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FEDERAL AVIATION AGENCY, LOS ANGELES, CALIFORNIA

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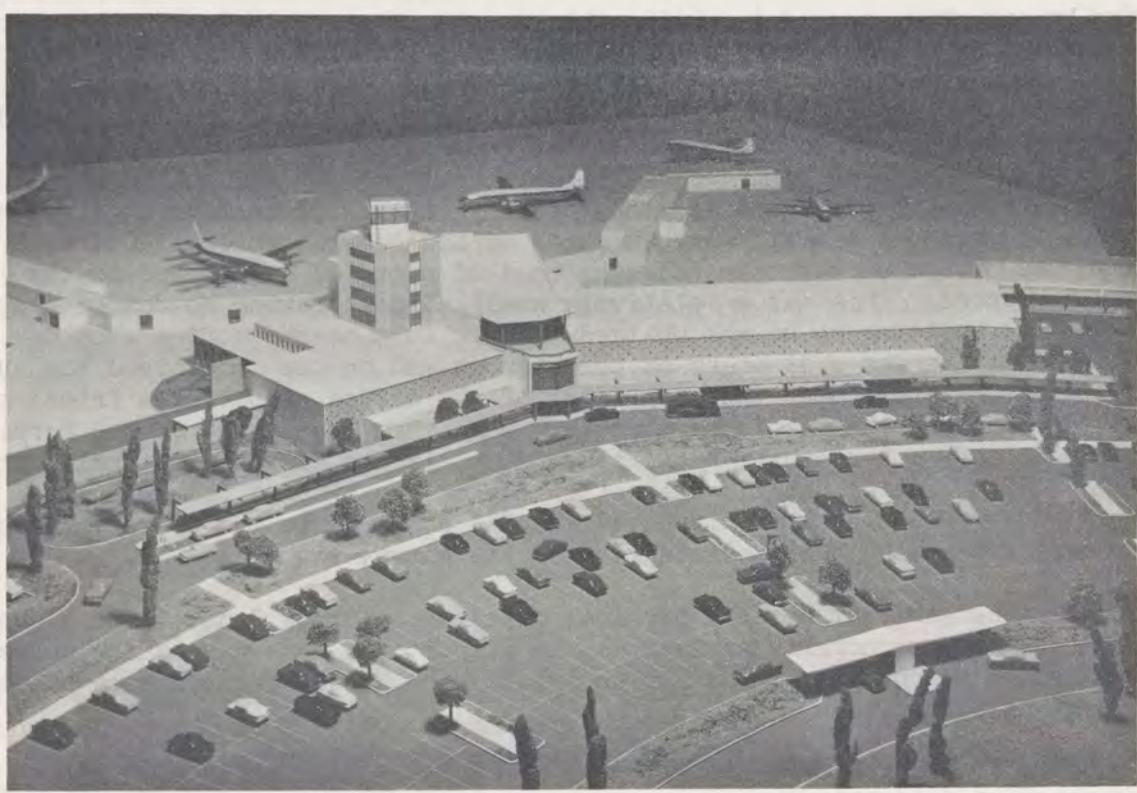
FEBRUARY, 1959

HOW MUCH TERMINAL SPACE IS ENOUGH

by

Paul Fiedler

Architectural Engineer



During recent months a survey was conducted throughout the country of 60 airport terminal buildings in an effort to develop current information upon which to base future terminal building designs. The survey was under the direction of the Office of Airports, Washington and covered 14 locations in this Region. The locations selected were of all classes of airports so that the results will represent a cross section sampling of the conditions that exist at small, medium,
(continued on next page)

large, and international airports. The ultimate results will be tabulated in Washington and will be employed to modernize the yardsticks that are used in determining terminal building design. Naturally, one of the most important factors in such designs is to avoid obsolescence of terminal area structures because of a failure to anticipate future needs.

The surveys at the 14 locations in this Region were conducted by personnel of the Airports Division from both the Regional and District Offices, employees of the airport owners, airline personnel and in at least one location by a group of students. The surveys were primarily a gathering of information during certain significant hours at each terminal. For example, each person entering the terminal building during each hour of the survey was counted. Likewise, an hourly count was taken of the number of people at any one time in such places as rest rooms, restaurants, lobbies, concourses, bars, waiting rooms, etc. All airlines cooperated by furnishing a passenger count during the survey of both the enplaned and deplaned passengers and the actual number of flights. Counts were taken of the number of cars entering and leaving parking lots and the total number of cars actually parked at the end of each hour. From observations of the circulation of traffic in all areas of the terminal an evaluation was made with regard to the adequacy of space to handle existing traffic.

As can be expected, many interesting things were observed during the survey. For example, at the San Francisco Air Terminal it was found that more than half the people entering the building were doing so through the exit. With 2,000 people coming into the building during a typical peak hour it can readily be seen how this "reverse plan" can create congestion.

All such surveys are dependent on the accuracy of the information obtained and an incident occurred at a small airport north of Los Angeles which illustrates this point. One of the survey team felt the need of a cup of coffee before the survey commenced. This was a relatively small airport having no coffee shop in the terminal building so he was obliged to walk to a nearby coffee shop for his morning lift. He was a stranger at the airport and no one recognized him and he could not help but hear the proprietor of the coffee shop tell a friend of his to collect all the people he could and walk them in and out of the terminal building because a survey was being taken and that the City would surely like to have a high count. Shortly thereafter one of the airport tenants also entered the coffee shop and introduced the FAA employee to the operator. Some embarrassment resulted but the integrity of the survey was preserved.

In another instance, at a small terminal building, a State Senator and a candidate for the Governorship arrived at the airport the same day as the survey. The political welcome for these two aspirants undoubtedly created some false counts at this spot.

All such incidents are probably balanced by other factors which will offset any inaccuracies of this type. In most cases all of the employees of the airport owners were most cooperative in helping to obtain the most accurate information.

It will be some time before the final results of the survey can be evaluated by the Office of Airports, but since the last survey of this type was taken in 1949 it is obvious that the information that will be developed will be much better geared to the "Jet Age" era.



REGIONAL ADMINISTRATOR'S COLUMN

Our first month under the FAA banner is now history and I'm sure we can all say, like the fellow leaving the dentist's office, "it didn't hurt a bit". From Washington on through the Regional and field offices the transition took place with a minimum of confusion. This smooth transition however, did not just happen, it was carefully planned.

For many weeks prior to the actual change-over, a lot of serious planning had gone into the organization of the new agency and this long range thinking is becoming evident as the departmental structure takes shape. I recently returned from a Regional Administrators conference in Washington where I had the opportunity to go over the basic organizational chart (shown on page 22) with Mr. Quesada and his staff. I assure you that I came away from that meeting with a very high regard and a great deal of respect for our new Administrator and the very able men he has selected to head the new agency. Gradually the positions are being filled and the organizational charts for each office are being completed. As soon as they are released you may be sure that I will pass them along to you but please be patient and remember that these things take time.

Certain changes in the Washington office structure that will probably have some affect on the Region and the field can be noted in the basic chart, but I hasten to point out to you that the Regional concept is very much in evidence and will remain so for the present. This of course, means that we will continue to operate as in the past with the same procedures and reporting activities. This status quo condition will remain until such time as finalized program changes are announced and become effective thru the issuance of Agency Orders or Bulletins.

Later this month a survey team from Washington will visit the Region to discuss regional activities with us. Their findings as well as the studies being completed by other teams in other regions will then be given serious consideration, but of course, it will be some time before a survey of this magnitude can be completed and analyzed.

Any changes that may result will be made for the better and more efficient management and function of our agency. All of us have a certain natural reluctance to changes of any kind, but this reluctance soon disappears when all the facts are known and the reasons back of the change is understood. In the meantime we must continue to maintain the devotion to duty and the high level of competence that has been our watchword for so long.

And now a final word to you as an individual member of the team. Most of you have seen the movie or heard the tape of Mr. Quesada's message to all employees. You will recall that he made quite a point of the fact that the FAA was destined to grow both in size and stature and that with this growth would come additional opportunities for enthusiastic and capable individuals. The FAA has a tremendous responsibility in the years that lie ahead and it will take the combined talents of many individuals if it is to achieve its rightful position as one of the most important agencies in the Federal family. You can do your part if you will continue to give your job the very best of all your talents.

DEPUTY REGIONAL ADMINISTRATOR
SUFFERS HEART ATTACK

We are indeed sorry to report that Mr. Ernest S. Hensley, Deputy Regional Administrator, suffered a coronary occlusion in his office on February 3. Fortunately, Dr. Lewis Gunther, Regional Flight Surgeon, was in his office at the time so that Mr. Hensley received immediate medical care.

Mr. Hensley entered Cedars of Lebanon Hospital later the same day where he is responding to treatment. Dr. Gunther reports that Mr. Hensley is doing better each day, however, it will be some time before he can return to his office.

We are sure he would appreciate hearing from his many friends. Cedars of Lebanon Hospital is located at 4833 Fountain Avenue, Los Angeles 28, California. Because of the nature of his illness, visitors are limited for the time being.

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ADDITIONAL WASHINGTON APPOINTMENTS

Since the last issue of the NEWS, the following Washington appointments have been announced by Mr. Quesada.

Brigadier General Marcus F. Cooper, Assistant Administrator, Office of Plans and Requirements.

Fordyce W. Luikart, Assistant Administrator, Personnel and Training.

Newton A. Lieurance, Chief, Weather Division, Bureau of Research and Development.

Robert P. Boyle, Senior Associate General Counsel.

George R. Borsari, Chief, Airports Division in the Bureau of Facilities.

Captain Alden C. Packard, U.S. Navy, Deputy Director, Bureau of Research and Development.

Joseph H. Tippetts, Acting Director, Bureau of Facilities

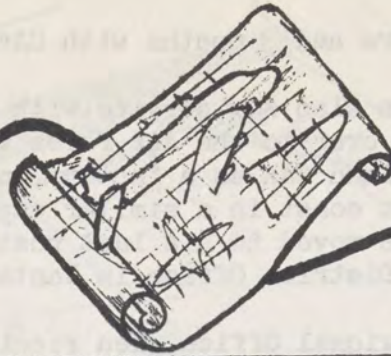
Preble Staver, Acting Chief, Office of Public Affairs.

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CIVILAIR

Just a note to let you know that through the Cancer and Polio plus Dread Disease Coverage (made available through Civilair) one person has obtained over \$1,000. in benefits.

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DIVISION REPRESENTATIVE
Harriet Shillington, LA-235
Ext. 235

Aircraft Engineering

KENNETH BEYMER RETIRES
AFTER 41 YEARS SERVICE



At retirement ceremonies Mr. E. S. Hensley, Deputy Regional Administrator, presented a letter of appreciation to Mr. Kenneth Beymer. Among those in attendance were Mrs. Beymer and W. A. Klikoff, Chief Aircraft Engineering Division.

After almost forty-one years of dedicated service to the Federal Government, Kenneth R. Beymer of the Aircraft Engineering Division, has cleared his desk for the last time. He retired on January 30 after 28 years and 6 months with the

military services and 12 years and 3 months with CAA and FAA.

Joining the Army in 1917, Ken also saw service with the Marine Corps between 1920 and 1923 and then moved over to the Air Force where he served from 1923 to 1946. At that time he joined CAA as a factory inspector in Region One and in 1952 moved to the west coast in a similar capacity in Palo Alto, California. Three years later he moved to his last post as a factory inspector in the Aircraft Engineering District Office in Santa Monica.

In ceremonies held in the Regional Office, Ken received a letter of appreciation from E. S. Hensley, Deputy Regional Administrator and a number of gifts from his fellow workers. Mr. and Mrs. Beymer plan a cross country cruise in their "land cruiser" trailer before settling down for the easy life of retirement.

"IN THE NEWS"

The following is a partial quote from an "Aviation News" item by Tom Towers, Aviation Editor of the Los Angeles Examiner:

"The military's serious problem of jet fuel icing will not be faced by the nation's airlines when turbine-powered transports go into regular passenger service, thanks to the foresight of two Los Angeles aeronautical engineers. Dick Bache, Chief of the Federal Aviation Agency's regional powerplant section here, and his assistant, Merrill Grix, realized the problem would exist as of five years ago and took the proper steps to overcome the hazard."

Take a bow, gentlemen! It is a pleasure to know that our engineers are getting some public recognition.

HERE 'N THERE

Congratulations to Glen Hall of our Burbank District Office, whose marriage to Hannelore Trueson of Germany took place on January 31st, and best wishes to Mrs. Hall.

Welcome to Margaret Lange. Margaret reported for duty at the Long Beach District Office.

NEW BABY DEPT. - Since last report of new arrivals the von Brockdorff's, the Horn's and the Stanton's each have had a baby daughter. Congratulations!

FIRST FLIGHT FOR THE 880

The Convair Model 880 flew for the first time at 9:55 A.M. January 27th. The airplane broke ground after a ground run of about 4400 feet. Immediately after take-off, with the landing gear not yet fully retracted and still in a climb, the 880 made a left hand turn to avoid flying over the populated area of Point Loma, as required by the flight plan for the first flight. The 880 was airborne for about an hour and fifteen minutes of routine flying. The first flight was terminated with a landing at North Island Naval Air Station where operations will continue until at least 10 hours of flight time have been accumulated.



AIR CARRIER

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

TRANSPORT AIRCRAFT SEMINAR



Recently Mr. J. L. Winder, Supervising Inspector, Burbank Air Carrier Safety District Office and his staff envisioned the need of and made arrangements for a Seminar to provide a better understanding of the fundamentals and proper operation of transport category aircraft. Arrangements were made with Mr. John Paul Jones, Chief, Engineering Flight Test Branch, Aeronautical Center, who conducted the Seminar and Lockheed Aircraft Company who provided facilities and so forth. Both were extremely cooperative. The Seminar received outstanding acceptance from the industry even on short notice. There were 115 persons in attendance representing various U. S. and Foreign Airlines, Aircraft Manufacturers, Corporation Pilots and personnel and FAA Air Carrier and General Safety Inspectors. Many favorable comments were received on the excellent presentation by Mr. Jones.

AIR CARRIER SURVEILLANCE

During the holiday season, considerable emphasis was placed on conducting night,

weekend and off-hour checks and tower observations at airports where heavy air carrier traffic existed.

LANDING AIDS

The AMB sponsored experimental centerline light installations on Runway 28R at San Francisco has been completed but some modifications are being required because some of the wiring which is glued to the runway has been repeatedly torn loose. It appears that it will be necessary to groove the runway for the wiring. Pilot questionnaires for use in evaluating the installation have been prepared and will be distributed when actual testing and evaluation starts.

OFF SICK LIST

It is a pleasure to report that Inspector Barber of the Burbank ACSDO, who recently underwent a major operation, has recovered and is back on the job. Continued good health, Tom!

TRANSFERS

It is a pleasure to welcome Mr. E. Kilbride, Electrical/Electronics Inspector, to the Division. Eddie is a great friend and veteran of Air Carrier Safety and transferred from the San Francisco International District Office to Region 4 ACSDO/San Francisco.

Flight Operations Inspector Ralph N. Parker was transferred from Seattle to the Los Angeles ACSDO. Ralph has done an excellent job in Seattle and his services will be of particular value to the Los Angeles ACSDO due to his knowledge of the F-27 which Bonanza Airlines is just receiving. Good luck Ralph, on your new assignment.

INSPECTION PROGRAM

The Aircraft Control Division, W-130 has requested that the Air Carrier Safety Division conduct a maintenance inspection and surveillance program comparable to that conducted on airlines in order to improve the maintenance of FAA aircraft. This includes maintenance facilities and inspection of aircraft above 12,500 pounds gross weight. Responsibility for this project has been assigned to the Los Angeles ACSDO.

AIR CARRIER COMMENTS

Los Angeles Air Service started operating MATS contract flights in the South Atlantic. There will be approximately five round trips per month.

Training by United Air Lines in respect to the DC-8 aircraft electrical/radio system is under way and is expected to be completed well before delivery of the first aircraft. Classes will be monitored during January by the assigned radio/electronics inspector.

Las Vegas Hacienda, Inc., has plans for expanding operations which include an additional DC-3 and possibly a DC-4. Las Vegas Hacienda also has plans for establishing its own maintenance facility at Long Beach, California, which will involve the construction of a hangar.

Continental Air Lines has received twelve of its order of Viscount aircraft.



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

MOUNTING THE BLACK MOUNTAIN

ANF representatives journeyed to the Black Mountain Radar site on January 6 and 7 for an "on-the-spot" decision concerning the access road to this facility. The group consisted of Hal Orville, LA-660; Gene Mathews, LA-670; Ed Diehl, Duke Sorrell and Norm Kergarrd, LA-664. Ken Willits, Chief, ATDO #19, joined the party at the site. By the time the party reached the top of the site, night fell. At the crack of dawn on the following day, the group started its memorial operation--rock, slide and roll.

The following highlights pertaining to the actual walking of the alternate route by the entire party are based on fact or dreamed by Gene "Hop-a-long" Mathews while under the influence of rubbing alcohol fumes following the $4\frac{1}{2}$ hour trek over hill and dale.

We received assurance from Duke that all rattlesnakes, although plentiful in this area, were sleeping peacefully and were harmless. Nevertheless, an eagle-eye vigilance was maintained for the possibility of a non-conformist. For the first mile the party stayed together, following first one and then another expert in trail blazing. For the remainder of the route, individualism was the pattern with the exception of Ed and Gene who teamed up. Ed's trick right knee and Gene's left leg added up to a pair of serviceable gams. The rest of the party was unable to track because no visible footprints were left - draggin' man!! Hal and Ken, being of the more rugged variety, chose the "over-the-top" route, reporting poor road possibilities unless we envisioned using mountain goats for transportation. Duke "Mother Hen" Sorrell, alternating between parties for guidance purposes, must have walked 10 miles. Norm, a member of the younger generation, out-paced the party and arrived at the rendezvous far in advance of the stragglers.

The lower area is inhabited by numerous turkey ranches. These birds, operating in areas controlled by movable fences, pick the ground as clean as a refrigerator following a weekend visit by relatives. Having planned ahead the party had over-looked food and water. They eyed the movement below with a mean gleam. However, upon reaching the car, Ken drew a small box of cookies--one dollar seemed rather high, but no crumb remained. At 6:30 that evening, the party arrived at Pismo Beach and a luncheon-dinner was enjoyed by all. We always will wonder if the "closed" sign placed on the door as we departed was scheduled or because no food remained in the Beanery.

Upon arrival in Santa Monica, about 10:00 P.M., Duke drew the short straw and was elected to buy several bottles of rubbing alcohol. We ran into some delay as Duke

insisted that the stuff was sold in fifths.

Next morning the old guard hobbled in to the R. O. on time while roll call found youngsters Duke and Norm missing. There will always be some reservation in that "sore throat" (Kergaard) and "x-ray" (Sorrell) jazz.

All was not lost as the group stuck together on a unanimous decision on their official findings.

POOR PURPLE HEARTED POTTERS

Parke Potter has, from first hand experience, made the observation that deeds of service do not go unrewarded though they may be delayed. He was awarded the Purple Heart for an injury sustained in action on March 18, 1945, at Iwo Jima, while a member of the U. S. Marine Corps Reserve. The award was made to "Patient Potter" in July, 1958. Parke informs us he inherited the title from his father. Mr. Potter, Sr. served in the Corps during the First World War and received a Purple Heart in 1938. Parke says the name Potter probably is pretty low down the list but (Ed's note) mighty high in esteem.

R. O. LOSS, "FLY BOYS" GAIN

Robin Wood, our little dynamo from the Flight Inspection Recertification Section, recently transferred to the Intermediate Altitude Flight Check Group located at 11624 W. Pico. Lucky fellows! Best of luck in your new job, Robbie!

KEN BROOKS WINDS UP 1958 WITH BANG BANG

Ken Brooks, Recorder Operator, Denver, while driving his father-in-law's car on December 26, was attacked from the rear by a roaring Rambler. On December 30, while driving his own car, he was ambushed by another young driver who gave him a broadside that about sank his Chevrolet. Ken wound up with a broken rib and an undetermined knee injury. Get well soon, Ken, and we hope that 1959 will be a better year for you.

EAST MEETS WEST

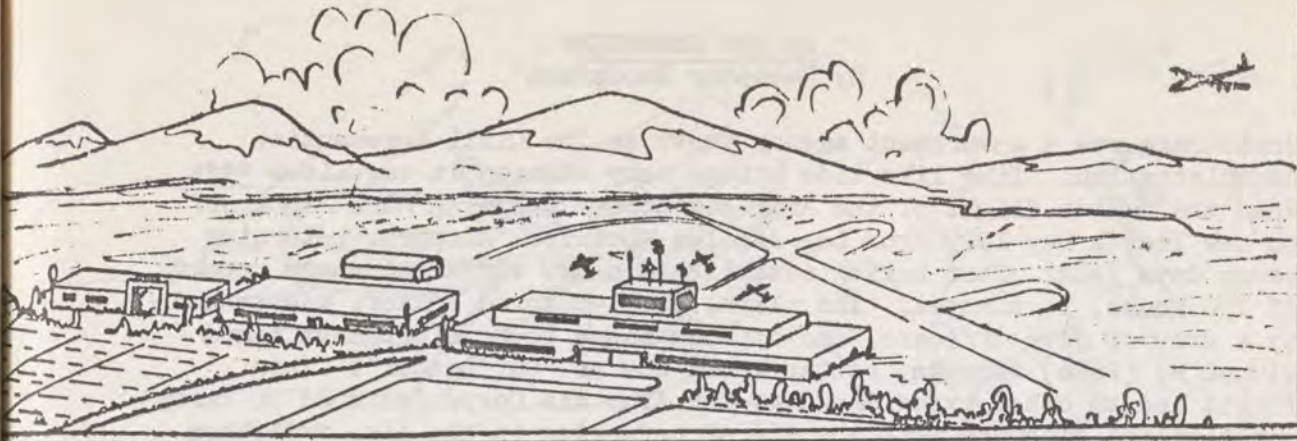
We have had the pleasure, with mutual benefit, of meeting with several Washington teams who were in Los Angeles for meetings here or in the vicinity, as follows: Mr. J. F. (Jack) Teunisson, W-670 visited the R. O. for the purpose of evaluating the operation of the Maintenance Engineering Branch and making a study of its organization. Mr. Teunisson, accompanied by J. G. Melville, LA-670, also visited our Francis Peak mountaintop radar site.

Messrs. J. S. Turner, W. B. Brown and A. T. Golla, W-630; J. E. Dow and J. V. Flanagan, W-512 visited the Region for Joint Radar Planning Group meeting.

Col. Gianatsis, FAA Bureau of Research and Development, attended meetings on USAF/FAA Study Group on ATC problems at Edwards, George and Palmdale.

Mr. D. S. King, W-610 visited the R. O. prior to attending Gilfillan conference at Arrowhead Springs.

Messrs. L. H. Hayden, J. B. Kuba, W-625 and W. C. Wetzel, W-664 and E. K. Givens, W-647, attended a conference with Region Six held here and at Pt. Mugu on Pacific Communications. Also Messrs. Hayden, Kuba and Watson held a conference in the R. O. on the EANF Monthly Progress Report.



A-1200RHS

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

"VISIT THE FAIR BY AIR"

From the SOCAL District Airport Office

The above slogan was made possible by the recent completion of Brackett Field adjacent to the Los Angeles County Fair grounds near Pomona. On the site of a former small private airport the County, with the assistance of the Federal Aid Airport Program constructed a 3500' paved and lighted runway, associated taxiways and administration building. The airport was dedicated on August 8, 1958 and boasts of 50 based aircraft at present with an anticipated increase in this number to 200 within the next two years.

The dedication occurred just one month before the County Fair opened and the Fair Association capitalized on the event with its "Visit the Fair by Air" slogan. That the attendant publicity was successful is evidenced by the fact that 308 itinerant aircraft landed at the airport during the fair carrying an average of 2.6 persons who visited the fair. Avis Car Rental provided free transportation and made 276 round trips to the fair grounds.

Out of State planes arriving at the airport carrying fair minded people hailed from such places as Michigan, Nebraska, Arizona and Nevada. The climax, however, was the arrival of a group from College, Alaska to attend the fair and, of course, this took the prize for the greatest distance travelled.

Coupled with the obvious advantage of being near the fair grounds, perhaps more important is the fact that Brackett Field lies just a short distance east of Puddingston Reservoir which is a red hot spot for boating, fishing, and swimming. In addition the County and the State intend to develop the area south of the airport into an elaborate park and recreational area.

With all these features it is reasonable to envision Brackett Field as becoming one of the most popular Southern California airports.

DO YOU REMEMBER?
By "Senator Snodgrass"

When there was a government agency known as the Civil Aeronautics Administration. Time like tide brings many changes in our lives **** When the famous flight of the Army Air Corps "Question Mark" took off on New Year's Day 1929 from Los Angeles Municipal Airport, returning seven days later after having established a new world endurance record of 150 hours, 14 minutes. The plane, a tri-motored Fokker, was manned by a crew of five officers, one of whom was a young Lieutenant named Elwood R. (Pete) Quesada, better known now as "Our Leader". This flight led to other experiments by the Army Air Corps designed to carry out tactical missions with the aid of refueling in the air. **** When the world's first airplane crash and fatality occurred. The first victim was Lieutenant Thomas E. Selfridge was was flying with Orville Wright (September 17, 1950). They were flying at an altitude of seventy-five feet when a propeller blade struck a stay wire and was snapped off. The plane became unmanageable and crashed, throwing the occupants out. Selfridge died without regaining consciousness. Wright's left thigh was fractured and two ribs were broken, thus ending his flying for that year. **** When the very first airplane was constructed on the Pacific Coast. It was built by Charles F. Walsh of San Diego, a bi-plane resembling the Curtis. This happened in 1909 long before anyone heard of Douglas, Boeing, Lockheed, et al. When all the airplanes arrived and departed from Burbank and none from the City of Angeles. This still happens when the smog and fog get too thick, but you would have a hard time getting Los Angeles to admit it. **** When the first pilot's license was issued to a woman in America. The lady's name was Harriett Quimley of Boston who later made herself quite famous by being the first woman to fly the English Channel. This was long before Gertrude Ederle decided to swim it. **** When George Cassady was an inspector for Aviation Safety, working out of this Regional Office. He is now Brigadier General Cassady of the Air Force and assigned to the Federal Aviation Agency as Deputy Chief, Bureau of Traffic Management. **** When we didn't run a column like this and probably wont in the future as we are running dry very fast. **** When five cents bought a ticket to the finest movies starring Douglas Fairbanks and Mary Pickford and motion picture theaters were known as nickelodeons.

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AIRMEN, PLEASE NOTE

The Polish Air Force is grounding pilots who are not married. The Communists fear that unmarried pilots will escape to the West. The Communists, doing everything they can to encourage romances between bachelor pilots and local maidens, even permit single pilots to use official cars to keep their dates.

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THE GUIDING HAND



THE GUIDING VOICE

DIVISION REPRESENTATIVE: "Sparky" Wright
LA-530.6, Ext. 538

Air Traffic Control

WELCOME TO THE REGIONAL OFFICE - -

Joe McFarland, LA-524; Don Davis, LA-530; Ben Freiman, LA-530; Donald Brink, LA-510; Joe Hinds, LA-540 and Leroy Brown, LA-520.

PILOT'S RADIO HANDBOOK

We have been informed that sales of the Pilot's Radio Handbook TM-102, prepared by the Bureau of Air Traffic Management, have now passed the one hundred thousand mark and that it continues to rank "high on the list of GPO best sellers." Because all CAA publications must soon be changed to issuances of FAA, the Washington office is preparing a complete revision to the Pilot's Radio Handbook.

FAA STATIONS ASSIST LOST AIRCRAFT

On January 21, 1959 at 5:12 P.M. the pilot of Piper Apache N3621P reported to Las Vegas, New Mexico Station. He stated he was lost and requested assistance. At the time he believed he had 20 minutes of fuel aboard. The pilot reported OMNI receiver indications to Las Vegas and Anton Chico VOR's. He was informed his position was apparently about 25 miles out on a heading of 230° to the Las Vegas OMNI and it was suggested that he fly a heading of 230°.

The pilot flew this course for 10 minutes. He then advised the Airways Operations Specialist he had sighted the airport beacon directly ahead. He made a normal landing at 5:30 P.M.

The pilot stated he had only about two minutes of fuel left, that strong head wind and steering into the setting sun had confused him. Mr. C. A. Linn of Las Vegas, Nevada was the pilot. The specialists on duty were Mr. E. V. Murray, Journeyman and Mr. A. L. Callis, Assistant.

On January 24, 1959, at 2:09 p.m. the pilot of Cessna CF-ISR reported to Bellingham, Washington. He stated he was lost and requested assistance. This aircraft had departed Bellingham two hours earlier enroute to Seattle. No flight plan was filed. Weather was marginal. Pilot advised he was over a large refinery. Based on the strength of radio signals being received by the pilot and Bellingham radio, the aircraft was believed to be over the refinery at Anacortes. It was suggested that he fly a Northerly heading.

Radar at Seattle and Vancouver were alerted. At 2:27 P.M. Vancouver radar advised they had a target near Shaw Island. The pilot was requested to fly a heading of 270°. The aircraft signals began to fade at Bellingham and radar lost the target. The pilot advised he was heading toward a mountain and would turn around. Radar then requested the pilot to fly a heading of 360°. Aircraft radio signal strength then began to increase at Bellingham.

At 2:40 P.M. the pilot advised he was over a delta. This was believed at the mouth of the Nooksack River West of the Bellingham airport. He was informed of his position and it was suggested that he fly a heading of 067°. The pilot reported he had a refinery on his left. He was then told to alter his course 5° to the right. The pilot flew this course for two minutes. He then advised the Airways Operations Specialist he had sighted the airport. The aircraft landed at 2:46 P.M.

BRIEFS

Thirty-one facility chiefs have been selected for the first correspondence course in Management to be given by LA-93 We have received information that Japan Airlines is proposing Tokyo to Seattle via Anchorage service beginning in June, 1959. The first proving run was made during January. JAL will use Portland, Oregon and Spokane, Washington as alternates for Seattle-Tacoma.

NEWS ITEMS

Thanks for your help. As we mentioned before the News is your publication, of and for the people. We want to include as much Regional Office and field news as possible. Be on the alert for items you think everyone would be interested in reading. Such items as promotions, advancement, new employees; sketches, humorous incidents; items for "did you know" section; stories of employees who have been stationed out of the country; unusual activities by individuals; social activities of interest; incident reports, saves, appreciation letters, etc.

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ARE WE IN THE SPACE AGE?

(This could have been an Opinion by LA-60)

D inherits space credits upon the death of his Uncle P. D purchases a Catiroyce Space Ship and takes off for Uranus from Lockheed Space Terminal. As D passes Solaris, Uncle P flies out on angels' wings carrying a harp and demands possession of the Catiroyce. D must surrender the Catiroyce to Uncle P.

Caveat: No opinion is expressed on D's rights, if any, to a return trip to Earth. Whether or not D is to be issued a set of wings and a harp will depend on the locus of the quockus.

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GIVE FOR HEALTH TO YOUR FEDERAL SERVICE CAMPAIGN.



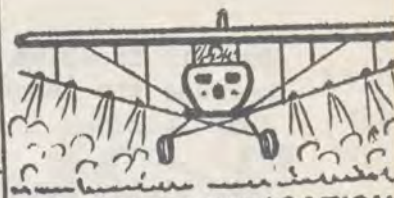
BUSINESS FLYING



AIRCRAFT INSPECTION



PILOT EXAMS



AERIAL APPLICATION

DIVISION Larry Lightbody
REPRESENTATIVE: LA-258B Ext 278

General Safety Division

SAFETY PRECAUTIONS FOR COLD-WEATHER FLYING

Even though the use of aircraft has enabled many to become more familiar with this great country of ours, a great many people have yet to experience their first cold-weather flying operations. I shall try to confine my comments to the problems encountered in the ground operations and not bring flight problems into this article.

The average plane owner is proud of his plane and if it becomes splattered with dirty water and mud, he naturally desires to clean it up. Washing a plane in cold weather isn't a pleasant task however, so he usually squirts a hose at it giving a "quickie" wash job. This action can bring serious results to the unwary. Unless there is ample time at above-freezing temperature for the plane to dry completely, there is a good chance the next flight or attempted flight will run into difficulty. Ice can do a very efficient job of locking brakes and controls, plugging fuel and oil vents, spoiling airflow, lift, etc.

Unless the plane can be stored overnight in a heated hangar or otherwise kept from freezing temperatures until dry, it is far better to forget the wash job and fly a dirty plane.

To those who operate in the cold country, winter means a change in procedures; wheel pants must come off, water drained from air conditioners, engine warmers and APUs must be ready for use. Many times it is necessary to lag oil lines and tanks. Strip asbestos and silica jil (water-glass) are commonly used for this purpose, making a neat non-absorbent covering material.

Outside storage of course, presents a problem; snow, frost and ice on wings and controls mean danger. It also means danger to attempt to wash off the ice and frost with buckets of warm water; yet it is not unusual to see the method tried. Fortunately this usually causes frozen brakes and tail or nose wheel, preventing an attempted take-off. Unfortunately trouble is not always encountered until after take-off.

It is very difficult to work with gloves or mittens on. Maybe harder yet with frozen fingers. It pays to double-check those fuel and oil tank caps. Perhaps the lineboy's hands were so cold he couldn't feel whether the cap was on tight or not.

Even the best mechanic cannot do his best with cold numb fingers; give him a break and let him put the plane in the shop instead of insisting on a quick outdoor repair. It just might save you lots of trouble.

Not all troubles are aircraft troubles; many a flight has been late or cancelled because the hangar doors were frozen shut - snow and ice can be a very effective door lock.

Yes, winter weather is unpleasant and calls for many precautions; yet with common sense and caution winter operations can be conducted in a safe efficient manner. If in doubt, ask the man who lives there.

FIELD NEWS FROM DISTRICT OFFICES

PHOENIX GSDO

If plans of the Tucson Chamber of Commerce are successful, it appears that the Helio Aircraft Corporation, now located at Pittsburg, Kansas and Norwood, Massachusetts, will move to Tucson where they will manufacture aircraft.

LONG BEACH GSDO

City officials are making preliminary reports and plans toward the possibility and feasibility of constructing a large international off-shore airport. Several months of study will be necessary before definite plans can be made.

OAKLAND GSDO

Inspector Davis received a telephone call asking for a "Fright Test" from an applicant. The good Inspector stated he had had flight tests turn into "fright tests" before the ride ended, but this was the first time he had been forewarned. It turned out, however, the applicant was a Japanese National who has a little trouble pronouncing the "l".

FRESNO GSDO

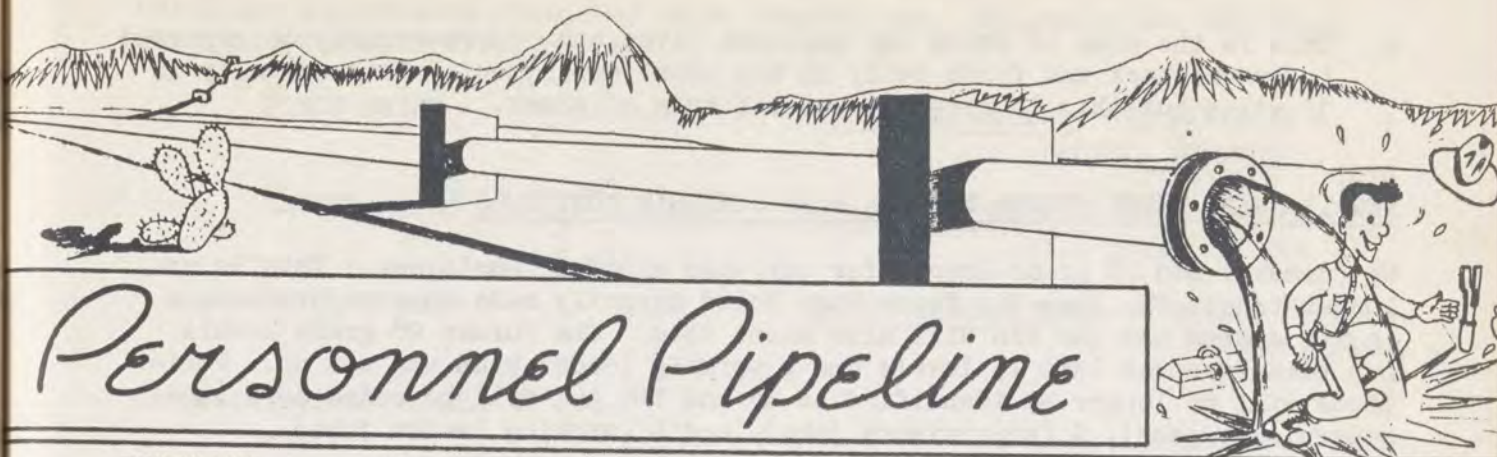
A Field Weather-Status Board, a large sign board installation, outlined with red neon border, has been installed at Chandler Field. The board is equipped with red and green lights to indicate weather conditions at the airport.

BILLINGS GSDO

Inspectors Hendy of the Helena GSDO and Vandewark of the Billings GSDO attended the annual meeting of the Montana Aviation Trades Association at Billings, December 5th & 6th.

* * * * *

President Eisenhower has said, "As Americans, we enjoy the tradition of sharing our material and spiritual benefits with our fellow men at home and abroad." He was referring to the Joint Crusade for CARE, Crusade for Freedom and American-Korean Foundation.



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

YOU ASKED 'EM - HERE ARE THE ANSWERS

- Q. Is it proper for an employee to resign orally or is it necessary that the resignation be in writing?
- A. Use S.P. 3382 for the "clue" on this point. A resignation can either be oral or written. Wherever possible the Agency requests that any resignation be in writing. If, however, the employee either does not submit a written resignation, the supervisor to whom the employee resigned should carefully explain the circumstances. A written resignation is preferable since it establishes a clear case in the event of appeals.

Warning: If an employee calls up to resign and doesn't have a Form 52, a letter stating the resignation and its reason should be requested.

The above discussion on resignations raises a related problem. The Payroll Section reports that the Time and Attendance reports for a resigning employee are often delayed until the remaining attendance reports are submitted. S.P. 3690.2 establishes the point quite clearly that attendance reports should be forwarded immediately after the resignee serves his last day of duty. In other words, the report should not be held up any longer than is necessary.

- Q. Does a peacetime veteran who resigns and then reenters classified service forfeit his preference rights?
- A. If a peacetime veteran has been employed without a break in service since 1944 he has veteran rights only for reduction-in-force purposes. If such a person resigns and has 1 day's break in service he loses this retention preference. One day's break is all that it would take. The above presumes of course, that the peacetime veteran preference was not based on a campaign for which a badge was given.

If you have some question about your rights on the above point and are not sure where you stand, contact LA-90.

Q. What is meant by "Commuting Area" of a Facility as used in RIP procedures?

A. This is the area in which the employee lives and can reasonably be expected to travel back and forth daily in his usual employment. This normally is 35 miles but this is merely a general rule of thumb.

NEW 15 GRADE LEVEL SYSTEM FOR FAA WAGE SCHEDULE POSITIONS

We formerly had 28 grade levels for our wage schedule employees. This is no longer true. The Army-Air Force Wage Board recently made some major changes in its system and the FAA will also adopt them. The former 28 grade levels has been squeezed into 15 levels and a working leader plan was set up. Positions will no longer be identified as WS and SWS but will be coded as W (non-supervisory jobs), S (supervisory jobs), and L (working leader jobs).

Positions will be converted as follows:

Levels 1, 2, 3, 4, 5 and 6 will remain the same
WS-14 and 15 will convert to W-7
WS-16 and 17 will convert to W-11
WS-22, 23, and 24 will convert to W-14

Conversions to the new 15 level pay schedules will take place on a staggered basis over a 12 to 18 month period as 15 level wage schedules are issued. We will continue three step rates as in the past.

Employees will not suffer a loss of pay as a result of the conversion and application of the new locality wage schedule. The new system will certainly simplify classification procedures and evaluations.

* * * * *

SUGGESTION PROGRAM

SUGGESTION CONTEST PRIZE WINNERS

The Incentive Awards Committee reviewed hundreds of suggestions submitted in the May-June SPECIAL SUGGESTION CONTEST and has selected the six Regional prize winners.

Selection of the three prize winners in the "best suggester" category was based on the number of suggestions submitted and the extend of benefits derived from those approved and adopted. The Committee awarded these prizes as follows:

FIRST PRIZE	\$75.00	<u>Robert L. Horton</u> , ATC, Division Paso Robles, California
SECOND PRIZE	50.00	<u>Carl Daubendick</u> , ANF Division Los Angeles, California
THIRD PRIZE	25.00	<u>William Good</u> , ANF Division, Los Angeles, California

The prize winners in the "supervisory" category were selected on the basis of the proportion of employees supervised who submitted suggestions, the number and quality of the suggestions they submitted, and the speed and thoroughness with

which the supervisors evaluated these suggestions. Following are the three supervisors who received prizes:

FIRST PRIZE	\$100.00	<u>Robert M. Hacker</u> , ATC Division Denver, Colorado
SECOND PRIZE	75.00	<u>Kenyon W. Barrett</u> , ATC Division Gila Bend, Arizona
THIRD PRIZE	50.00	<u>A. G. Witter</u> , General Safety Division Boise, Idaho

Congratulations to all of you!

SUGGESTION AWARDS

Nineteen Suggestion Awards amounting to \$790 were granted in January. Eleven of the award winners were in ANF; three in ATC; one in Aircraft Engineering; and one in Air Carrier Safety. Three of the awards were made to ex-FAA employees. The awards were granted to the following:

Paul G. Allee and Riley Harris, ANF Division, Los Angeles--suggested the procurement of 15-pr. shielded cable with stranded wipe to meet special installation requirements. Washington approved their idea and will, in the future, procure and supply both solid and stranded cable. Award: \$30.00 divided equally between Mr. Allee and Mr. Harris.

Rose Mary Altmeyer, Air Carrier Safety Division, San Francisco--suggested that Forms ACA-416 be made up with pre-inserted carbons in perforated, fanfold fashion. Washington approved the suggestion in modified form and will issue the forms with pre-inserted carbons. Award: \$25.00

Mark D. Argo, ATC Division, Trinidad, Colorado--suggested that "Renot Current" notices be transmitted at a definite time so that they would be of value in requesting repeats as needed prior to office hours. Regional officials approved this proposal and have adopted 3:00 AM local time as a period when all Renots will have been cleared. Award: \$20.00

Clyde F. Brookman, ANF Division, Spokane, Washington--submitted a suggestion concerning a test box to facilitate the servicing and maintenance of the record and monitor amplifiers used in the Magnecord recorders. Washington approved the suggestion and will prepare procurement specifications to supply the test box to the locations now using the Magnecord type CA-1466 Multi-channel Recorders. Award: \$75.00

Richard W. Bullard, a former employee of FAA, suggested a change in wiring of transmitters and wiring from transmitters to auxiliary racks to eliminate the use of the disabling switch installed in the antenna changeover and phaser units. Washington approved the change and has taken steps to implement it. Award: \$50.00

Davis M. Bussey, ATC Division, Albuquerque, prepared a letter to airmen describing the services provided by the Albuquerque Station to the flying public. Washington felt that Mr. Bussey's letter was excellent and that it made a material contribution to advancement of flight assistance service. The letter was reproduced and furnished to all regions by Circular Letter W-520-272. Award: \$100.00

Edward R. Diehl, ANF Division, Los Angeles--suggested an improved method of attaching doors on relay racks which will eliminate a safety hazard. Washington approved this modification for racks purchased prior to 1953 and will publish it in a "Hints and Kinks" circular. Award: \$35.00

William L. Good, ANF Division, Los Angeles--suggested an improvement in VF Signaling Equipment at control end (centers). Washington adopted this improvement for application at all centers and peripheral sites where this type of equipment is used. They stated it will simplify maintenance and improve service. Award: \$75.00

Charles H. Harvey, ANF Division, Seattle--suggested a modification of the fuse holders of the CA-1502/1 and CA-1521/1 transmitter relay panels. Washington has approved the modification and it has been included in EEM No. 308. Award: \$50.00

Edward Hutchinson, ANF Division, Phoenix--suggested a modification to CA-3410 Counterpoise Edge VOR Field Detector. Washington approved the modification for Nation-wide use. Award: \$75.00

Dorman E. Johnson, ANF Division, Los Angeles--suggested installation of a break away cable and wing-nut screws on voice code reproducers to facilitate servicing the motor. Washington approved the modification and will issue EEM to incorporate it. Award: \$50.00.

Max C. Kelch, ANF Division, March AFB--suggested a knob-type adjustment for the ASR-3 PPI normal centering controls. Washington approved this modification for FAA-wide use and will issue an EEM to include it. Award: \$25.00.

Leroy D. Mason, ANF Division, Seattle--suggested that a chuck for dressing and polishing line relay contacts be supplied as an item of standard working equipment. Washington approved the idea on an optional basis and will issue an MOD letter to all Regions. Award: \$45.00

Howard S. Pyle, formerly employed with FAA, suggested that superfluous titles be deleted in teletypewriter dispatches. Washington will incorporate the new method in the Standard Practice Manual. Award: \$25.00

James L. Richardson, ATC Division, Great Falls, Montana--suggested that new duty stations forward to persons selected for journeyman positions an "area rating kit" to enable personnel to take area rating examinations at new duty stations sooner than they have heretofore been able to do. Regional officials approved this idea and will combine it with the station training guide. Award: \$25.00

Bessie Teplitz, Aircraft Engineering Division, Santa Monica--suggested a Time and Attendance Report worksheet for recording all attendance, including entrance on duty, leave, dates of travel, transfers, etc. The suggested form was not approved for use but the suggestion brought to light the fact that Standard Forms prescribed for same purpose were not stocked locally. As a result, arrangements were made to obtain supplies of the prescribed forms and a notice of their availability will be published. Thus, this suggestion caused action to be taken which will result in benefits Region-wide. Award: \$10.00

William J. Tucker, ANF Division, Hoquiam, Washington--suggested removal of metal strips on the rear doors of the DME/DTB equipment. Washington approved the suggestion for adoption at all DME facilities where a blower motor failure occurs. Award: \$15.00.

CREDIT UNION NEWS

A 5% dividend rate was determined by the Region 4 CAA Credit Union at its regular annual meeting on January 20. This is the third straight year that the organization has authorized this dividend.

At the annual meeting, Glyndon Riley, Deputy Personnel Officer, was named to the post of President to replace Elwood Cole, Airspace Utilization Officer. Mr. Cole has served as a member of the Board of Directors for the past four years and as President for 1957 - 1958.

Robert Denzer of Airports was renamed as Treasurer and Madeline Dunn of Air Navigation Facilities will serve again as Secretary. Kirk Barry of ANF was named as the new Vice-President. Other Board Members appointed were Curt Riley and Virginia Dolim of Air Traffic Control and Merrill Griffith of Air Carrier. Retiring Board Members were John Garrison, Fred Townsend and Ed Cobi. Townsend was named to chair the Supervisory Committee; Frank A. DeAndrea will return as Chairman of the Credit Committee.

The tremendous business of the Credit Union is easily detected by glancing at last year's growth. The Union's assets rose from \$2,625,618.68 to \$3,676,060.37. That's over a million dollar growth in one year which isn't exactly hay.

Due to the splendid service contributed by our Credit Union you should certainly investigate its benefits before deciding to borrow from some other source.

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

Date _____

_____ I desire to become a member of the Credit Union. Please send me membership signature card and additional information.

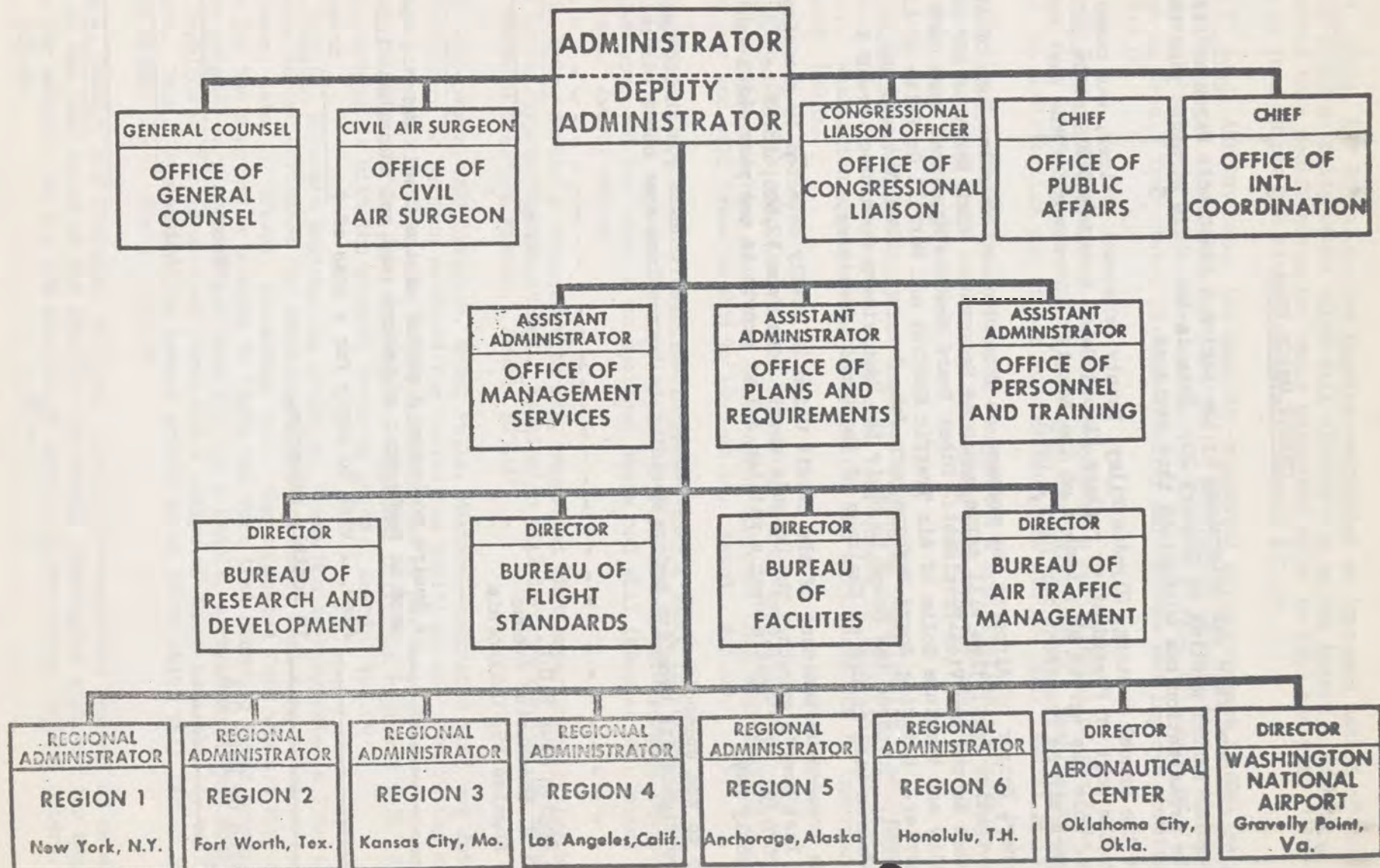
_____ Also, I wish to apply for a loan of \$ _____ to be repaid
_____ in monthly payments.

Entered on Duty CAA
Date: _____

Name: _____

Address: _____

FEDERAL AVIATION AGENCY



Approved: January 15, 1959

REGIONAL ADMINISTRATORS STAFF AND DIVISION CHIEFS

FEDERAL AVIATION AGENCY

REGION FOUR - LOS ANGELES, CALIFORNIA

JANUARY 1959



REGIONAL ADMINISTRATOR
LA-1

W. P. PLETT



DEPUTY REGIONAL ADMINISTRATOR
LA-2

E. S. HENSLEY



ASSISTANT REGIONAL ADMINISTRATOR
LA-3

A. E. HORNING



AIR SPACE UTILIZATION OFFICER
LA-10

E. B. COLE



ASSISTANT TO THE
REGIONAL ADMINISTRATOR
(PUBLIC INFORMATION)
LA-4

E. S. KROPP



STAFF ASSISTANT TO THE
REGIONAL ADMINISTRATOR
(MANAGEMENT SERVICES)
LA-5

W. R. MOON



REGIONAL ATTORNEY
LA-60

G. D. WOODMANSEE



CHIEF
BUDGET & FINANCE DIVISION
LA-70

E. P. SIMONDS



CHIEF
PERSONNEL DIVISION
LA-90

K. B. WALL



CHIEF
GENERAL SERVICES DIVISION
LA-100

W. S. HARDEE



REGIONAL FLIGHT SURGEON
LA-65

DR. LEWIS GUNTHER



CHIEF
AIR CARRIER SAFETY DIVISION
LA-220

L. W. ASHWELL



CHIEF
AIRCRAFT ENGINEERING DIVISION
LA-235

W. A. KLIKOFF



CHIEF
GENERAL SAFETY DIVISION
LA-250

R. V. RENOLDS



CHIEF
AIRPORTS DIVISION
LA-400

C. J. WINGER



CHIEF
AIR TRAFFIC CONTROL DIVISION
LA-500

L. PONTON DE ARCE



CHIEF
AIR NAVIGATION FACILITIES DIVISION
LA-600

H. E. ALDRIDGE