



A MONTHLY NEWSLETTER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES

CIVIL AERONAUTICS ADMINISTRATION, LOS ANGELES, CALIFORNIA

December 1958

MERRY
CHRISTMAS TO
ALL



THE SLOAN COMPANY
4101 Burbank Blvd.
Burbank, California

24 November 1958

Mr. Walter P. Plett
Regional Administrator
Civil Aeronautics Administration
5651 W. Manchester Blvd.
Los Angeles 45, California

Dear Mr. Plett

In traveling cross country in light aircraft for business as we do, we are prone to take for granted the vital services which your organization provides. We simply pick up the microphone or the telephone and you are there with the answers. It occurs to me that in taking these services for granted we are doing an injustice to you and your organization. In the many contacts which I have made with the various branches of your organization over the years, I have yet to make a contact, that I can recall, that was not received cheerfully and willingly, and the information provided was always, to say the least, adequate; and it usually included supplementary advisory information.

The fact that I have no particular incident in mind at the moment which prompts this letter should help to emphasize my gratitude for the services in general. I wish to take this opportunity to thank you and all of the people in your organization who have shown consideration and concern for my safety. And I might add that there were times when my own planning and forethought would have eliminated some of the need for your services--even so the need was always cheerfully fulfilled.

I believe I speak for a great many pilots flying today, and I also believe that this expression is long overdue. I look forward to many years of safe flying as a result of your fine cooperation.

Sincerely yours,

C. S. Sloan

EDITOR'S NOTE: We think this is a very nice "Christmas Card" to all CAA employees.



REGIONAL ADMINISTRATOR'S COLUMN

HAPPY HOLIDAYS

Once again the joyous Christmas and New Year Season is upon us and I am sure that we all are looking forward to many happy and festive occasions. By now the mad shopping rush is over (except for those last minute gifts) the cards are addressed, the out of town packages have been mailed and we can sit back and catch our breath before the actual day arrives.

The Holiday Season also brings us to the end of another year and a chance for some sober reflections of what it has meant to us in CAA. It has been a busy year with the addition of many new people, the installation of many new facilities and lots of hardware having gone into operation to improve our record of safe and efficient handling of all aircraft. As I look back over our many accomplishments, I would like to take this opportunity to thank each of you for your help and assistance and complete cooperation during the year now drawing to a close.

This year also brings us to the end of an era---The CAA Era. As you know, after the first of the year we will become an important part of the new Federal Aviation Agency designed to bring all civil aviation under one agency. At this writing we do not know exactly what this will mean to those of us in the Fourth Region. However, we face the future with high hopes and complete confidence that FAA will not only continue the outstanding job performed so faithfully by CAA for many years, but actually will present new and challenging opportunities for each of us.

And so as we prepare to celebrate the forthcoming holidays, may I say to each of you:

A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR!

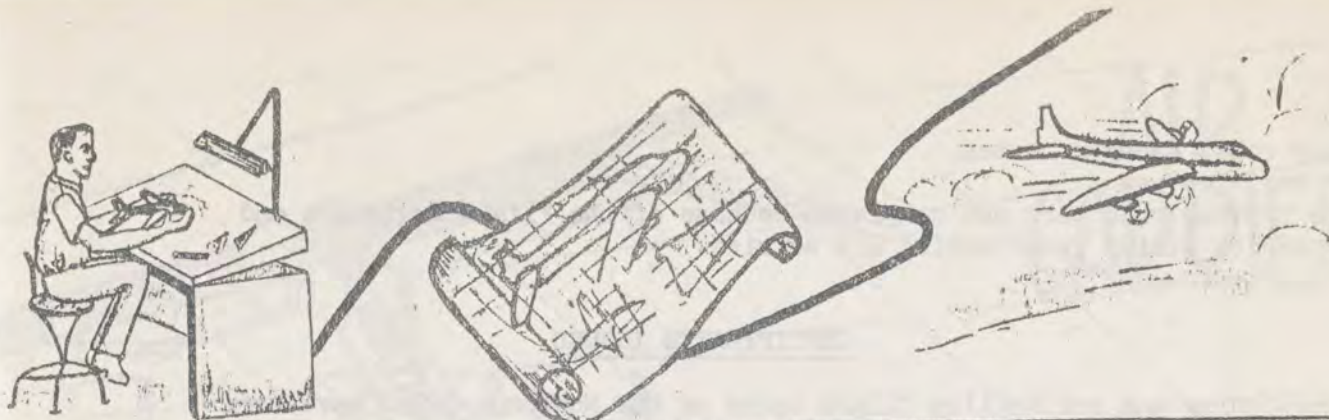
DO YOU REMEMBER?

By "Senator Snodgrass"

When a Marine Corps FV2 crash landed at Imperial Airport and burst into flames, three brave men rushed to the scene, James Bruce, Supervising Electronics Specialist and John Masiello, Station Chief, fought off the flames while the Airport Manager, Lew McIntosh, pulled the pilot out of the plane just seconds before it exploded. Later the Navy, in a full dress ceremony conferred the Exceptional Service Award on each and Masiello was also given the Department of Commerce Gold Medal -- When the World's First Aviation Meet was held in the heart of the Champagne Country that was in Rheims, France, 1909, long before any girl dreamt that she went to the opera in her Maiden Form Bra -- When Curtiss broke the speed record with a passenger, he flew at a speed of fifty-five miles per hour, that was at America's First Air Meet held in Los Angeles, Jan. 10, 1910. Representatives from all nations competed, there were no CAA inspectors in those days to grant waivers, if a guy wanted to kill himself in an aeroplane he just went out and did it -- When a lot of our R.O. people served in the North, Alaska that is, Walt Plett was a Radio Engineer, Ervin Stentz and Herv Aldridge, Assistant Radio Engineers, Al Horning was a Patrol Pilot and Bugs Simonds, Chief Clerk, no wonder they all have that frozen look -- When the big blizzard hit Akron, Colorado, and Communicator Milton J. McGroth was isolated at the Station for thirty-nine hours before relief could reach him, he stayed awake and on the job throughout the entire time keeping radio contact with all rescue aircraft and coordinating air to ground drops of supplies to stranded oil field crews, he didn't ask for overtime either -- When the first flight from shore to ship in the Pacific took place in San Francisco, Eugene Ely flew from the Presidio to the U.S. Cruiser "Pennsylvania", landed on a platform a little wider than his plane and later took off from the ship and flew back to land, that was a little before your time dearie, January 19, 1911 -- When the first message was sent by wireless from an airplane, it read, "Another chapter in aerial achievement is recorded in the sending of this wireless message from an aeroplane in flight", that momentous event took place at Sheepshead Bay, August 27, 1910, it was sent by J. A. D. McCurdy, and was received by H. M. Horton -- When Lieutenants Higenberger and Maitland made the first flight to Honolulu taking off from Oakland Airport, June 28, 1927. Gosh a lot of things happened in this region, didn't it? Or are you reading this stuff?

MERRY CHRISTMAS CONSTITUENTS

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Aircraft Engineering

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

"WITH THE GREATEST OF EASE"

Not all of our flight testing is in the "putt-putt" or "pound-pound" of conventional aircraft or the "swish-swish" of the jet. Occasionally an opportunity comes along to fly the "sailboat" of the air, the high performance glider. Recently one of our flying engineers spent an enjoyable hour in and out of the thermals at the famous soaring site at Elsinore. Although there are no sailplanes manufactured in this Region, occasionally one of the high performance jobs is modified here as was this Schweizer. After invigorating spirals up the thermals, for stability and controllability tests, the pilot can sit back for a leisurely glide down from 5000 ft.

ROLL OUT AT CONVAIR

Assembly of the prototype Convair Model 22 airplane is proceeding rapidly and the No. 1 airplane has been rolled out at San Diego. The first flight is scheduled for January 29, 1959. A cockpit mock-up inspection was held and the proposed flight test program has been reviewed. Before too long the big new Convair will be joining his jet brothers on the nation's air lanes.

"GOLDEN FALCON" PROVING RUNS

Dick Sliff, Tony Vergilio and Stan Yagiela participated with Air Carrier Operations Inspectors in the initial Eastern Airlines Lockheed Electra proving runs between Miami and New York. The runs participated in were conducted on November 23 and 24 in their special "Golden Falcon" which makes possible the transition from warm Florida sunshine to the freezing temperatures of New York, in slightly over three hours while enjoying the quiet luxury and smoothness of prop jet flight. Eastern pilots and crews were quite enthusiastic over the "Electra". Cabin attendants are also excited over their modern kitchens and serving facilities. Some discontent was expressed by crew members who formerly have enjoyed shopping tours and lay-overs in New York. Seems the speed of the "Electras" have changed the crew scheduling to a one-day round trip! This, however, only involves the one schedule and Eastern Electras will be used for

many other Eastern routes.

The proving runs were not completed because of the Flight Engineers and Mechanics strike interrupting all service.

CERTIFICATES ISSUED

Functioning and reliability flight tests on the McKinnon G-21C have been completed. The Final Type Certification Board was held and the Type Certificate issued. A Type Certificate was also issued on the Short Solent Mark III flying boat.

Boeing's Production Certificate has been revised to include the jet-powered 707 model.

THE AIRCRAFT ENGINEERING DIVISION TAKES THIS OPPORTUNITY TO WISH ONE AND ALL A VERY MERRY CHRISTMAS.

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CREDIT UNION NEWS AND VIEWS

OOOPS! WE MADE A MISTAKE! In last month's Region 4 News we stated that the interest rates for financing new cars was 1%. We should have said 8/10 of 1%. The mistake was so alarming that we just couldn't wait to advertise the true interest rate.

Mark January 20, 1959 on your calendar for the annual membership meeting. This date is tentative right now but barring something unforeseen the Board of Directors is pretty cocksure that this will be the date.

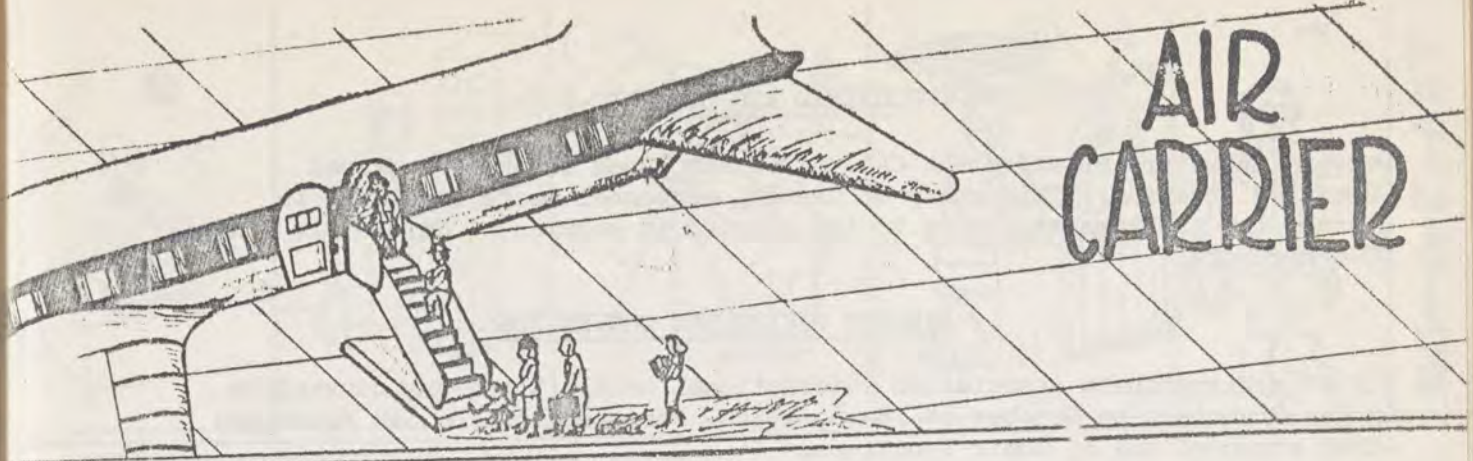
Remember--The annual meeting is your opportunity to speak up and be heard as owner of the Credit Union. Such matters as the annual dividend rate, future plans, and election of officers, are included on the agenda.

The Credit Union Board and the entire Credit Union Staff would like to extend Christmas Greetings to all members and prospective members (guess that includes all of us). 1958 has been a real successful year. The Credit Union has grown to be a \$3,500,000 institution and can justifiably boast that its service has continued at the same high peak despite its phenomenal growth.

CAA Region Four F.C.U. Date _____
5651 W. Manchester Avenue
Los Angeles 45, California

_____ 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: _____



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

BEST WISHES!

The Division extends thanks to all our personnel for the excellent work accomplished the past year and wishes each of you including our fellow employees in all Divisions, a MERRY CHRISTMAS AND A HAPPY NEW YEAR.

AIRLINE TRAINING

West Coast Airlines' pilot meetings in Seattle, Washington and Boise, Idaho were attended by Washington Chief, Air Carrier Safety Division, LA-220, and Inspectors from the Seattle ACSDO. The meetings were part of an overall review and re-evaluation of WCA's F-27 pilot training program. The overall program was determined to be very satisfactory.

AIR TRAFFIC PROBLEMS

The necessary coordination between the San Francisco Air Carrier Safety District Office and military installations in the San Francisco area of instrument responsibility is taking up an increasing amount of time. The following military installations in that area contribute to the complexity of air traffic control problems and require continuous coordination: Monterey NAS, Fort Ord, Moffett NAS, Alameda NAS, Hamilton AFB, Travis AFB, Mather AFB, McClellan AFB, Beale AFB, Castle AFB, Lemoore NAS. In addition, there are National Guard squadrons located at Fresno Air Terminal and Reno Municipal Airport.

AIRLINE MAINTENANCE

Continental Air Lines is now operating the Rolls-Royce Part 525 engine at 1100 hours. Initial overhaul period for CAL was 600 hours. Gradual increases have been approved after careful investigation into operation and tear down inspections. Air Carrier procedure under Regulation allow only 100 hour increases at a time.

UNITED AIR LINES DC-8

Denver Inspectors attended the CAA-United Air Lines October "Approval Committee" meeting. This group of CAA-UAL personnel meets regularly to discuss the problems attendant to the placing in service of United Air Lines' DC-8 aircraft.

AIRLINE DISPATCHER CONVENTION

Air Line Dispatchers Association International held a three-day convention in San Francisco on October 14-15-16, 1958. Personnel of the San Francisco ACSDO attended one of their functions.

FRONTIER AIRLINES

The first of nine Douglas DC-3 aircraft purchased from Trans Canada Airlines by Frontier Airlines has been converted and entered into the FAL fleet, with two more scheduled for completion in November and December. This will bring FAL fleet to a total of 24 DC-3 aircraft.

NEW ROUTES

West Coast Airlines has been awarded a new route into San Francisco from Klamath Falls via Sacramento.

Frontier Airlines recently inaugurated service on its new route extension from Casper, Wyoming to Omaha, Nebraska.

PACIFIC SOUTHWEST AIRWAYS

Pacific Southwest Airlines has started training Flight Engineers for the Lockheed Electras which are to be delivered the latter part of 1959. Pilots and A & P mechanics will be trained as flight engineers.

BOEING 707

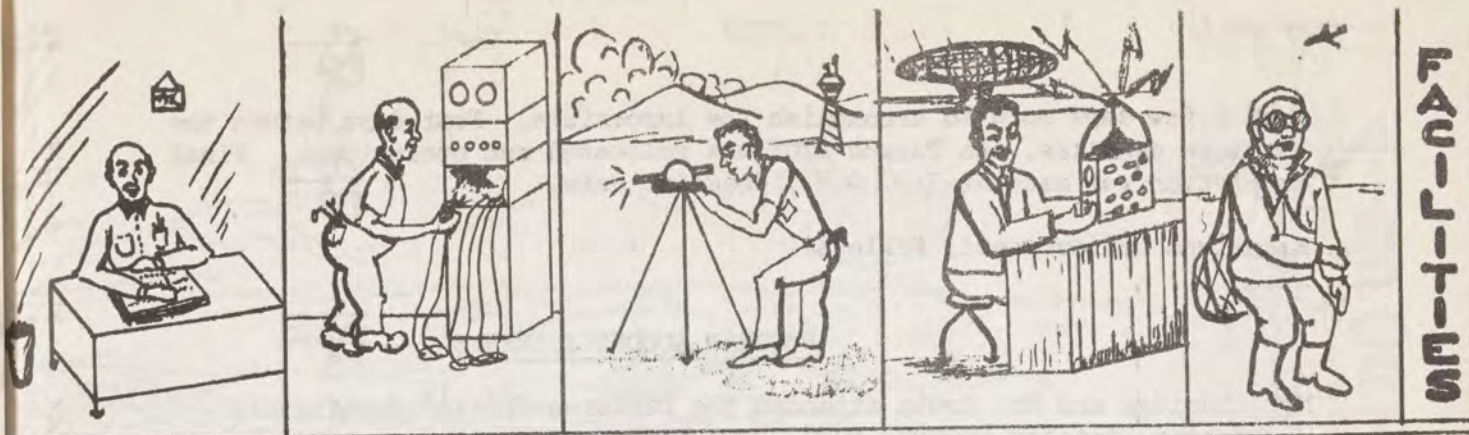
American Airlines' first Boeing 707 jet transport arrived in Los Angeles October 23, 1958. It was flown locally for five hours and then departed on October 24 on a non-stop flight to Idlewild, making the trip in 4 hours, 43 minutes. It is expected that considerable maintenance inspections will be conducted on the Boeing 707 at AAL maintenance base in Los Angeles.

NEW PERSONNEL

It is a pleasure to welcome Leonard R. Rigsbee, Air Carrier Maintenance Inspector to Region Four. Mr. Rigsbee is assigned to the Denver District Office.

CONGRATULATIONS!

It is no longer a secret. Inspector Archie W. (Ox 5) Baarley, Seattle ACSDO, is the proud father of a new bouncing boy. Congratulations to Mr. and Mrs. Baarley.



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

TUCSON RELOCATIONS



A new innovation has proven its worth at the Tucson ATCS relocation; namely a "Self-Contained Portable ATCS," complete with receivers and transmitters. We tender our thanks to all personnel at the Tucson Station for continuation of all services in spite of the compactness and limited space provided by this "Portable ATCS." This relocation was accomplished under the supervision of Carl Weidert, who was assisted by John D. Maurer, Arthur Daiber, Emil Woznicki, Rodney Youngquist, and Delbert Lawson. This relocation although scheduled very tightly was efficiently accomplished on time.

The Tucson ATCT relocation is now a completed, successful relocation. There were many obstacles such as acute material shortages, which seriously hampered installation progress. However, our crew, consisting of George Martin (Chief), Charles Jenkins, Joseph Donovan, Oliver Griffith, Manuel Valenzuela, C. L. Benthall, Charles Easley, and J. E. Clements descended on this job in much the manner of a swarm of angry bees, and the difficult was done at once though it

took a few days more to accomplish the impossible. Four days before the absolute deadline, the Tucson ATCT was relocated and operational. Final completion was made at 3:00 A.M., deadline date.

Excellent achievements, fellows!

PROGRAM ACCOMPLISHMENTS

Mr. Aldridge and Mr. Grosh attended the Division Chiefs' meeting, in Washington, October 20 -22, 1958. Our Region was congratulated on meeting our EANF program goal which establishes a new record of accomplishment in any region.

At the end of the first quarter, this Region substantially met its goals for installation of new facilities and obligation of EANF funds. This Region has the largest obligation goal this year of any region in the Continental United States; a goal of \$3,000,000. per quarter, for a total of \$12,000,000. for F.Y. 1959. This means roughly that approximately \$50,000. per working day must be obligated in the form of contracts for construction, charges for installation crews, engineers and purchase of materials. This does not include the cost of Government furnished construction materials from FMD nor the cost of the radio equipment installed in these facilities which is supplied by the Washington office. The rate at which this program must move means that no delay can be tolerated. Cooperation of everyone in the Regional organization made past accomplishments possible, and is necessary to keep this activity moving.

CASPER MOVES

The move of the ATCS at Casper, Wyoming, was recently completed with Dale Downey in charge. Assisting in the project, which also included the re-location of ILS Monitor Equipment to the Tower Equipment Room, were Robert Cosgrove, Paul Lussi, and Henry Nunez. This project was handled in a capable manner with a minimum of outages and was accomplished in much less time than estimated. The crew is to be commended for a fine job.

WHERE'S THE DOLL?

William S. Warr, Chief, ATFO-43, Stockton, California, informs us that Santa Claus came early this year. He received a shipment from the R.O. and lo and behold the contents, beyond his fondest dreams--a doll carriage. Now Bill is eagerly awaiting a follow-up shipment.

ATDO CHIEFS CONVENE IN R.O.

The Maintenance Engineering Branch Chief, ATDO Conference was held November 18-20, 1958. These conferences are held every four months, at which time there are eleven Chief, ATDO's and ten Deputy Chief, ATDO's in attendance.

Mr. L. W. Geis, representing W-670, attended this meeting.

A-130207-S



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

CENTER LINE LIGHTS FOR AIRPORT RUNWAYS

Submitted by NOCAL District Airport Office

Pilots flying into San Francisco International Airport will soon be seeing something new in airport lighting, a low powered, center line, lighting system. The University of California, under a contract with the Airways Modernization Board, has installed the system as part of a development program for improvements in visual guidance. Preliminary tests are now underway on the San Francisco Airport prior to a full scale test installation on the Los Angeles International Airport in early 1959.

Although only a temporary installation, the lights will be operated on a full-time basis in conjunction with the regular field lights, and under the control of the airport tower. Special flights will be flown to evaluate the lights and comments will be solicited from regular airline pilots.

The most ingenious part of the tests is the light itself; only six inches in diameter and 5/8 of an inch high. Aircraft can run freely over them with no disturbance to passengers or damage to the aircraft. The bulb is a small tubular shaped design which fits snugly into a recess in an aluminum casting. Foreign automobiles use the same bulb for tail lights. Although only 3 to 15 watt bulbs are used, the small filaments result in a high point source of light. When viewed from a distance, the lights appear similar to a one or two hundred watt lamp.

The lights will be installed on the first 5000' of runway 28R. Beginning at the threshold, the lights will decrease in intensity from 15 watts to 3 watts, thus providing the greatest intensity while the pilot is making his landing. The intent of the system is to provide a continuous line of light rather than the present scattered effect received from widely spaced lights. In technical language, this is called contour perception. This differs from present airport lighting concepts in that instead of trying to illuminate the runway, you provide a line of light to be followed. To obtain this, the lights will be spaced only 2 1/2' apart.

NEW TERMINAL FOR TUCSON IN MAKING

When the final touches are put on Bob Schmidt's new terminal in Tucson, Arizona all the tenants can feel they had a part in its design. Bob blew into town on Monday, November 17, together with Terry Atkinson, A.I.A. and his associate and established headquarters at the Miramar Hotel in Santa Monica. Here they displayed an amazing twelve-foot square model of the new terminal building. Built to a scale of 1/8" = 1' the model consisted of six sections mounted on casters which when placed together formed the complete terminal area including aircraft apron, passenger fingers, auto park, service areas and the building itself. Each section from the roof to basement can be removed, thus revealing in miniature the internal secrets of each level and area of operation.

The purpose - obvious - a chance to let the layman who cannot visualize the finished product from a set of plans and the technical people to see for themselves exactly how the complete terminal area will look upon completion and how each component part will function.

The model was unveiled to representatives of CAA, industry, the airlines and community leaders. From the suggestions and comments of these groups the Tucson Airport Authority hopes to perfect the design so that the completed building and associated facilities will be a tribute to planning efficiency and architectural treatment.

SEASON'S GREETINGS FROM AIRPORTS DIVISION

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WARD A CUTTING SAYS SO-LONG

Ward A. Cutting, Chief of the ATCS at Portland, Oregon, calls it quits after some 41 years of Federal service. Ward has the distinction of having served in one location longer than anyone else in the Fourth Region. He commissioned the old Portland, Oregon Station in 1929. He has been there ever since. In fact, Ward and "Portland Radio" are synonymous in the eyes of many of the old timers in the CAA. A few years ago when many of us "young old timers" were beginning to think of retirement, Ward was thinking of how he could best serve the CAA. He went out and learned to fly and now is the proud possessor of private pilot license #1347154. He owns his own plane, a Luscombe N-1013-K, and derives great enjoyment in attending the breakfast "fly-ins" for which the Northwest is so famous.

Ward, at 64 years of age, is not really retiring. He will devote his time to making his filbert nut farm pay dividends so that he can use CAA ATCS services from the receiving end. We are sure that he will make critical use of our services in the future, and his many, many friends through the West will hold their heads a little higher when his flight plans appear on our circuits.

We all wish you the best of luck, Ward. We envy you your freedom to hunt, fish and fly your way around this great country of ours.



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

McCHORD RAPCON OBSERVES FOURTH ANNIVERSARY

McChord RAPCON the first facility of its kind to open in the Fourth Region, completed four years of service this fall. Commissioned on August 15, 1954, it served as a radar approach control and departure control facility in an area of approximately 100 miles square lying between Seattle and Portland. The traffic consisted mostly of military aircraft, with MATS, a rescue unit, and locally-based jet interceptor aircraft, which resulted in a high traffic count of jet radar departures and recoveries. The following summer it inaugurated en route radar traffic control controlling all IFR traffic from the ground to infinity, entering, leaving, or passing through the RAPCON area. In 1956 tower en route control (better known as "Pogo Operation") was established between McChord RAPCON, Seattle-Tacoma Tower to the north, and Portland Tower to the south. Flights traveling from Seattle to Portland or return at altitudes of 8,000 and below are controlled on a descent airway system, the entire flight being handled by these three facilities with radar service most of the way. Radar handoffs are commonplace between McChord RAPCON and Seattle-Tacoma Tower.

The original personnel complement of twenty-eight was selected from facilities all over the United States. Seven of them are still at the RAPCON, and this facility has furnished a nucleus of personnel for other CAA RAPCON's now in operation in our Region. Also numerous personnel from various locations have been detailed to the McChord for RAPCON and radar training.

During the four years of operation there have been four chief controllers -- Mr. R. H. Baker, now ADIO at SAC Headquarters, Omaha; Mr. D. M. Fischer, now in Fourth Region Regional Office; Mr. R. E. Dunckhorst, now in Fourth Region Regional Office; and Mr. E. C. Crow, one of the original five seniors, the present Chief.

BATTLE MOUNTAIN RENDERS EMERGENCY ASSISTANCE

The Battle Mountain Communications Station since date of commissioning in 1944 has established a reputation as an "Airport of Rescue", but aircraft emergency incidents in the past few months somewhat overshadow previous

events.

August 28: An Air Force C-123 lost an engine approximately 30 miles west of Battle Mountain and made an emergency landing there.

September 6: A Cessna-120 made an emergency landing on a highway south of this Station. This incident was associated with the usual amount of telephone calls, until we were able to help the pilot get on his way again after the aircraft had been refueled. The Lander County Sheriff's office helped out in this operation.

September 13: A Navy P-2-V lost one engine when approximately eleven minutes west of Battle Mountain. The aircraft cancelled IFR and made an emergency landing at this airport.

September 15: A Navy AD-6 made an emergency landing at Battle Mountain when engine trouble developed causing severe vibration and loss of power. On landing the pilot stated that he could not have remained airborne more than two minutes from the time he landed at this airport.

All above incidents occurred at BAM within the short period of twenty days. This may, or may not, be any kind of a record; but at any rate, the name "Battle Mountain" must have a very familiar sound at Military Flight Service.

NEW FLIGHT PLAN SERVICE

Funds have been allocated for establishment of Flight Assistance Inter-
phone Services ("fastlines") at fifteen locations in the Region. The
services will be ordered to start on March 1, 1959. The airport locations
tentatively selected are in the following ATCS areas: Los Angeles, Denver,
Fresno, Oakland, Portland, Sacramento, San Diego, Seattle, Albuquerque,
Arcata, Boise, Phoenix, Ontario, Eugene and Santa Barbara. Some readjust-
ments will have to be made as airports which are located within the local
telephone call area of an ATCS do not qualify for the service.

BRIEFS

Hobbs, New Mexico, is our newest Combined Station/Tower. Hobbs ATCS
operation has already moved into the new Tower cab. Estimate Tower
service, on a 16 hour basis, will be commissioned late in December.

As in the past all CAA offices in the Spokane area will create a joint
fund and provide Christmas for several really needy families in lieu of
buying and distributing Christmas cards. This is their way of saying,
"Merry Christmas", to all Region IV personnel. Last year over \$200.00
was collected.

HOLIDAY GREETINGS TO ALL FROM THE AIR TRAFFIC CONTROL DIVISION



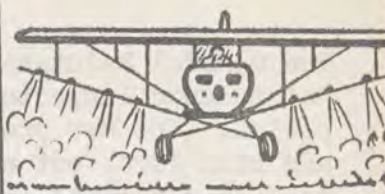
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Larry Lightbody
REPRESENTATIVE: LA-258B Ext 278

General Safety Division

"HOW-GOES-IT"

General aviation activities appear to be increasing in both volume and scope. Some areas report a seasonal decrease, perhaps caused by local weather, but this is more than offset by continued gains in other sectors. The issuance of pilot certificates, written exams and maintenance activities continue on the up swing. This increase seems to be borne out in the national figures too since there has been a sizeable increase in the number of active aircraft registered with CAA. A number of states within Region Four came in for some publicity recently when these figures were released. California has 12% of all the active civil aircraft in the country--of the top six states having one or more aircraft for each 1,000 persons, we find Montana with 13.9 for each 10,000 population, Nevada with 12.0; Wyoming with 11.6; and Idaho with 10.0. All of these states have less than one person for each square mile of area.

'SPOSE THEY FLY OVER THE WALL?

Oakland reports the approval of a unique mechanic school located at the Duell Vocational Institute at Tracy. To their knowledge, this is the only state prison school in the country to be approved by the CAA. We wonder what might happen if the fellows become interested in the current "home-built" craze.

Speaking of home-built aircraft activities, continued increase of interest is being shown throughout the Region. A rather novel amateur creation is the helicopter being constructed in the Oakland area that will use a Simca sports car for a cabin.

AIR ROTC COLLEGE PROGRAM

Three offices report that a total of 73 college students are now enrolled in the Air ROTC flight programs offered at various colleges. This program, is designed to give the cadets their first flight indoctrination and to determine early in their careers if they are potential military pilots. Since this flight training is given under the supervision of approved schools and instructors, the cadet is assured of the best possible training available. Our inspectors who give progress and final checks to these students report that the graduates have attained a high degree of proficiency and knowledge.

NEW TRAINING PROGRAM

The General Maintenance Branch has developed a program that brings a Maintenance Inspector into the Regional Office for a two week training period. The new program not only provides assistance to Chuck Demaree and Bill Ford, but also provides the Inspector with an opportunity to receive a general overall picture of regional maintenance problems. Recent assignees include: B. T. Nacht, Van Nuys; R. A. Byrd, Portland and Ed Donohue, Phoenix.

AG OPERATIONS

Fresno reports two fatal ag operation crashes during the past month. John Zentner of the same office also came up with some interesting figures on Workman's Commppensation Insurance for agricultural pilots. For example, insurance for drivers of large and small racing cars is cheaper; deep sea diving is considered on a par with piloting and certain jobs associated with pile driving operations are more expensive. (Johnny says this probably applies only to the fellow holding the pile as the hammer hits it.)

THE PERSONNEL OF THE GENERAL SAFETY DIVISION EXTEND TO ALL
A VERY MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR

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GREETINGS FROM CAA TOASTMASTERS

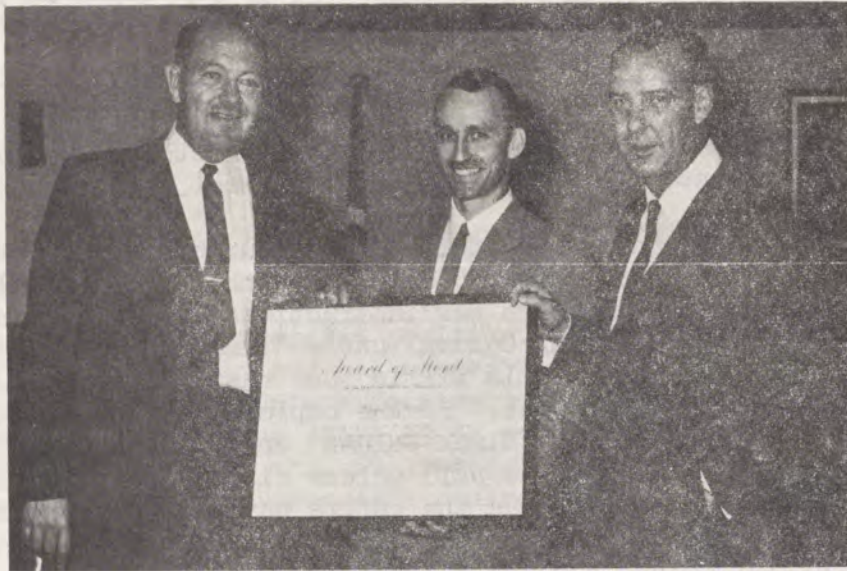
It has been said, and rightly so, "Memorials are the grappling-irons that bind one generation to another." The month of December ushers in a season for the most widely recognized memorial known today. CHRISTMAS!

We, the members of TOASTMASTERS INTERNATIONAL CLUB # 1004, extend to all of you in Region Four of the Civil Aeronautics Administration our most sincere greetings and good wishes for a Joyful Christmas. May the coming year hold for you, and being to you, health, happiness and opportunity for real endeavor and accomplishment.

There is little pleasure in this old world that is sincere and true aside from that of doing our duty and doing good. And so, the Toastmasters say, "LET'S MAKE IT A GOOD YEAR, AND GOD BLESS YOU REAL GOOD."

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GENERAL SERVICES DIVISION



"AWARD OF MERIT

By the Administrator of Civil Aeronautics to
Region Four

For achieving a reduction in the injury frequency rate in 1957, thereby preventing human suffering and economic waste, and contributing to a more efficient public service.

(Signed) James T. Pyle
Administrator"

That's what the certificate in the above picture is saying. At the Regional Administrator's staff meeting on November 7, Mr. Plett (the tall gentleman on the left) presented the certificate to Slade Hardee, Chief of the General Services Division and Ted Rodarm, Chief of the Property Management Branch (and Regional Occupational Safety Officer). The Award of Merit is, of course, a tribute to all supervisors and employees in this Region who encouraged and followed safe practices during the preceding year.

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AND A VERY HAPPY AND A VERY SAFE HOLIDAY SEASON TO YOU ALL!

BUDGET & FINANCE DIVISION

Question: I have a book of transportation requests for which I signed a signature accountability card. May I give a transportation request to another traveler and allow him to sign as issuing officer?

Answer: No! You sign the T/R as issuing officer - he signs as traveler. When you are the traveler - you sign both as issuing officer and traveler.

Question: The new instructions in Green Sheet Insert to SP-3691 - 3691.1 issued by Transmittal Sheet No. 32, dated October 24, 1958, on how to indicate a holiday, have us confused. Will you clarify?

Answer: Formerly a holiday (which fell within your basic workweek), was indicated by entering "8H" in the "Other" column under "Time Absent". Under the new instructions, you will enter the holiday in the "Regular Column" under "Time Worked", to indicate a holiday which falls within your basic workweek, whether work was performed or not. If the employee does work, another "8H" is entered in the "Blank Column" under "Time Worked", and holiday pay will never be paid unless claimed in this column. If an employee is on leave the entire pay period in which a holiday occurs his leave will total 72 hours, and 8 hours in the Regular Column for the holiday, will equal the 80 hours for which he will be paid.. If he is on LWOP for the entire pay period, the full 80 hours will be entered in the LWOP column and no entry will be made in the "Regular Column".

Question: Would it be possible to have a payroll statement included with each check similar to Form SF 1126? Such a statement would furnish each employee with a running account of monies withheld from each salary check, and also expose the employee to any discrepancies which might occur. I understand there are several departments under the Civil Service System who furnish such information to their employees. I wonder if there is any special reason why this important service cannot be provided to the employees in Region 4.

Answer: No, it would be impossible for our Payroll Section to issue such a statement with each check. Only those Agencies having a comparative few employees and those using electronic data processing equipment are able to furnish this service to their employees. We are on a "Manual System", which means that we prepare the payrolls only with the aid of an adding machine and the book-keeping machine. Because we are unable to furnish this service to our employees, we issued Attachment "F" to SP 3691.1 (Transmittal No. 32). By following this "Procedure for Calculating Salary Checks", the employee is able to determine in advance just what his check is going to be. Also with the aid of this Attachment, plus Attachments "C", "D" and "E", he can compute his gross earnings and deductions for the yearlong before he receives his W-2.



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

NEW PERSONNEL PROCEDURE IN VOLUNTARY REQUESTS FOR DEMOTION

In the past it has been required to give a person a 30 day written notice even though he has bid on a lower graded position. This procedure has been subjected to a lot of criticism and has caused some chagrin to the employees involved. Under a new procedure effective immediately, the 30 day notice period will be waived for those cases where it is a voluntary request by the employees concerned. We readily admit that it looked "silly" to give a 30 day written notice to a person who had expressed a desire for a job. The new procedure represents a more logical approach in handling these requests.

CHANGES IN OUR PERSONNEL PROMOTION PLAN

Within the next month we should have our new Promotion Plan instructions. We understand there are no radical changes but there will be some minor ones. We should be filling you in on the details within 30 days.

THE USE OF THE FSEE REGISTER TO RECRUIT CENTER CONTROLLER TRAINEES

The Federal Service Entrance Examination is a test conducted by the Civil Service Commission designed primarily to introduce college caliber people to jobs in the Federal service. The Region has set aside 100 jobs to be filled from this register for the period from January to July. At first, this will be a trial balloon. After ample study, an inventory will be made to see whether this source of recruitment would be good for filling future ATC jobs.

THE SLOW-DOWN OF APPLICATIONS FOR ELECTRONIC MAINTENANCE TECHNICIAN JOBS

The recent pace is mildly alarming and as a consequence the month of December will find us falling short of the quota. We're hoping that the all-out recruiting campaign in New Mexico and Arizona may help to alleviate the situation. All Field Offices are encouraged to keep their eyes open. If any radar trained persons come within focus, lead them gently by the hand and attempt to salvage

a Form 57 out of them. Stated another way, the S.O.S. for EMT's still exists.

PROPOSED NEW CAA CLASSIFICATION STANDARDS FOR GENERAL SAFETY AND AIR CARRIER

The "Green Light" from Washington culminates more than 2 years of intensive study of the Agency for these jobs. As we go to press the District Offices in these two Divisions are working like "beavers" in preparing the newly designed questionnaire. Without a doubt the new Standards point up much better than previously what items are significant from a classification point of view. As a sideline feature, the Aviation Safety Agent term has been completely disregarded and these persons are more properly referred to now as Inspectors. It seems that the "more things change, the more they remain the same".

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SUGGESTION AWARDS

This was one of our best months for Suggestion Awards! Thirty-six employee awards were approved, one of which was a group suggestion involving three people. This means that thirty-eight winner will get checks from the Suggestion Program. We're making every effort to have each one presented before Christmas. Payroll has given us splendid cooperation in processing these checks in an almost unbelievably short time.

We can announce only twenty of the awards now (the remainder will be announced in the next issue so as not to interfere with the "surprise" element of the presentations). The twenty winners are divided among the Divisions as follows: ANF, 8; ATC, 6; Budget & Finance, 3; General Services, 2; and Aircraft Engineering, 1. The twenty awards totaled \$490.00, saving \$2,564.48 in cold hard CASH.

SYLVIA G. ABBETT, Budget and Finance -- suggested a way of processing Imprest Fund Vouchers through audit and payment cycles. The method suggested was not adopted exactly as proposed, but Sylvia's suggestion called to attention the desirability of using a card control for this type of record. Award: \$10.00

WILTON P. BEDGAR, General Services -- suggested a new way of sealing generators which will be used on all Beechcraft generator installations. Award: \$10.00

WILTON P. BEDGAR, General Services -- suggested a way in which the bearing lubrication operation can be accomplished by air pressure instead of a hand-screw operation. Award: \$10.00

WESLEY M. BELL, Air Navigation Facilities, Lewistown, Montana--suggested that the standard gray-green paint used on electronic equipment be provided in pressurized Aerosol pint cans. This will facilitate retouching of painted surfaces. Award: \$10.00

RALPH E. CRIFE, Air Navigation Facilities, Missoula, Montana--suggested a simplified method of operating the Type CA-2993 Switching Cabinet which will expedite shifting of automatic relay equipment in event of equipment failure or maintenance shutdown. This was adopted at Missoula. Award: \$25.00

CHARLES E. DICKOW, Air Navigation Facilities, Los Angeles--suggested a unit for measurement of VOR/R.F. NULLS and installation of C.P. Azimuth positioners which has proved to be a valuable aid in taking round error curves and achieving better repeatability. Twenty of these units have been installed in Region 4. Award: \$135.00

JOHN D. DONALD, Air Navigation Facilities, Great Falls, Montana--suggested installation of 3/8" - 32 nuts during regular servicing of the Wickes 24-hour Direct Reading Clock. This will increase the clearance between the switch and the cover plate and result in more accurate and efficient operation of the clocks. Award: \$10.00

RAYMOND O. FOX, Air Navigation Facilities, Salt Lake City--suggested a simplified MEDIS Plugboard Chart. For adoption at Salt Lake City an award of \$10.00 was approved.

PHYLLIS S. GRIMSTAD, Budget & Finance--suggested removal of the first tab from the NCR machine. This has eliminated many operations each pay period and during the quarterly audit listing and positive posting. Award: \$10.00

ROBERT L. HORTON, Air Traffic Control, Paso Robles--suggested a chart for use as an aid in placing spare relay equipment at Service B relay stations in operation. His chart has been adopted at Paso Robles and has resulted in time savings and more efficient circuit operation. Award: \$10.00

GLENN R. JOHNSON, Air Traffic Control, Red Bluff, California--suggested a method of identifying Teletypewriter Service Outage that has provided a way of quickly identifying relay stations that are out of service as well as teletypewriter failures at individual stations. Award: \$25.00.

RUTH A. KELLER, Budget & Finance--suggested a way of improving the office space at the northeast section of the Regional Office building. While it was not possible to install portable partitions, as had been suggested, steps were taken to improve the appearance of this part of the building by painting the power panels to match the surrounding area. Award: \$25.00

LEONARD LA FORNARA, Air Navigation Facilities, Los Angeles--suggested a procedure for routing check prints and drawings for approval. Another suggestion proposing the same method had been received several weeks prior-- so the earlier one took precedence. Mr. La Fornara's suggestion, however, proposed a step that had not been included in the earlier suggestion. Evaluators decided this step would be a valuable addition to the procedure and incorporated it into the adopted method. Award: \$25.00

DAISY L. LEWIS, Aircraft Engineering, Los Angeles--developed and compiled a book containing aeronautical terms, their definitions, and shorthand outlines for each. This guide has been adopted for use in Aircraft Engineering and is under consideration by other Divisions. In addition, a copy has been forwarded to Washington for CAA-wide consideration. Award: \$50.00

S. L. McELROY, Air Traffic Control, Los Angeles--developed a rapid calculator kardex file for measuring distances of aircraft flying direct routes between check points. Adoption of this method in the Los Angeles Center has improved operations and resulted in time savings. Award: \$10.00

MAXWELL POLLACK, Air Navigation Facilities, Los Angeles--suggested a complete routing procedure for review and approval of check prints and Regional drawings. Adoption of this method will streamline the routing system and result in savings of time and manpower. Award \$75.00

HAROLD T. SEIBEL, Air Traffic Control, Gila Bend, Arizona--suggested a Pilot Information Board as an aid to pilots in planning their flights. For adoption of his idea at Gila Bend, Mr. Seibel was awarded \$10.00

BETTY M. SILER, Air Traffic Control, Phoenix, Arizona--suggested a dispenser for traffic control slips which is a convenience and aid in keeping operating quarters neat and orderly. It has been adopted by two Centers. Award: \$10.00

CECIL T. SPIRES, Air Traffic Control, Ellensburg, Washington--suggested a retractable table-top for installation on the console for arranging sectional and regional charts. For adoption at Ellensburg, Mr. Spires was awarded \$10.00

DONALD E. STEWART, Air Navigation Facilities, Redmon, Oregon--suggested that "Peg" boards for mounting hooks or hangers for tools, maintenance logs, and facility drawings be obtained for RCAGS. Award: \$10.00

SPECIAL SUGGESTION CONTEST PRIZE WINNERS

Winners of the local special prizes to suggesters and to supervisors for the most significant contributions to the Suggestion Program during May and June will be announced early in January. Winners of the National prizes will be announced shortly thereafter.

HAPPY HOLIDAYS FROM THE PERSONNEL IN PERSONNEL

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THE EDITOR AND DIVISION REPRESENTATIVES TAKE THIS OPPORTUNITY TO WISH TO ONE AND ALL A VERY MERRY CHRISTMAS! MAY THE COMING YEAR BE BRIGHT, PROSPEROUS AND FULFILL YOUR EVERY WISH.

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CAA TALENT CONTEST

\$ 25.00 CASH TO WINNER

WHY?

JUST FOR FUN & ENTERTAINMENT AT THE "CIVILAIR CHRISTMAS DANCE"

WHEN?

FRIDAY, DECEMBER 19, 1958

WHERE?

WESTPORT BEACH CLUB
7301 OCEAN FRONT - PLAYA DEL REY

WANTED!

AMATEUR SINGERS, MUSICIANS, SKITS, DANCERS, OR WHAT HAVE YOU?

RULES

- (1) AMATEUR CAA EMPLOYEES ONLY (NO CHILDREN)
- (2) CONTESTANTS LIMITED TO FIVE (5) MINUTES
- (3) WINNER DETERMINED FROM APPLAUSE
- (4) DECISION OF SOBER JUDGES FINAL

IT'S ALL FOR FUN - AND MAYBE YOU'LL WIN \$25.00

BOOK YOUR ACT AS SOON AS POSSIBLE WITH DON HIMES, LA-510.3,
CHAIRMAN XMAS DANCE COMMITTEE.

P. S.

FOR THE CONVENIENCE OF CONTESTANTS, STANDARD FORM 52 (RESIGNATION)
WILL BE AVAILABLE UPON COMPLETION OF ACT.

HAPPY NEW YEAR

