conference in the Regional Office. As a result of this Conference, Mr. L. W. Ashwell, Chief, Air Carrier Safety Division, has recommended to Washington, D. C. several changes to Air Carrier Safety Division policies and Civil Aeronautics Manual of Procedures.

VISITORS TO REGIONAL OFFICE

Mr. William B. Davis, Deputy Administrator, W-1, and Mr. Roy Keeley, Director, Flight Operations and Airworthiness, visited the Regional Office and Air Carrier Safety Division on September 25 and 26.

PILOT RATINGS - ATR

"Tom" Barber and "Chuck" Nelson, Air Carrier Flight Operations Inspectors, Burbank ACSDO have issued Type Ratings to several Lockheed Test Pilots and, at the request of Region 2 to several Eastern Airline Pilots in the new Lockheed Electra 188 Transport Turbo-Prop Aircraft.

DO YOU KNOW?

That there are 60 Air Carrier Safety Inspectors located in 5 District Offices and the Regional Office in Region 4 and that approximately 50% of these Inspectors are, within the last year, new to Region 4.

That the Air Carrier Safety Division of CAA is responsible for all instrument approach procedures utilized by civil and military aircraft at all civilian airports in the United States and that there are 352 instrument approach procedures in Region 4, with more being developed each month.

WEST COAST AIRLINES

On September 26, 1958, West Coast Airlines successfully completed proving runs over their approved routes in the Fairchild F-27. The air carrier industry reached another milestone as this prop-jet airliner became the first American built jet age transport in scheduled passenger service.

ACCIDENT INVESTIGATIONS

Air Carrier Safety Inspectors, Los Angeles and Denver completed accident investigations experienced by TWA on August 26, Pacific Airlines at Bakersfield, August 27, 1958 and by Associated Air Transport August 16, 1958 at Cheyenne, Wyoming.

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

HAIL THE CHIEF



Hervey E. Aldridge has been named Chief, Air Navigation Facilities Division, assuming his new position on October 13, 1958. Mr. Aldridge brings with him 10 years experience as Electronics Division Chief in Region V. He transferred from the latter position, in February, 1957, taking a demotion to move to Region IV as Chief, Electronics Engineering Branch.

Mr. Aldridge is a native of Seattle, Washington. He graduated Magna Cum Laude from the University of Washington in June, 1939, receiving his degree in Electrical Engineering. He also was elected to the honorary engineering society of Tau Beta Pi. After graduation, he took his sheepskin, along with an adventurous spirit, to Juneau, Alaska, where he engaged in radio installation and service work in Juneau, ultimately becoming a radio engineer with the Alaska Aeronautics and Communications Commission. The Territorial NavAids Program and employees were taken over by CAA and he moved to Anchorage and embarked on his career with the Civil Aeronautics Administration, entering the service as an Assistant Radio Engineer. He advanced through various establishment positions to become Chief of the Electronics Establishment Group. It was from this position that he was appointed Chief of the entire Electronics Division in Anchorage as a replacement for "Cousin Joe" Tippetts when the latter moved to Washington to take over the Maintenance Engineering Division.

Another most important date in his life is August 21, 1943, when he married the former Charlotte Regan, in Anchorage. The Aldridge's have three charming young daughters, Anne, Judith and Ruth. Mr. Aldridge is a "ham" enthusiast, and aside from his family, his other outside office interests are in boating, fishing, golf, and in bringing his CAA bowling team to the top.

HAVE "TR" WILL TRAVEL!

The dedication of the new terminal building and the annual meeting of the International Northwest Aviation Council at Billings, Montana, was attended by Mr. Grosh, Deputy Division Chief. The new building is one of which the city can

well be proud, for the CAA offices, station and other facilities are the equal of any in the region. The old historic Terminal Building and its attachments, enlargements and expansions have been removed. This was a regrettable loss of a historic monument. However, the new building is a greater credit to aviation. Mr. Grosh participated in a panel discussion at the INAC meeting, and covered several points of questions raised by representatives with respect to facilities and their justification and establishment.

Mr. Grosh also attended the "Breaking of the Barrier Banquet" at Tucson representing ten years of aviation advancement of the Tucson Airport Authority. Although there were no official dedication ceremonies, this represented the opening to the public of the new Operations, Communications and Air Traffic Control Tower Building. This is a magnificent structure and represents the latest in design building for this type of facility. The Tucson Airport Authority did themselves proud in providing us with quarters that more than adequately fulfill our requirements. Open house was held for all airport facilities and a large number of visitors were shown through the station and tower over the week-end. An air show was held on Sunday, sponsored by the Air National Guard which was enjoyed by all.

Mr. Grosh expressed his pleasure at having had the opportunity to meet with our local people at these two locations.

FACILITY RELOCATIONS

The move of the Airways Traffic Communication Station from Geiger Field to Felts Field at Spokane was accomplished in September. Douglas Palmquist, Acting Installation Crew Chief, handled all phases of this project in a very capable manner since the move to the new quarters was made very smoothly, without any outages. All members of the installation crew are to be commended.

Another large installation project brought to completion was the relocation of the Portland Air Traffic Control Tower to the new quarters in the recently completed Administration Building. Tony Brklacich and all men on this project did a commendable job in transferring operations to the new quarters without any serious trouble. Local personnel at Portland also gave us invaluable assistance in making the move.

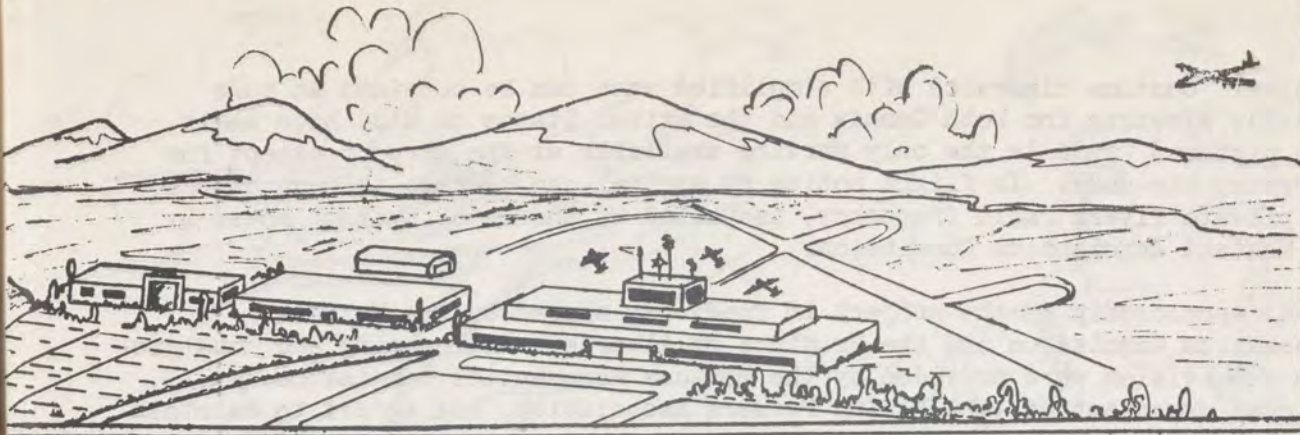
TWA EMPLOYED BY CAA

Inez Twa of Grand Junction is Secretary to Chief, ATDO-5.

The Twa's are truly an airborne family. Inez's son, Gordon J. Twa has just accepted a position in engineering with Convair in San Diego. He previously served three and one-half years in -- United States Air Force, of course.

Her daughter, Lois (Twa) Perkins, prior to assuming the latter surname, worked for the Air Force Academy.

Inez informs us that Twa is a Scottish name quite commonplace in Canada as well as in Scotland.



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

A BONA FIDE INTERNATIONAL AIRPORT



A truly unique airport has been constructed at Sweetgrass, Montana and Coutts, Alberta, Canada through the joint efforts of the Montana Aeronautics Commission and the Province of Alberta, Canada. The airport is a 100' x 3200' stabilized gravel turf runway with taxiway direct to both U. S. and Canadian Customs buildings and tie-down area. It is unique by its location. The international boundary between the United States and Canada is designated by a strip of land 120 feet in width sometimes referred to as a neutral zone between the two countries. This area comes under the supervision and control of the border commission of both countries. The airstrip lies within this strip of land and may be considered a truly "International" airport.

Such an airstrip has been a dream of pilots in this area for some years. With the backing and promoting of the Montana Aeronautics Commission the project has become a reality. As all pilots know, clearing of customs with our neighboring countries, whether to the north or south, can become a problem and quite ex-

pensive. Customs clearance with simplified ease can be obtained at this friendly airstrip for both Canada and the United States on a 24 hour basis. (See picture) This is the only service available at the airport except for emergency tie-down. In flight notice of arrival can be made through Unicom, the private flyers radio frequency, installed at the U. S. Customs house by the Montana Aeronautics Commission.

Actual sponsorship of the project in funds was shared by the Montana Aeronautics Commission and the Province of Alberta. Engineering and construction supervision were provided by the Montana Aeronautics Commission. A national organization, the Flying Farmers Association, has agreed to maintain the airport.

It is anticipated that the volume and flow of private and business aircraft between the two countries will increase considerably with the construction of the much needed and convenient facility.

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TOASTMASTERS INSTALL NEW OFFICERS

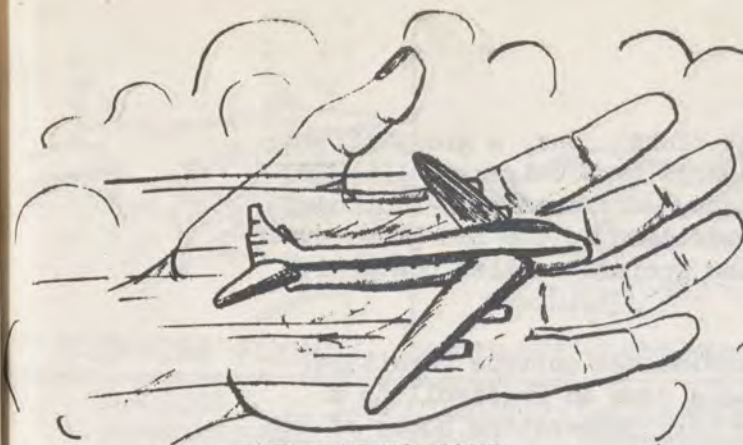
TOASTMASTERS INTERNATIONAL CLUB #1004 is sponsored by the CAA Fourth Regional Office. A panel of new officers have just been installed, for a six month term beginning October 1. The new and retiring officers are listed as follows:

<u>OFFICE</u>	<u>INCOMING</u>	<u>RETIRING</u>
PRESIDENT	Kirk Barry	Jim VanVoorhis
EDUCATIONAL VICE PRESIDENT	Ervin Schulz	Ben King
ADMINISTRATIVE VICE PRESIDENT	Wally Frei	Ervin Schulz
SECRETARY	Bob Hoffman	Bob Hoffman
TREASURER	Ken Sundberg	Wes Martyn
SGT-AT-ARMS	Paul Gibson	Glen Kassing

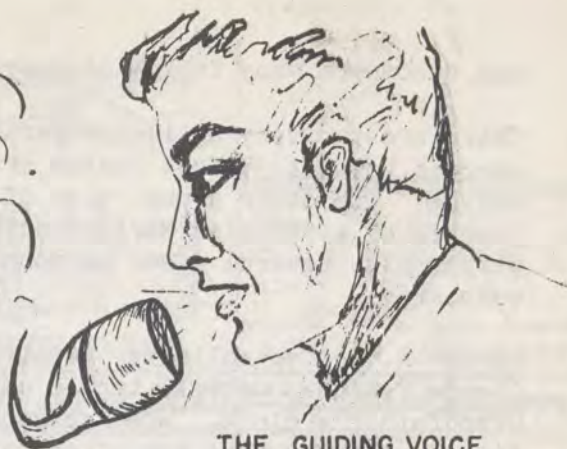
The installation was a dinner-meeting at THE BUGGY WHIP, that included the Toastmasters and Mistresses. Herman Matthews served as Table Topics Master and his theme was THE CIRCUS. Rex Brown won the Table Topics Award. Kirk Barry was TOASTMASTER for the Prepared Speech Program. Prepared speeches were given by Dick Bache, Bob Hoffman, Hube Huber, and Hal Smith. Hoffman was voted best prepared speaker. Awards to Rex Brown and Bob Hoffman were made by Hal Orville.

Vic Sheppe, Area Governor for Toastmasters International, presented a plaque and pin to retiring president Jim VanVoorhis. Ervin Schulz and Paul Gibson each were given a silver trophy for past speech-contest awards.

Paul Gibson made welcome to the ladies and guests with a few remarks on Toastmastering. For the information of any interested readers, Toastmasters is an organization for both single men and those that are tied down, as well. If you are interested feel free to speak to any of the above mentioned men, or to anyone who is a member of the club.



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

HERE AND THERE

From Albuquerque ARTC Center - On September 20, 1958, Ernest E. Smalling, Senior ATC Controller was transferred to Phoenix, where he has been assigned as Program Officer in the office of the District Airport Engineer.

Bob Graner, LA-510, on duty at Bangkok writes as follows: "September 1, 1958. The family and I are enjoying two weeks vacation in Japan. This country is wonderful and every bit as picturesque as represented. It is very western and clean. So many things remind us of the states. The contrast of cooler weather here from that of Bangkok is most pleasant and refreshing. Best regards - Bob."

W. B. Bartlett, Chief, ATCS Helena, is back on the job after eleven days in the hospital for an operation.

ANOTHER "SAVE" FOR CAA AT ATCS MISSOULA

At 2020Z, Pilot Langston in Swift N78088, on a VFR flight plan from Livingston to Missoula called Missoula Radio and advised he was lost. Upon questioning, he advised he had one hour 30 minutes fuel remaining and was on a heading of 60° at 11,000 feet. He was circling and trying to keep in contact with the ground as all mountain tops were obscured with "scud" beneath him. After an exchange of communications, his position was established as northeast of Missoula in one of the mountain valleys. He was told of the landmarks to expect and that we believed him to be in the Blackfoot Valley and would be coming into the Missoula Valley soon. He reported sighting the lumbermill at Bonner, fork in the river, and other landmarks that confirmed his position. He was given headings and a continuing confirmation on his progress until he had the airport in sight and arrived at 2107Z. Mr. Langston came up to the station and thanked them profusely.

OAKLAND CENTER HOBBY LOBBY

It is a good idea for everyone to have a hobby that is entirely apart from his everyday job. The outside interests of the Oakland Center personnel are varied

and encompass many fields of endeavor.

There are two very active cooperative boat clubs. One, a group of ten members, owns a 37-foot custom cruiser powered by a Universal 125 H.P. engine. The other group, also of 10 members, purchased a 35-foot boat powered by a Chrysler Marine engine. In addition to the two-group ownership craft, several other personnel own and operate smaller boats with outboards.

Werner R. Renfer collects, repairs, and refinishes antique furniture. Claude Feathersone will tackle any timepiece from an Ingersoll to a Grandfather's clock. Wood carving is the very interesting hobby of Bob Hicks. A hobby that has often raised some interesting questions is raising and training homing pigeons. Harry Maier, Watch Supervisor, is quite well known in the raising and homing pigeon field.

The above mentioned hobbies are only the beginning of a long list. Possibly other personnel throughout the Region having similar hobbies may like to exchange ideas regarding problems that come up. Why not write to the "hobbyist" of your choice and exchange information?

CREDIT UNION NEWS

The 1959 car market is now beginning to boom. This is "par for the course" at this time of the year. As usual we hear rumblings about CAA people planning to investigate that new car. You may be one of those we're talking about. If so, the matter of financing invariably comes up. That presumes, of course, that you're not one of the fortunate few who have stashed away enough greenbacks to pay spot cash.

If you've made up your mind that a new car (or even another car) is a must, by all means consult your Credit Union first.

In financing new cars the Credit Committee is able to loan 80% of the price. Interest rates are 1% per month on the unpaid balance and financing can be arranged over a 3 year period.

Full details can be obtained by using the form below or merely writing a letter to the Credit Union. Don't overlook this excellent opportunity to gain financing at reasonable rates with full insurance protection.

CAA Region Four F.C.U.
5651 W. 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: _____



BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Larry Lightbody
REPRESENTATIVE: LA-258B Ext 278

General Safety Division

REGION WELCOMES NEW CHIEF



Robert V. Reynolds, Chief, General Safety Division of this Region arrived in the Regional Office September 22, after an extended motor trip from New York by way of Florida and Texas.

The Chief, or more commonly known as "Judge" to his many friends was born in the Lone Star State 47 years ago. While attending Baylor University he learned to fly. After college he owned and operated a commercial flying school. Additional experience as an operator was obtained later when he operated a Civilian Pilot Training program in connection with Southwestern University at Georgetown, Texas.

Although he had heard rumors that a world existed outside of Texas it took a World War to prove it. Specifically, he joined the Army Air Corps. During tours of duty he served as a Group Commander in a Primary Flying School and as a pilot in the Ferry Division of the Air Transport Command. While with the 5th Ferrying Group at Great Falls, Montana, he delivered many airplanes to Ladd Field, Fairbanks, Alaska, for eventual pickup by the Russians.

"Judge" had more opportunity for world travel when he was ordered to the China-Burma-India theatre of operations. While stationed at Sookerating in the Assam Valley of India he completed 78 crossings of the Himalayan Mountains. The career of "Hump" pilot, however, came to an abrupt halt at about 10 o'clock on the morning of February 27, 1945, when he, together with his co-pilot and radio operator were forced to abandon their C-46. The bail-out occurred, in an out-cast, over high mountainous terrain. "Judge" received leg and other injuries when he struck a rock and boulder strewn mountain at the 14,700' level. Two days after bail-out he was found by two Chinese lads who carried him for two days to the Burma Road. There he was convoyed to the nearest station hospital. Two years, many operations and hospitals later he was released and retired from the Army.

Following his retirement from the Army, "Judge" returned to Haskell, Texas, where he was elected County Judge of Haskell County. The title or name he now carries was obtained at this time.

In 1947, "Judge" became an Airman Inspector and served in the Kansas City and

Denver GSDO 's prior to moving to Phoenix as Supervising Inspector. During 1957 he served on the staff of W-250 and W-200. Prior to becoming LA-250 he served in the same capacity in Region I.

"Judge" came west with his wife Bruceille and a Chihuahua dog. One son, Chris is a senior at Harvard and another, Robert is an attorney working for a Federal Judge in Jacksonville, Florida.

OTHER NEW FACES

Other personnel changes in the RO which have occurred recently include the detailing of Frank Allen from the Long Beach GSDO to fill in as LA-258 for Bill Jarrell who was called to Washington and Bob Boone from the LAX GSDO who is keeping the accident statistics current.

DEATH TAKES CHARLES WALKER

All of CAA, and Fourth Region in particular, was saddened to learn of the passing of Charles L. Walker, Flight Operations Specialist in the General Safety Division at the Regional Office in Los Angeles. Charlie died on October 3rd as a result of arteriosclerosis.

Best known for his "Aerial Applicator's Information Circular", Charlie was an untiring worker for safety within the industry. The Circulars were direct, to the point, and sometimes brutally frank in their statement of the cause of the accident. His down-to-earth interpretations and notes made all operators and pilots take notice.

Doing his best to keep all pilots and operators out of trouble, his last bit of timely wisdom, printed on the bottom of his last Circular, read, "There are a lot of standpipes, some of them are hard to see. Maybe some of this new fluorescent paint or tape might help".

His final warning was to the operators getting into the Fire Fighting business: "Double check your equipment and your loads ('cause there usually 'aint no place to go). And you better keep your wits handy ('cause there is turbulence and downdrafts in them canyons and ravines to start with, plus the thermals and variable winds caused by the fire).

"Remember she carries a load downhill better than uphill. PLAN IT - FLY YOUR CONTOUR LINES, AND ALWAYS HAVE AN OUT- DOWN THE CANYON".

Charlie was born in Philadelphia and attended school in Pennsylvania and New Jersey. By changing his birthdate, Charlie qualified as a pilot in WWI and was commissioned in March of 1918. He joined the CAA in January, 1931 as an Inspector and served in many capacities and locations. He had served in his last position since 1953.

The Regional Office has received many fine tributes from the aviation industry concerning Charlie's accomplishments.

GENERAL SERVICES DIVISION

DIVISION Betty Dearn
REPRESENTATIVE: LA-100, Ext. 302

SIGNS OF THE TIMES

Like the other "support" divisions, General Services work is directly related to and is a by-product of that generated by the technical services. (This is particularly true of this Division's relationship with the ANF Division). In fact, the General Services workload is often a barometer of what is happening elsewhere. For example, in a previous issue of the Region 4 News, the indication of expansion pressures was shown in the conversion of the old warehouse building into additional Regional Headquarters office space. Plans are now being made to convert the Motor Pool area of about 12,000 sq. ft. into still more office space. Other symptoms of what is happening over-all may be of some general interest.

LOTS OF PAPER

In FY 1956 we ground out about 1.1 million copies of reproducible material. Last fiscal year there were 10.4 million copies! This, of course, is a lot of stuff to be read, but then there are a lot more people to read and a lot more things to write about. The demands on the Duplicating Section of our Special Services Branch have become so urgent that Congress authorized what is called a Class A Printing Plant for the Region, which means that we are getting bigger and better equipment to turn out more stuff faster.

Heading up the getting out of all this paper was a little lady named Elyzabeth E. McGuire, a perfect illustration of the fact that not all key jobs are held by GS-12's, 14's or 19's. The paper mill will go on, of course, but it will miss Elyzabeth very much. She earned a well-deserved retirement which started September 30.

MORE YAK YAK!

Messages going in and out of the Message Center at Regional Headquarters increased from 43,451 in Fy 1956 to 78,284 in FY 1958. A telephone company survey shows Regional Headquarters' telephone message unit usage also is increasing. In August 1957 we used 47,190 message units. During the same month this year we used 68,765 message units. Charges for long distance telephone calls during the first 9 months of 1957 totalled \$25,737, whereas charges for the same period of 1958 totalled \$43,110.

MORE MONEY SPENT!

Construction contracts awarded in FY 1956 amounted to \$612,063. By FY 1958

the value of construction contracts issued had increased to \$5,217,788. This work, which is tied in so closely with the EANF construction program, rates top priority at all times. The understanding of General Services problems shown by ANF officials at all levels, the assistance given to General Services by ANF, and the splendid coordination effected have been very gratifying. All of which is an excuse for quoting a nice memorandum dated October 3, 1958:

"We wish to express our appreciation of, and satisfaction with, the very high level of support and cooperation given to our EANF Program. The current accomplishment of fulfilling our quarterly goal of \$3,000,000 was possible mainly through the fine efforts and hard work of your organizations.

"We feel here that these efforts were above and beyond any normal day-to-day routine. In the face of slippages of an expanding program, difficulties of staffing, and other obstacles, these accomplishments are truly outstanding.

C. G. Grosh, LA-600"

LONGER HOURS

The ANF Flight Inspection Program has been stepped up to the extent that it has been necessary to put aircraft maintenance on a double-shift basis. This was begun on September 22. On top of the Flight Inspection Program -- the main concern -- additional work will be brought in by a CAA Convair which will use Los Angeles as a turn-around base and by Air Force planes which are brought in for electronics maintenance.

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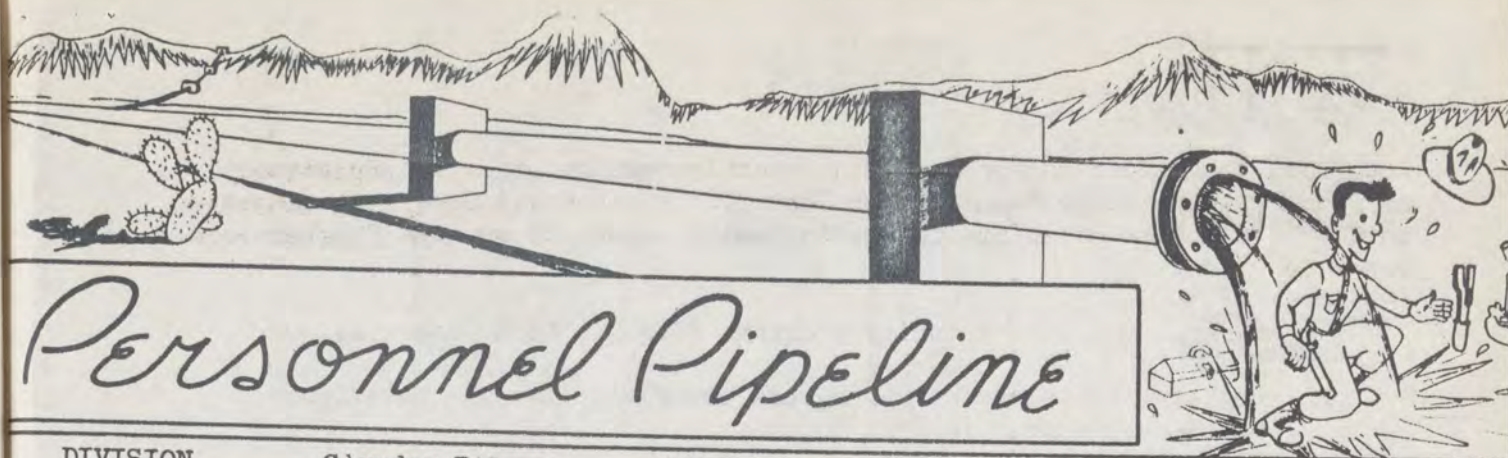
THE STORY OF FRANCIS PEAK (continued from Page 2)

mountain.

Construction of the physical features of the site was largely completed by the latter part of October. Electronics installation, started near the first of October is being accelerated to try to complete as much work as possible before winter weather which can cause delays and inconveniences in completing the work.

The Salt Lake City Center located at the Municipal Airport receives complete data from the radar over the Collins RML-1 microwave link from the transmitter site at Francis Peak.

We feel that our field men and contractors have done a magnificent job under the most trying conditions on the Salt Lake City ARSR-1 project.



Personnel Pipeline

DIVISION Glyndon Riley
REPRESENTATIVE: LA-90, Ext. 531

INJURY CASE

We recently had an inquiry from a Tower Chief concerning a compensation injury. In this case the employee suffered a severe cut on his finger requiring several stitches. When returning to the doctor's office for removal of the stitches, an infection had developed. The employee was given a prescription to a local drug store costing over \$4.00. The doctor would not include the cost of this prescription on his statement since doctors do not sell medicine. The Tower Chief inquired about how such a case should be handled.

The Compensation rules provide that all medical services, appliances, drugs and supplies necessary for treating an injury should be furnished by the Employees' Compensation Bureau. The employee should get a receipted bill identifying the prescription from the drug store, have the bill approved by the attending physician and submit it to LA-90 for forwarding to the Bureau. Also, the Regulations provide that any transportation expense can also be collected. Normally, common carrier is required if available but, if not available it is possible to use a private car on a mileage basis covering trips to the doctor showing speedometer readings. Form SF-1012 approved by the attending physician should be used.

MILES IS ABOARD

A welcome aboard mat has been hung out to new Position Classifier Miles Thomas. Miles comes to us from the Internal Revenue Service. He's an ex-aviator having served as a Heavy Bombardment Pilot during WWII. Miles has been assigned duties in the Airports, Budget-Finance, General Services, and Personnel Divisions. Louise Anselmo will still continue "on the beat" for jobs in Air Traffic Control and Aircraft Engineering Divisions while Marius Salisbury continues to service jobs in ANFD, Air Carrier Safety and General Safety Divisions.

PENDING LEGISLATION

According to an Information Bulletin recently received from the Department of Commerce, the House Committee on Post Office and Civil Service is expected to devote a lot of attention to the following agenda items when Congress convenes in January:

1. Federal employee security program. (S.1411, 85th Congress)
2. Legislative policy on supergrade and Public Law 313 positions, based on hearings in 85th Congress.
3. Further study of Career Executive Program established under Executive Order 10758.
4. Codification and revision of all laws relating to personnel administration.
5. Revision of dual compensation laws.
6. Modification of performance rating law.
7. Manpower requirements and utilization in connection with use of electronic data processing equipment in the Government.
8. Study of the soundness of Federal pay policy and pay structure. (It is recognized that the Government pay practices are more complex and varied than any other employer in the U. S. There are 77 different pay plans - 16 Statutory and 61 Wage Board. In many circles there has been concern about the lack of relationship of the different pay systems and the salaries of the various groups. The President has recommended a 15 member board to study this problem.)

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SUGGESTION AWARDS

This is only a partial report of our October Suggestion Awards. Many others have been granted but since the checks have not yet been delivered to the employees we do not want to destroy the "surprise element" by giving the news out now. In fact, October has been one of our biggest months to date Suggestion-Awards-wise--we have about 18 more awards in the mill.

The four awards we can tell you about (which, incidentally, were all "CAA-wide adoptions") are:

Leroy D. Bensing, ATCD, North Bend, Ore. -- suggested that GSDO charts and drawings be supplied to all ATC Stations. This will permit Stations to readily determine which GSDO to contact when incidents occur at other places and near geographical locations between areas. Award: \$25.00

Lillian B. Platt, General Services Division -- suggested that the statement "DO NOT REFILE--IF NO PHONE LISTED MAIL COPY" be placed in address of messages whenever the destination is out of the free delivery zone. This will help to

alleviate circuit congestion and speed up the flow of PBS messages.
Award: \$10.00

C. A. Saunders, ANFD, Tucson, Arizona -- suggested that ink revisions of MANOP's and other equipment maintenance publications be confined to two or three words and that pages containing more extensive revisions be reprinted. This will result in time savings on the part of recipients. Award: \$10.00

Howard F. Spoon, ANFD, Belmont, Calif. -- suggested a modification of THS type transmitters which will utilize easy opening fasteners and result in improved methods. Award: \$25.00

NEW LENGTH-OF-SERVICE EMBLEMS

A new type of emblem for recognition of length of service has been adopted. It is much more attractive than the emblem used in the past.

Emblems will be given for 15, 25, 30, 35, 40, and 50 years of service. A description of the metals and enamels for each emblem follows:

- 15 years -- bronze with white enamel
- 25 years -- silver with red enamel
- 30 years -- gold-filled with blue enamel
- 35 years -- solid gold with blue enamel and synthetic ruby
- 40 years -- solid gold with blue enamel and 2-point diamond
- 50 years -- solid gold with blue enamel and 3-point diamond

These new emblems will be used for the next Length-of-Service awards.

* * * * *

IT'S A DATE

CIVILAIR ANNUAL

CHRISTMAS DANCE

WESTPORT BEACH CLUB

PLAYA DEL REY

FRIDAY, DECEMBER 19

ALL CAA EMPLOYEES

& THEIR FRIENDS INVITED

YOU WONT WANT TO MISS IT!!!