



NEWSPAPER OF SIGNIFICANT REGIONAL AND WASHINGTON ACTIVITIES
FEDERAL AVIATION AGENCY, LOS ANGELES, CALIFORNIA

VOL. I NO. 1

JANUARY, 1959

THE FEDERAL AVIATION AGENCY TAKES OFF



Photo by Paul Newport

THE NEW LOOK IN LOS ANGELES

The proper certificates were issued, the flight plan filed, and all necessary clearances for a long and sustained flight had been given so that the good ship "FAA" was able to take off on her maiden flight on schedule, December 31, 1958. We wish her only Happy Landings for the many years ahead.

OUR NEW AGENCY

The Civil Aeronautics Administration and the year 1958 bowed out almost together when at 12:01 A.M., December 31, all major elements of the newly created Federal Aviation Agency were united for the first time.

Mr. E. R. Quesada heads the new Agency as Administrator, a post in which he has been serving since November 1. James T. Pyle, Administrator of Civil Aeronautics, will be Deputy Administrator of the Federal Aviation Agency. J. Gordon Bennett, formerly Mr. Quesada's Assistant with the Airways Modernization Board, will serve as Special Assistant to the Administrator. The head of the new agency has also made appointments to several major divisions of his organization. Daggett H. Howard, formerly Deputy General Counsel of the Air Force, will be the FAA General Counsel. John Ryan MacKenzie will be Chief, office of Legislative Liaison. David D. Thomas, formerly Director, Office of Air Traffic Control, will be Director of the FAA Bureau of Air Traffic Management. Brigadier General George S. Cassady, joining FAA from his position as Deputy Commander of the Eastern Transport Air Force, MATS, will serve as Deputy Director of the Bureau. William B. Davis, formerly Deputy Administrator of the CAA, will be Director, Bureau of Flight Standards. Alan L. Dean, formerly with the Budget Bureau in Washington, will be Assistant Administrator for Management Services. Mr. Quesada has expressed the hope that all major positions of the FAA will be filled by March 1.

The Federal Aviation Agency, brought into being by the last session of the United States Congress, absorbed the personnel, functions and funds of the CAA and the rule making functions of the Bureau of Safety of the Civil Aeronautics Board. The personnel, functions and funds of the Airways Modernization Board, now known as the FAA Bureau of Research and Development, had previously been transferred to the FAA by Presidential Order on November 1, 1958. These elements along with some military personnel and functions, form the basis of the new Federal Aviation Agency.

In order that the transfer of CAA to FAA might be accomplished without interruption of essential services, Mr. Quesada issued a directive to provide all former CAA offices with the requisite authority to continue operations on and after the actual transfer date. His directive said in part that "until such time as the new organization of the FAA is developed and revised allocations of responsibility and authority are issued, all former offices of the CAA will continue operations as they have done in the past pursuant to existing authorization and instruction."

Along this same line, all former CAA employees are assured by the Federal Aviation Act of 1958 which created the new agency, that positions and salaries will also continue unchanged, at least until the end of the fiscal year, June 30, 1959.

In addition to the normal duties carried out by the CAA, the rule making of the CAB and the functions of the Bureau of Research and Development, the FAA assumes new responsibilities. These include the expanded enforcement duties and the complete control of the nation's airspace reservations for both military and civilian aviation interests. In the field of accident investigations the CAB will investigate all fatal accidents. Non-



REGIONAL ADMINISTRATOR'S COLUMN

THE FIRST FLIGHT

As the New Year ushers in our new Federal Aviation Agency, it affords us all an opportunity to reappraise our "resolutions". One of these resolutions, I am sure you will all agree, should be for increased safety both in the air and on the ground. This is a big job for all of us and success can only be achieved if we all do our part and at times, "a little bit more" so that our programs are understood and carried out to completion.

Many Region Four employees are aware, some more intimately than others, of our recent emphasis on the segregation of military jet operations from conventional aircraft flights everywhere we have active air defense fighters stationed, and at those places where a high volume of jet training exists.

Obviously, when we revise procedures or set aside certain areas for specific purposes, some changes and compromises must be made in the freedom of movement formerly enjoyed by both civil and military users of the air space. Because there are so many more of them, the impact of these changes, particularly the VFR segregation moves, have their greatest impact on the general aviation pilots. As all of us are prone to do, the majority of these pilots recognize only the restrictive features of our segregation efforts, and give little thought to the additional safety we are trying to provide them as well as the military pilots.

I think we must all realize that the "see and avoid" principle of VFR is largely wishful thinking when applied to the pilot of a century series fighter on an intercept scramble, or to the young fellows just learning to master high performance jet trainers. At the same time, we recognize that there is more than one solution to most of these problems, and we are making every effort to see that the comments and opinions of all segments of aviation are taken into account before recommending a particular course of action. Because of their numbers, we are taking special pains to see that general aviation people are made aware of our plans before they are put into effect.

I am taking this means of asking all of you, and particularly our General Safety Inspectors and ATC people, to familiarize yourselves with this program, and at every opportunity, explain and emphasize to pilots the safety aspect of these segregation arrangements. With your help I am sure that we can do much to have this program of added safety understood throughout the Region.

As we start this New Year as members of the new FAA Team, let us all remember that FAA brings in a whole new era of aviation advancement and development, presenting challenges and opportunities for each of us. I know you all join with me in wishing the best of everything to the new Agency, its Administrator and all personnel.

OUR NEW AGENCY (continued from Page 2)

fatal accidents involving aircraft of 12,500 pounds or less, will be investigated by the FAA. The determination of probable cause of all accidents will be done by the CAB.

From a budgetary standpoint, approximately \$365,000,000 appropriated for CAA operations and \$102,000 from CAB funds have been transferred to our new agency, that numbers about 28,000 employees.

The FAA will have its National headquarters in a completely renovated building at 1711 New York Avenue, N. W., Washington 25, D. C. The refurbished building will house 550 people and has 80,000 square feet of usable space. The building will be ready for partial occupancy on January 15, 1959.

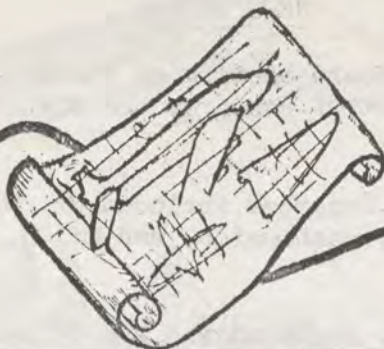
No changes in the direction of Regional and Field Offices of the FAA have been announced at this time. Regional Headquarters for Region Four will remain at 5651 West Manchester, Los Angeles, California, with the same eleven western states, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming, comprising the Region.

* * * * *

DO YOU REMEMBER?

By "Senator Snodgrass"

When Christmas Trees were put up in the parlor and decorated on the evening of December 24th not on October 24th as at present. In those days it was a real event and inevitably wound up with Uncle Fud or Grandpa Snod getting drunk and falling into the tree * * * * When Calbraith P. Rodgers broke all existing records by flying from New York to Long Beach, California - 4231 miles with 30 stops en route. His elapsed time was 49 days and actual time in the air 3 days 10 hours and 4 minutes (Sept. 12 to December 10, 1911) * * * * When Clyde Boughton, present Chief of the Bakersfield Tower was just an enlisted man working in the Tower at March Field * * * * When the very first non-stop transcontinental flight took place on May 2-3, 1924. Lieutenants John Macready and Oakley Kelly hold this honor, flying from New York to San Diego in 26 hours 50 minutes. There should be many of you who remember that one * * * * When Grant Bourquin, Chief of the Medford CS/T and Lee Houseman, Chief of the Oakland Tower were airport attendants working for the City of Oakland * * * * When girls were looked upon as feminine dolls and not horses tails in toreador pants * * * * When James Pyle was appointed Administrator of the CAA. He was the tenth and last person to hold that position since the Act of 1928. Looking at it from a different angle we have averaged a reorganization every two years, in other words just "Organized Confusion" * * * * When my constituents sent me regional items of interest for this column. Guess they joined the other forty * * * * When George Johnson presently stationed in the Medford CS/T was a radio operator there and lost his only free day, Monday, because Pacific Air Transport went on a seven day week bringing in the air mail. That was 30 years ago December 2nd * * * * When the Regional Office employed around fifty people and a hair cut cost thirty five cents * * * * When some bright minds thought F I D O would solve the fog problem at Los Angeles Airport and we put millions of dollars into it trying to make it work. All it did was set the grass on fire.



DIVISION REPRESENTATIVE
Harriet Shillington, LA-235
Ext. 235

Aircraft Engineering

HAPPY NEW YEAR TO ALL

THE DC-8's ARE ROLLING

Douglas DC-8 airplanes Nos. 2, 3, and 4 have all made their first flight, and No. 1 airplane has been continuing its flights. From all information received, these tests have been progressing satisfactorily. Douglas anticipates starting the official FAA flight test program some time the latter part of January. They hope to have their Type Certificate by September 1959, and to have the airplanes in operation the latter part of 1959. The production rate of the DC-8 is increasing and they expect to have 30 airplanes completed by the time the Type Certificate is obtained.

SOCIETY OF EXPERIMENTAL TEST PILOTS PROGRAM

A symposium on civil certification of turbine-powered aircraft for engineering test pilots was held in Los Angeles on Dec. 10, 1958. The meeting, attended by 110 industry personnel, was sponsored by The Society of Experimental Test Pilots. The program was conducted by Mr. Joseph J. Tymczyszyn, FAA Flight Test Engineer Pilot, and included participation by FAA and industry flight test personnel. Highlights of the program were films of interesting or controversial test items of the Boeing 707, Douglas DC-8, and Lockheed Electra flight test programs.

CONVAIR 880 STARTS GROUND TESTS

A Convair 880 (Model 22) is currently undergoing proof and operation tests of the control system, while another Model 880 is beginning low speed taxi tests. All is being prepared for the first flight which is scheduled for the latter part of January or the first part of February. Another model jet transport also is underway in Convair engineering, namely, the Convair 600 (Model 30). The Convair 600 is 60,000 lbs. heavier than the 880 and is equipped with General Electric CJ805-21 aft-fan turbine engines. The "600" will also have aerodynamic anti-shock bodies on the wing, two per side.

NEWS BRIEFS

The Final Type Certification Board meeting on the Hiller UH-12E helicopter is scheduled for the first part of January, and Hiller hopes to obtain the Type Certificate at that time.

Visitors in the Region during December included Mr. W. H. Weeks, Chief, Aircraft Engineering Division, Washington, and Mr. S. H. Rolle, Chief, Power Plant Branch, Washington.

We wish to welcome Florence M. Buchanan who has joined the Aircraft Engineering Division in the Burbank AEDO.

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V.P.P. NEWS

Plan in effect 6 years. Total donations if a charter member of plan \$185.00. Total benefits paid \$314,720.00. Average payment \$8506.00. Average age of members at death 49.2 years. Average deaths per year 6.2. Average cost per year \$31.00. Amount of donations now on deposit \$10,445. Donations to beneficiaries for last 9 deaths have exceeded \$10,000.00 each.

Deaths by calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>Total</u>
4	5	4	9	6	9	37

Age at death of oldest member: 64

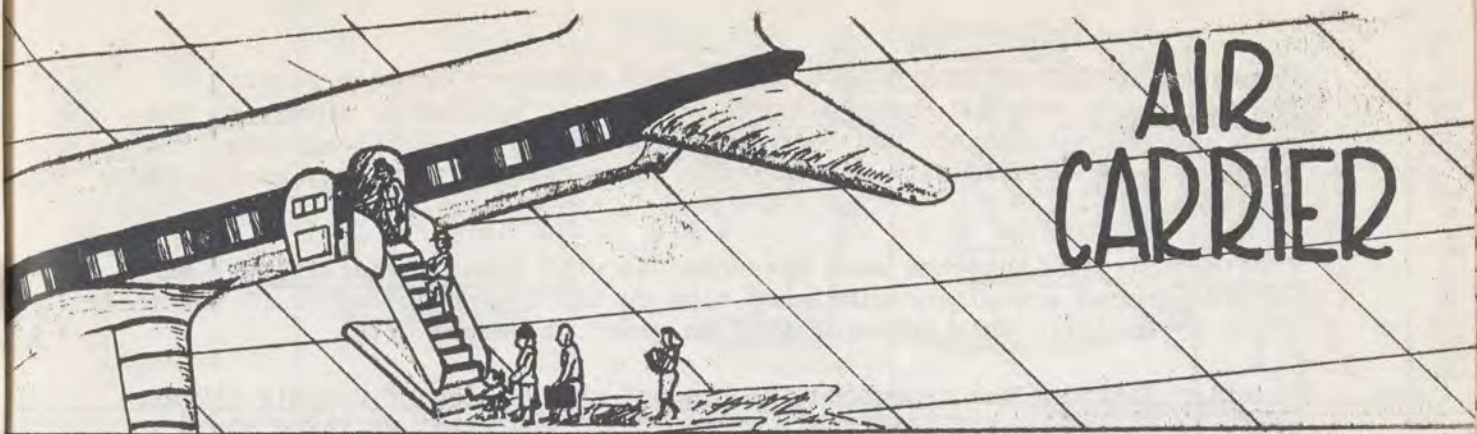
Age at death of youngest member: 25

Average age at death by calendar years, only for deaths occurring in each calendar year:

<u>1953</u>	<u>1954</u>	<u>1955</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>
58.4	48.7	41.8	50.0	46.5	52.2

Deaths by age groups

<u>20/50 years</u>	<u>51/and over</u>
20	17



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

AIR CARRIER ASSISTS CIVIL SERVICE

Mr. R. O. Blanchard, Regional Office, and Mr. Granville Marshall, Los Angeles ACSDO, were selected by the Washington office to act as members of the Civil Service Examiner Board for rating new applicants for Air Carrier Safety Inspector positions in order to establish a new roster resulting from the recent Civil Service Announcement. Each spent approximately one month in Washington, D. C., on this assignment and deserve considerable credit for the time and effort expended in this project.

HORNSBY PROMOTED

Mr. Joe Hornsby, Air Carrier Flight Operations Inspector, Los Angeles ACSDO, was selected and promoted to a position in the Air Carrier Safety Division office in Washington. We all miss you, Joe. Thanks for all your good help and the best of luck in your new assignment.

AIR CARRIER INSPECTORS LOCATE CRASH

On November 16, 1958, a Capitol Airways Curtiss C-46 crashed at White Pine Mountain, Colorado. Two days later after considerable search, Air Carrier Safety Inspectors Haley, Butler, Saucke and Harrell, Denver ACSDO, aboard CAA Aircraft N-78 located the wreckage. Inspectors Matejka, Brice and Lunsford, also of the Denver office, formed a ground search party. After location, the Denver office proceeded with the accident investigation. Incidentally, outstanding cooperation was received from the Navy for cold weather gear. Congratulations to all contributing for an excellent job.

CARRIER COMMENTS

The Flying Tiger Line is in the process of setting up its own ground school facilities in Burbank to handle all airmen training (pilots, flight engineers, navigators). This training was formerly contracted to outside facilities but due to the need for specific training on the type of equipment utilized the company is establishing its own facilities. Personnel have been hired and it is estimated that the school will be operating in sixty days.

Personnel of the Burbank office established a contact between Pacific Southwest Airlines and Eastern Air Lines for the purpose of supplying PSA with advance maintenance and operating problems on the Lockheed 188. PSA plans to work closely with EAL in order to be current when they accept their Electras.

Continental Air Lines has made arrangements with Trans World Airlines to provide ground school and simulator time on the Boeing 707 aircraft for their pilot personnel. This training will be given at Kansas City.

Frontier Airlines has announced the planned acquisition of Convair 440 aircraft to be integrated into their operations. The first of three 440's is planned for May, 1959, with two additional in time to start Convair operations by August, 1959. Two additional aircraft for a total of five are planned before the end of 1959.

United Air Lines Maintenance Department will spend in the neighborhood of \$190,000 during 1959 on the training of employees in preparation for the jets. Involved are around 45,000 manhours of formal classroom and on-the-job instruction.

West Coast Airlines received CAB Examiner recommendation for two new route extensions. One of the two new routes would add service to Salt Lake City via Burley and Ogden. The other route would serve Great Falls via Coeur d'Alene-Kalispell-Cut Bank. West Coast Airlines is also sending all of their F-27s to the Fairchild factory in Hagerstown, Maryland, for complete modification starting February, 1959.

WEATHER RADAR

United Air Lines is experimenting with a modification to their RCA weather radar which will cause it to give limited aircraft proximity information. The equipment is installed in a Convair 340 based at Los Angeles, where these tests are being made. At present the view is limited to about a 12 degree viewing angle which sweeps 90 degrees right and left from straight ahead. A C-97 seen from two miles appears on the scope about 1½ inches long - large enough to see the four engine pods. They hope to have the scope function as a weather radar while set on any of its distance scales and to automatically shift when an aircraft is seen by the scope to the aircraft proximity warning scale and at the same time ring a warning bell to call attention to the shift.

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FAA FILM REPORT

At press time, the film presenting Mr. Quesada and Mr. Pyle and the new Administrator's message, had been shown a total of 104 times and had been seen by 1,852 employees. If you have not seen the movie or heard the tape recording, check with your Supervisor to see when it will be shown again in your area.



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

WHERE ARE YOU?

Greetings to our field friends--wherever you are! ~~This~~ column is ours to interchange news, be it official or just chatty. We'd be interested in hearing some of your local news and experiences. Also humorous incidents and tales are related to us by R. O. personnel returning from field trips. Your reporter would appreciate receiving them directly from you so they may receive wider distribution, in this column.

DABBLING WITH DOPPLER

The VHF Omnirange (VOR) is well into her second decade of service as a Navigational Aid; indeed middle age in this era of the rapidly moving electronic field. While still a hale and hearty servant, she does show her age when the going is rough. She is far too reliable to discard so our research engineers have come up with a face-lifting process which will enable her to cope with the ever encroaching power lines, buildings and other obstructions. Our rejuvenated facility will also be able to function better in remote regions where the mountains are high and the terrain is rough. The flying public, who have been served so faithfully in the past, will recognize our newest Aid by smoother, steadier airway courses. The roughness of prior years will be gone. When asked about the improved performance, we will nonchalantly say, "You have been flying our newest Navaid, the Doppler VOR".

Since you may be asked to explain "Doppler VOR", let us take a brief look at the principles involved. Remember the last time you travelled by train? (This was before you came with FAA of course). As you approached a guarded grade crossing you noticed the pitch of the warning bell increased. Then you noticed the pitch decreased as your train left the crossing far behind. This apparent change in frequency of the sound waves is known as the "Doppler Effect" and is named after Christian Doppler, an Austrian mathematician and physicist who lived during the years 1803 - 1853. This phenomenon also occurs in electromagnetic radiation (radio signals) and has already been applied as an airborne navigational system. Now we are applying the Doppler effect to our VOR. Here is how we do it.

In our VOR system, suppose we feed our information signal to an antenna located at the end of a long arm. Then we rotate the arm about a central point. To the airplane pilot and his VOR receiver, the source of the VOR signal will move closer to, and then farther away, regardless of where the aircraft is located in space.

In this case the signal source is moving instead of the observer. Merely a case of relativity; the frequency of the radio signal will increase and decrease as predicted by Christian Doppler. Now it so happens that the mathematics of the frequency variation shows we are generating frequency modulated electromagnetic radiation as our information carrying signal. We know that Frequency Modulation goes far toward eliminating interference when used in broadcast service. The same is true of the Doppler VOR. It is far less sensitive to unwanted reflections, the major source of roughness in our present VHF Omnirange. So you see the electronic principle adopted is rather simple. Of course there are technical problems, particularly in devising a Doppler VOR comparable with our present VOR system.

Reduction of unwanted reflections is improved by increasing the spacing between the information producing antenna and the reference signal which is generated at the center of rotation. This spacing is known as the antenna aperture. We must rotate our signal 30 times a second in order to have a compatible system. This speed and the aperture needed makes it impractical to mechanically rotate the information producing antenna. So we encircle the reference (central antenna) with 50 antennas, each spaced 22 feet from the central antenna and pass our course information to each antenna in turn and at a rate that completes the transfer every 30 seconds. The use of 50 antennas precludes "holes" in our system and gives us a true omnirange.

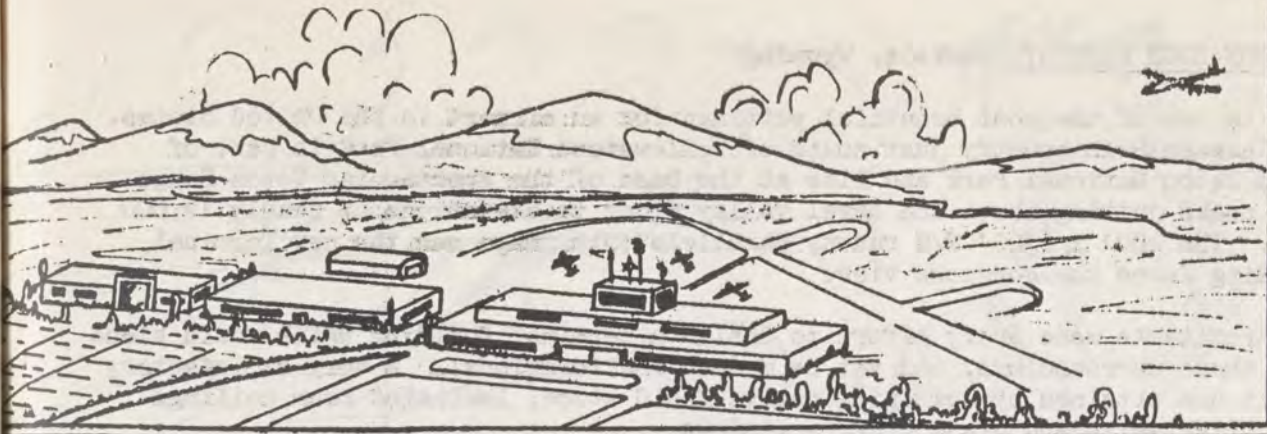
Our first Doppler VOR is now under construction at the Compton Airport. You will easily recognize the facility when completed by the 150 foot diameter counterpoise upon which are mounted the 50 Doppler antennas. The facility should be ready for testing shortly after Feb. 1st. Come see your newest electronic aid to air navigation.

FIRST TACAN IN REGION FOUR IS COMMISSIONED

The Long Beach TACAN was commissioned during the month of December. It thus became the first TACAN installation actually commissioned in the 4th Region and the first of seventeen joint CAA/Military installations due for commissioning during the next few months.

The FAA TACAN system is installed generally at a location having VOR and the combined facility is called a VORTAC. The function of the TACAN is essentially the same as that of the VOR/DME and that is air navigation. Originally, TACAN was designed for use aboard ship and was subsequently modified to meet the requirements of the Air Force for a short range, highly accurate aid for en-route and terminal area air navigation. Essentially the TACAN consists of a receiver and transmitter which receive aircraft interrogation pulses and transmits reply pulses and other pulses supplying heading and identity information. The antenna pattern is produced by the mechanical rotation of a set of parasitic antennas about a radiating element. The radiating patterns from the TACAN and VOR do not interfere with each other. Each system is independent of each other and each or both can be used by aircraft having the necessary installed gear.

The Long Beach TACAN is the first link in a TACAN navigational chain which will tie together the eleven western states and unite them with a greater and tighter continental navigational network. Together VOR and TACAN should make a more reliable and improved navigational aid.



A-1201-S

DIVISION REPRESENTATIVE: Don Barton
LA-461, Ext. 404

RECENT AIRPORT DEDICATIONS

In the September, 1957 issue of Region IV News, the readers were given a preview of some unique airports that were under construction near recreational areas. Two of these have now been dedicated and the District Airport Engineer, Denver has furnished some additional information about these which should appeal to those of you that like mountains.

ASPEN-PITKIN COUNTY AIRPORT - SARDY FIELD, Aspen, Colorado.

Aspen, Colorado is located on the Roaring Fork River in a valley surrounded by some of the highest peaks in Colorado - towering over 14,000 feet in elevation. Access from the east is over Independence Pass, elevation 12,095 feet.

The Sponsor's funds for the Airport were largely raised by popular subscriptions and CAA contributed \$50,146.00 under the Federal-aid Airport Program. Tremendous efforts have been made by the community to rejuvenate Aspen from the role of a ghost mining town to a recreation area for both summer and winter activities. Last winter five ski lifts were in operation and nine are expected to be in use during the next season. It is anticipated that this will be the leading ski area in the United States within the next few years.

Walter Paepcke, a Chicago Industrialist, has undertaken the development of a retreat at Aspen for top executives throughout the country. Relaxation and release from tensions are obtained by participating in discussion groups and recreation in the restful surroundings of the mountains of the White River National Forest.

The Airport elevation is 7,776 feet and the 60' x 5200' N/S runway has an effective gradient of 2.00%. Practically all take-offs are to the north. The protection of the surrounding mountains eliminates most crosswinds. The runway is kept clear of snow in the winter time which is quite a sizeable task in that country, and air travel provides an access which is really appreciated. As many as 19 or 20 planes were frequently observed at the Airport last winter with all available cleared space on the apron being occupied. Efforts are now being made by community leaders to obtain service by Frontier Airlines.

JACKSON HOLE AIRPORT, Jackson, Wyoming

This is one of the most beautiful settings for an airport in the United States. The Jackson Hole country just south of Yellowstone National Park is part of Grand Teton National Park and lies at the base of the spectacular Teton Range with peaks jutting above the level valley floor to elevations of nearly 14,000 feet. The 100' x 6300' N/S runway parallels this range and the new Terminal Building faces the gorgeous view.

The Architects made every effort to design a Terminal Building which would blend into these surroundings, and yet be modern and functional. A very satisfactory result was obtained by combining native field stone, laminated beam ceilings with brick walls and glass picture windows.

Mr. Lawrence Rockefeller has strongly encouraged development of the area by providing much financial assistance in cooperation with the National Park Service as is evidenced by the Jackson Lake Lodge about 20 miles north of the Airport.

The close coordination between the Jackson Hole Airport Authority, the Sponsor's Architect and those employed by Rockefeller indicates his interest. The access provided by air travel serving a great recreation area plays a very important part in its development. Transportation by automobile, although through scenic mountain terrain, is very time consuming to reach this remote location over winding high mountain highways.

LOS ANGELES INTERNATIONAL AIRPORT OFFICIALS HONORED

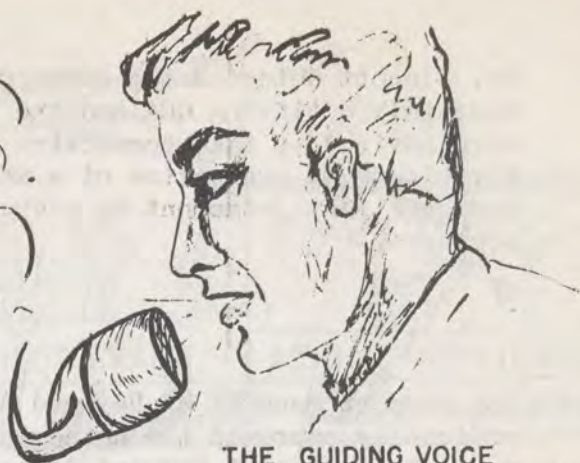


Walter P. Plett, Regional Administrator presented "Certificates of Appreciation" to Woodruff DeSilva, Airport Manager and Peg Hereford, Director of Public Relations for Los Angeles International Airport in ceremonies held in the R.O. in December.

These two very active members of the aviation community of Los Angeles were honored for their continuing support and assistance in all CAA programs, ranging from the successful 20/20 Project last summer to their help in arranging tours for the foreign nationals that visit our region for educational purposes.



THE GUIDING HAND



THE GUIDING VOICE

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

Air Traffic Control

NEW CHIEF NAMED AT SAN FRANCISCO

E. G. "Ed" Deziel, Chief, Salinas ATCS, has been named head of the San Francisco IATCS. The 55 year old communications expert who has headed the Salinas facility for 12 years expects to assume his new duties this month. Besides directing activities of some 60 subordinates in the FAA Station at San Francisco International Airport, Deziel's job will involve coordinating communications on the international level between foreign countries and the United States. The post of Chief at the San Francisco Station is one of the top CAA positions. One of Deziel's duties will be to travel to both Honolulu and Anchorage several times a year. Honolulu will be nothing new to him. Before coming to Salinas, he served as Chief of the CAA facility there and was there during the Japanese attack on Pearl Harbor.

Deziel got his start in the field of communications 37 years ago when he served with the U. S. Marines. Ten years later he joined the CAA and since then has served in various capacities and stations. His Salinas stay has been the longest in any one place.

LETTERS OF APPRECIATION

ATCS Gila Bend, Arizona - From Chester A. Church, Chief, Phoenix Center, December 3, 1958. "On November 16, 1958, between the hours of 1000M and 1300M, the personnel on watch at the Gila Bend, Arizona, ATCS performed their duties in such an outstanding manner as to be worthy of commendation....During one period of approximately thirty minutes, five potential emergency situations occurred in the Phoenix - Gila Bend area. At least three of these situations were resolved through the efficient operation of Gila Bend personnel. The controller further stated that all communications relayed through Gila Bend ATCS during the entire watch were delivered promptly, with no delay, giving him a feeling of confidence that Gila Bend could be depended upon to operate efficiently under extremely adverse conditions....We wish to express our sincere thanks to you and your crew for a job well done."

Spokane Center - From D. E. Hillman, Colonel, USAF, Commander, 92d Bombardment, Fairchild AFB, Washington, November 26, 1958. "On 12 November a possible mid-air collision between a B-52 and a KC-135 operating within air space controlled by Fairchild Air Force Base was averted through the alertness and attention of Mr. James E. Sinnott.

Mr. Sinnott detected the converging flight of the aircraft and by immediately notifying GCA and the control tower, the aircraft commanders were advised to take corrective action. I wish to commend Mr. Sinnott for his rapid evaluation of a serious condition and the resourcefulness and excellent judgement he exercised in preventing a possible serious accident."

BRIEFS

The Airport Manager of Hayward Airport advises the City of Hayward has officially approved the agreement under which CAA will provide airport traffic control service at Hayward Airport from the existing Air Guard Tower. This will be on a temporary basis pending completion of the new control tower the city has planned.....Received a post card recently from our friend and former associate Herb Hela. He was at the Estero Beach Resort, Ensenada, Mexico. He said, "Salimos de aqui el Domingo proximo." He is returning to spend the winter at Palm Springs.....A ground breaking ceremony was held in Fremont, California, on December 18 in connection with the construction of the new Oakland ARTC Center building. The building is to be completed in eight months after which the FAA and Telephone Company will require approximately one year for equipment installation.

DID YOU KNOW.....

that Spokane is the only combined Center-Radar-Approach Control in this Region and there is only one other in the U.S.?

that Senior Controller Bob Bruington, Spokane Center, stuffed a goose under a culvert and left it there for 5 hours before he discovered it was legal to shoot them on a Federal holiday?

that from a standing start, a motorcycle can outrun a jet airplane for the first 1/2 mile.

that controller Robert Wilson, Spokane Center, is confined to the local VA hospital after suffering a mild heart attack on Thanksgiving Day?

* * * * *

"A" AS IN "HAY"

The word "aviation" is mispronounced more frequently by employees of this organization than the word "Greenwich". Since the word "aviation" is now used in our agency's title and there will be frequent occasion for its use, it should be pronounced correctly, at least by FAA employees.

Correct pronunciation of the word AVIATION, based on Webster's New International Dictionary, Second Edition, is achieved by using the "long A" as in "PAYDAY".



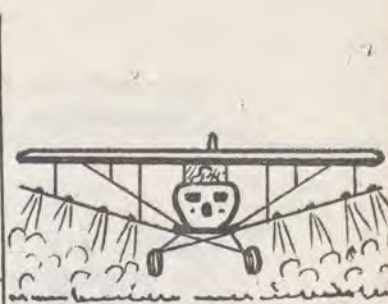
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Larry Lightbody
REPRESENTATIVE: LA-258B Ext 278

General Safety Division

WAS HE IN VIOLATION?

As anticipated, Mr. S. Claus traveled into at least fifty cities, towns and hamlets in the Region during the Christmas season. There has been some discussion as to the deer power involved and the maximum gross take-off weight of the vehicle used. Intensive studies indicate that next year the vehicle must be certificated in the Glider category and the pilot (or driver if you prefer) must hold at least a student certificate appropriately indorsed for solo cross country and category, class and type. Any operations contrary to CAR shall be reported on the usual form ACA-430 in accordance with MOP instructions.

HOME BUILT ACTIVITY

Considerable interest continues being shown throughout the Region in the field of home-built aircraft. The Seattle District Office reports that 27 such aircraft are under construction in their area. An amateur home-built aircraft club has been organized in the Billings area and some 21 enthusiasts turned out for the organizational meeting. Boise and Oakland Offices report home-built activity in the helicopter field. Boise's pride is a conventional craft powered with a 90 HP Continental engine. Oakland's entry is equipped with a drone engine mounted in a vertical position with a conventional propeller turning in a horizontal plane. The main blades are attached to the engine, which is free to turn as a result of torque, turning the main blades in the opposite direction in a horizontal plane.

NEW MARKETING PLAN

An operator in the Billings area has initiated an instructional-charter-sales plan which is designed to cater to the individual customer needs and wishes rather than the usual "this is for sale" policy. This idea for a personalized type of service appears to be a healthy innovation when compared to the usual "seller's market" these days. -----and speaking of additional sales, there has been a surge of applications for Approved Repair Stations with the fastest growth being in the radio field. Somebody must really be selling aircraft radios.

PLANNING A TRIP TO LOS ALAMOS?

Los Alamos, the Atomic Energy Commission city which is built on an almost inaccessible hill west of Santa Fe, New Mexico, has been in a prohibited area since its birth. However, the public has recently been granted access to the city by automobile and there is currently a movement underway to allow private

aircraft to fly into the nearby landing strip. This would aid considerably in reducing the travel time necessary to reach this almost isolated community.

SMALL SCALE BERLIN AIR LIFT

Avalon Air Transport of Long Beach, California has been operating an airlift to supply Santa Catalina Island with food and emergency supplies as a result of a labor dispute that has tied up Long Beach and Los Angeles Harbor facilities. Approximately 3 tons of cargo is ferried across the channel each day in a Grumman amphibian. AAT holds an Air Taxi Certificate and normally carries passengers between Long Beach and the Island in their Grumman and Sikorsky flying boats.

NEW CORPORATE AIRCRAFT IN THE SKIES

The Ideal Cement Company of Denver has purchased a Fokker F-27 "Friendship" that they will operate as a corporate aircraft as soon as the flight crew receives transition training in the east. To our knowledge this is the first really "new" airplane to be available to and operated in corporate aviation service since the Viscount.

LAS VEGAS WILL HOST "WORLD CONGRESS OF FLIGHT" IN 1959

A planning meeting was held in Las Vegas recently to formulate plans for the first "World Congress of Flight" to be held there on April 12-19. In addition to the Washington personnel attending the planning session, the Region was represented by Walter P. Plett, Regional Administrator; Robert Reynolds, Chief of the General Safety Division and Al LeFevre of the Ontario District Safety Office. Plans call for the "Congress" to be sponsored by a number of aviation activities and will provide a showcase of American know-how and advancements in the field of aviation and astronautics. A fly-by type of program similar to that presented each year at Farnborough, England, will be one of the features of the event. We will have more to tell about this as plans become finalized.

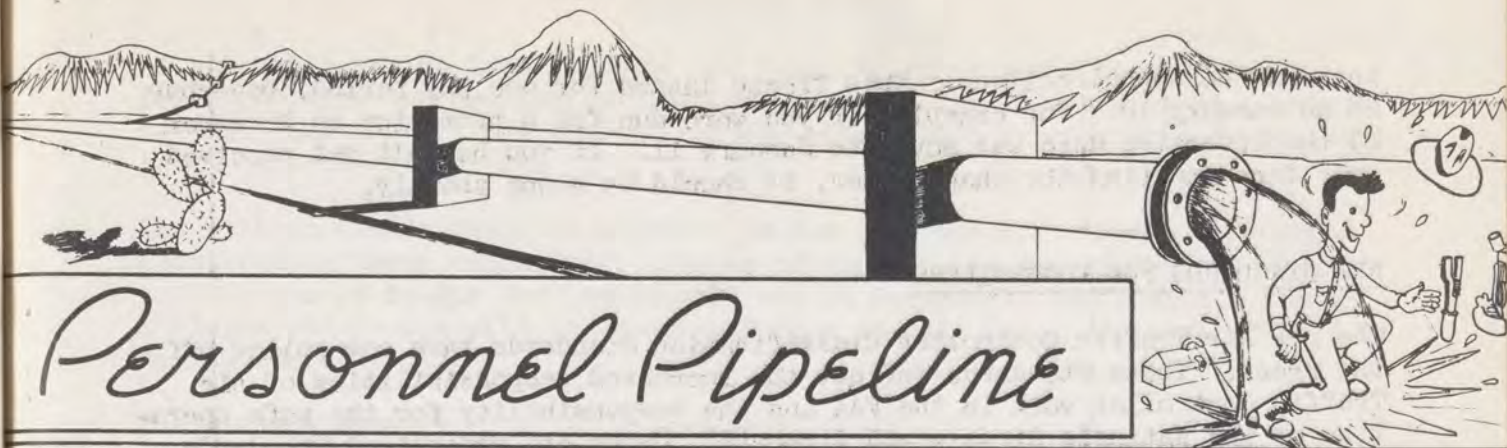
SURPLUS MILITARY AIRCRAFT

Aircraft released by the military continue to be purchased for civilian use with many finding their way into industrial and agricultural fields. Cheyenne reports the purchase of 3 Consolidated PB4Y-2's by an AG operator at Greybull. A Lockheed PV-2 fuselage is being increased by 48 inches for a foreign purchaser in Tucson and 4 Grumman F8F's are being converted to Part 8 spray aircraft for AG and industrial purposes at Salem, Oregon.

ALBUQUERQUE INSPECTOR HAS MISHAP

Jess Eddy of the Albuquerque Office was injured recently while at the Aeronautical Center. He is now recuperating at the Baatan Memorial Hospital in Albuquerque.

BEST WISHES TO ALL FOR A VERY HAPPY NEW YEAR



Personnel Pipeline

DIVISION Glyndon Riley
REPRESENTATIVE: LA-90, Ext. 361

OOPS ! ! ! !

We now discover that we hollered wolf on the Promotion Plan! In last month's issue it was indicated that certain changes in our promotional system were to be announced. Because of the problems associated with the FAA, our Washington office obtained approval to extend the effective date of the new merit promotion program until July 1, 1959. This means that the present promotion plan will remain effective until further notice.

RECRUITMENT REMINDERS

In the last pipeline the FSEE register, as a source of recruitment for Air Traffic Controllers was mentioned. As a result there have been a lot of questions raised as to whether the FSEE register would be the principal source of recruitment in the future. Frankly we don't know. At the present time and as long as the supply exists we will continue the use of the regular AOS register for recruiting the bulk of our new Air Traffic Control employees. As was mentioned last month our employment goal from the FSEE Register for the period January 1 thru June 30 is 100. This 100 figure represents about 20% of our employment goal for that same period.

While we're on the item of recruitment, the S.O.S. is still on for Electronic Maintenance Technicians. Field facilities are encouraged to do whatever they can in attracting qualified Electronic Specialists to apply under the open examination announcement.

THE FREEZE IS OFF

In case you wondered, the paperwork involved in the mass transfer from CAA to FAA was done by use of these "hyar" modern day time-saving devices. From information previously supplied to the Washington Personnel Office, individual preprinted forms were prepared by using the personnel punch card records. Washington furnished these forms to the Region where they were checked, sorted and distributed. So that the records would not get too jumbled, it was necessary to "freeze" all

internal personnel actions. This freeze lasted for one pay period, December 28 to January 10. For example, if you were due for a promotion on December 29 the effective date was moved to January 11. If you haven't yet received your form denoting the change-over, it should be along shortly.

NEW STANDARDS FOR CONTROLLERS

The new Air Traffic Controller Classification Standards have now rolled off the press. These Standards reflect the increased responsibilities of Air Traffic Controller work in the FAA and the responsibility for the safe operation of the Nation's Airways and Airports. Under the modernized Standards it is anticipated that about 25% of the present Air Traffic Controller jobs will be upgraded. No date for implementation has yet been established. You can look for the fireworks in this area rather soon. Copies of the new Standards will be circulated throughout the Region within the next couple of weeks.

CODE OF ETHICS

A new Code of Ethics for Federal Employees was recently developed. The 10-point Code lists basic standards of conduct as a guide for all of us in the Federal Service. The text of the Code follows:

Any person in Government service should:

1. Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.
2. Uphold the Constitution, laws, and legal regulations of the United States and of all governments therein and never be a party to their evasion.
3. Give a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.
4. Seek to find and employ more efficient and economical ways of getting tasks accomplished.
5. Never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.
6. Make no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.
7. Engage in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.
8. Never use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.
9. Expose corruption wherever discovered.
10. Uphold these principles, ever conscious that public office is a public trust.

SUGGESTION AWARDS

As announced in the last issue of the News, December was a bang-up month for Suggestion Awards--thirty-six were approved. We told you about twenty of them last month. Now that all of the checks have been delivered, we can tell you about the others.

The sixteen awards involved eighteen people (one was for a group suggestion submitted by three employees). Twelve of the winners are in ANF; three are in ATC; one is in Air Carrier Safety; one in Personnel; and one is a former employee who is now with the Weather Bureau in Salt Lake. A total of \$735.00 was awarded.

The winners were:

Fred Carpenter, Air Navigation Facilities, March Air Force Base, California--suggested a modification of the RV-2 Receiver. Office of Air Navigation Facilities has adopted the suggestion and will issue an EEM on the subject. Award: \$25.00

Carl G. Daubendick, Air Navigation Facilities, Los Angeles, California--suggested a modification to the Selection Relay Panel (Type CA-1620/1) to protect the stepping switch from possible damage and simultaneous disabling of communications channel. The suggestion has been adopted for use nationally. Award: \$75.00.

Carter B. Forbes, Robert E. Mills, and Joe A. Swafford, Air Navigation Facilities, Las Vegas, New Mexico--suggested that a different type of fuse and fuseholder be installed in the T-282/GR Transmitters for protecting Meter (M-802). As a result of this suggestion, Washington will provide for replacement of the present fuse and fuseholder with a suitable unit, with the required rating. Award: \$60.00 shared equally by the three suggesters.

Merrill H. Griffith, Air Carrier Safety, Los Angeles--suggested way back in 1957 that an additional "entrance;exit" gate be provided at the northwest corner of the parking lot. His suggestion was suspended pending other plans for controlling traffic that were under consideration at the time. Regional Office officials decided that provision of the additional gate would be the most effective solution to the problem and adopted Mr. Griffith's idea. Award: \$25.00

Arnold C. Hatch, Air Navigation Facilities, Boise, Idaho--suggested a modification of the CA-1564 VOR test generator. Office of Air Navigation Facilities has adopted it and all type CA-1564 and type CA-1628 VOR signal generators will be modified to incorporate the suggestion. Award: \$50.00

Robert L. Horton, Air Traffic Control, Paso Robles--suggested an improvement of Flight Assistance Service on Air/Ground frequency 121.5 mcs. Washington has adopted this suggestion on a National basis. Evaluators state that it will result in improved safety of operations. Award: \$75.00

Leroy D. Mason, Air Navigation Facilities, Seattle--suggested an improved method for controlling the crank on the Colson Lifter. It was adopted locally as an interim measure and an award of \$25.00 was approved. In addition, Mr. Mason's suggestion has now been adopted by Washington on a National basis. Washington officials state that it will eliminate a safety hazard that existed

in lowering the carriage of the Colson Hand Operated Junior Lifter.
Award: \$75.00

Hubert E. Minchow, Air Navigation Facilities, Portland, Oregon--suggested a modification to reduce tube filament failures in Lenkurt Type 33B1-15249 equipment. Evaluators in the Washington Office of Air Navigation Facilities, state that this suggestion will correct what appears to be a design error in the 33B1 equipment. An EEM will be issued shortly. Award: \$50.00

Vaughn D. Pattison, Air Traffic Control, Denver--suggested that stations using a 28 printer for the control of ASID be assigned a scan call up identification different from their MEDIS identifier. Although the suggestion was not adopted as written, it served to identify the need for all Model 28 Printers to be equipped with a stunt box so that they will respond to either the condition code or the unlocked code. As a result, Washington has so notified all Regional Offices. Award: \$25.00

William H. Robinson, Air Navigation Facilities, Salt Lake City--suggested a modification of the ASR-2 High Voltage Regulating system which will improve circuit sensitivity to voltage changes and circuit corrective actions. Washington approved the modification and will issue an EEM to implement it. Award: \$50.00

Frank S. Romero, Air Navigation Facilities, Los Angeles, California--suggested a new method for antenna installations. His suggestion was partially adopted and limited to original installations or where major reworking of antenna systems is required. Award: \$50.00

Marius E. Salisbury, Personnel Division, Los Angeles, California--suggested a form for simplifying job descriptions. With only minor changes, his proposed form will be issued for use nation-wide. Award: \$25.00

Russell M. Short, formerly with FAA but now with the Weather Bureau in Salt Lake, suggested some time ago an improvement in the ventilation of type TMO transmitters. Washington has approved suggested method and will publicize it for optional Regional use. Award: \$25.00

John M. Storm, Air Traffic Control, Sacramento, California--suggested a revision of Form ACA-398 Flight Plan. Many suggestions were used in the revision of this form and each suggestor shared in the award according to the ideas used from their individual suggestions. Award: \$25.00

Paul B. Streckewald, Air Navigation Facilities, Los Angeles, California--suggested use of 1/2" diameter nylon rib bolts instead of 5/16" diameter presently specified for assembly of the 16 foot VORTAC plastic antenna shelter cones. Award: \$25.00

Edwin J. Volkomener, Air Navigation Facilities, Great Falls, Montana--suggested a modification of the squelch circuit in the R-361 UHF Receivers to supply the control voltage of the squelch amplifier from the noise limiter. It will permit operation of the receiver at full sensitivity in the presence of ignition noises from aircraft and other sources. Washington office will issue the EEM for this modification. Award: \$75.00

Our apologies! There were seven suggestion awards (all to ATC employees) made in November that we failed to include in the Region 4 News. We'd like to list them now and assure the suggesters that this was strictly an oversight. The winners were:

Ruth M. Dennis, Air Traffic Control, Los Angeles -- suggested that flight assistance areas for Air Traffic Communication Stations to be established and published in the Airmen's Guide. Washington approved the idea and will publish these areas at the earliest practicable date. Award: \$50.00

Charles E. Eddington, Air Traffic Control, Phoenix -- suggested a change in Area "B" circuit routing for "INREQ" messages. Washington will revise Manual ATC 2-B, Section 900, Flight Assistance Service, to provide that Area "B" INREQ messages be given the same circuit routing now being given to "alnots". Award: \$35.00

Edward E. Johnson, Air Traffic Control, Red Bluff--suggested an improved method of indicating change from VFR to IFR on Military Progress Reports. Washington will revise Manual ATC 2-B, Section 400, to incorporate the suggested method. Award: \$25.00

John B. Johnson, Air Traffic Control, Denver -- suggested the use of a "Q" code by MEDIS or primary control stations. Washington adopted the suggestion in principle, but not exactly as proposed. They will devise appropriate contractions and publish them in a future revision to the Contractions and ATC-2-B Manuals. Award: \$25.00

William K. McIntosh, Air Traffic Control, Red Bluff -- suggested a reduction in the number of carbons in Flight Plan pads. A similar suggestion had been received from another Region. Washington adopted the change and credited both suggesters with the idea. Award: \$25.00 divided between the two suggesters.

William W. Ruff, Air Traffic Control, Denver -- suggested that Notices to Airmen include an approximate location in distance and direction in addition to giving the location of new facilities in degrees of longitude and latitude. Washington will include this requirement in the next revision of Manual ATC 2-B, Section 300. Award: \$35.00

Wesley J. Smith, Air Traffic Control, Rock Springs, Wyoming -- suggested that the contraction "AMRF" be used for the phrase "amended route of flight." Washington approved and will publish this contraction in the next edition of the Contractions Manual. Award: \$25.00

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CREDIT UNION NEWS

The name of the Credit Union hasn't changed. The official moniker is still CAA, Region IV Federal Credit Union. We understand it takes a lot of numble-jumble to change the name so until further notice continue to do business on the same basis as before. All members will be notified when the legal procedures have been completed.

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 _____

* * * * *

AT PRESS TIME WE LEARNED THAT -----

Thirty-six selected military officers reported to the Federal Aviation Agency on January 12, 1959 for indoctrination and assignment to various posts within the new agency. The 36 include 18 Air Force, 12 Navy, and six Army officers. An additional 36 officers of the armed forces will be added within the next few months. Together with military personnel carried over into the FAA Bureau of Research and Development from the former Airways Modernization Board, the military contingent within FAA will constitute 135 officers.

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